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TRANSACTIONS OF THE LITERARY & HISTORICAL SOCIETY OF QUEBEC.

SESSION 1870-71.

PAPER VII.—ENGINEERING AND ENGINEERS.

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(Read before the Society April 12th, 1871.)

"ENGINEERING is the art of directing the great sources of power in nature, for the use and convenience of man." So said Thomas Telford, the eminent Civil Engineer, just 51 years ago, when, as first President of the Institution of Civil Engineers, he delivered his inaugural address. So, with even greater justice and honest exultation, may the Engineer of the present day exclaim, looking back at the mighty strides which science has made in the last half-century, and on the amazing results which surround us.

So numerous, so vast are those results, that we are fairly staggered with the magnitude of the subject as we begin to recall them. They meet us at every turn of daily life, and fill us with ever-fresh surprise at the wonderful powers which the Divine Creator has hid in nature, and at the wonderful ability with which He has endowed man to develop those powers.

In peace and in war, in our quiet homes and in the rushing travel of the day, on land and at sea, we meet the Engineer, and enjoy daily a thousand advantages and comforts from his skill and labor. The lighthouse which welcomes us as we approach the land; the breakwater which secures the anchorage; the quays and wharves at which the ship, itself of iron, curiously wrought together, unloads; the engines within it, so mighty as to be capable of urging the mass, weighing thousands of tons, against the storm and over the ocean, to the appointed post, and yet so delicately made that a bearing scarcely heats, and that the touch of a finger can govern the whole; the motive-power of water so combined with heat as to create steam—a power so terrific, that, uncontrolled, it can shatter into fragments the vast fabric which it is made to move, and yet so exquisitely controlled as in its use to prevent the very evils that would neutralize its power, and, as in the locomotive, to fan the flame that, fanned, creates fresh steam; the railroad, which, diminishing distance in proportion as time is saved, bears along that ever-increasing freight, and those ever-increasing myriads which no other known means of communication could have borne, carries the weary man of business and the toil-stained mechanic daily from the smoky, stifling town to the clean, invigorating country, or the eager traveller from the ship to his expectant home, to which his approach has already, swiftly as by lightning, been made known by the "winged word" which electricity speeds over the earth and under the sea,—one and all of these reflect the Engineer; while that home itself, lighted with gas, supplied with water, and warmed, ventilated, and drained, presents ever-present proofs of what we owe to science, and speaks of labor and discoveries not less real, if less striking, than the steamer, the railroad, and the telegraph, and certainly not contributing less to our daily comfort and increasing health and power of life.

Or if we turn to war: those fortresses which enable the defenders of a country to resist the attack of a superior force; those torpedoes and submarine mines which defend its shores and rivers; those huge guns, 35 tons in weight, carrying a missile of 700 lbs. in weight a distance of six English miles; the improved missiles themselves; those great plates of iron so craftily bolted together as almost to defy even such missiles; those cunning and yet simple rifles, breech-loading, deadly at 1000 yards in skilful hands; those adaptations of light, of signals and of electricity, for instant communication to troops scattered over long distances; those most ingenious means of ascertaining the velocity with which the projectile leaves the gun from which it is fired, and of ascertaining the disruptive force of the powder, when fired upon the gun itself; those carriages in which the very recoil of the gun is made of use to cover the gun out of sight of an enemy,—these and many other such-like things, among which may be mentioned the balloon, pressed into the service, present to us the Civil, the Mechanical, and the Military Engineer, combining with the Artilleryman in labors honorable to themselves and useful in the highest degree to their country.

Or, returning to the wants of peace: in the canals and locks which evade the rushing rapids, and turn the flank even of Niagara; in the improvement, generally, of internal navigation; in the drainage of low lands; in the construction and maintenance of embankments to resist the encroachments of the sea; in the formation of roads, carried with gentle gradients over the scientifically-sought lowest summits; in the erection of bridges over wide and rapid rivers—as, for example, the world-famed Victoria Bridge at Montreal; in the infinitely varied machinery, which appears almost endowed with life and reason, so wonderfully does it perform the ponderous as well as the delicate tasks entrusted to it in the factory, in the mill, in the arsenal, in water, and on land,—we recognize, once again, the skill and toil of the Mechanical and Civil Engineer.

Among the labors of the Engineer, none, perhaps, possess more interest to this country, and especially at the present time, than those connected with

CANALS.

It appears not improbable that the earliest canals were constructed in Egypt, and had for their object the better irrigation of the Delta of the Nile. Herodotus, whose narratives, however, must generally be taken "*cum grano*," speaks of the formation of a lake called Mœris, 450 miles in circumference, which was completed about 1385 years B. C. This was connected with the Nile by three canals, and its objects were to prevent the Nile continually overflowing the country, and to maintain a supply of water for irrigation. Many canals are said to have been subsequently formed in Egypt by Sesostris; and about 610 years B. C., Necos is said to have commenced a canal to unite the Mediterranean and Red seas. This was continued by several monarchs, but apparently never completed, and was finally abandoned, until the Caliph Omar, about the year A. D. 644, or some 1254 years after its commencement, re-opened it, and cut another canal, which was used for upwards of 120 years, until the commerce of Alexandria was destroyed.

In Greece, many attempts to cut a canal across the Isthmus of Corinth, a distance of about five miles, failed. The traffic, and even the smaller craft, were, therefore, carried across it, somewhat as our passengers and goods are conveyed overland between Carillon and Grenville, *en route* to Ottawa.

Spain is indebted to the Moors for her canals, and for her system of irrigation generally. In China, the canals were said to have been of great antiquity; but they are probably not older than 900 years ago, a hundred years later than the first irrigation of Valentia.

In Italy, canals were of very early date. That through the Pontine Marches was cut about 162 years B. C.; and the Etruscans had made many before this, in connection with the river Po. The Romans attached very considerable importance to such works, and, both at home and abroad, frequently executed extensive works to improve the inland water-communication. But these works fell into decay with the decline of the Empire, and it was not until the 12th century that the construction of canals recommenced in Italy and Holland.

Between the 12th and 15th centuries many improvements in connection with canals were made in the navigation of the rivers Brenta, Mincio, Arno, Reno, Ticino, and Adda. But it was not until the year 1481 that two brothers, said to have been Dionisio and Pietro Domermo, of Viterbo, introduced, in a canal running from Padua to Sha, the lock-chamber, enclosed by a double pair of gates instead of the arrangement called the "couch," which had been in use in Italy since the 12th century. The fame of the invention of the lock spread throughout Europe, and the whole system of inland navigation benefitted by it.

Among the first navigable canals commenced in *France*, after the Roman era, was that from the Saone to the Loire. This was begun about the middle of the 16th century; but progress was suspended from time to time, and it was not finally completed till about the close of the 18th century. The canal is 114,322 metres, or —— English miles long; the length of each lock is 100 feet, and breadth 16 feet; breadth of the canal at the top, 48 feet; at bottom, 30 feet, with an average depth of 5 feet 3 inches. There are 30 locks from Dijon to the summit-level, giving a rise of about 240 feet; from whence to the Saone there is a descent of 400 feet, accomplished by fifty locks.

The canal of Languedoc connects the Garonne, below Toulouse, with the Mediterranean, at Cette. It was commenced about the year 1666, and completed in 15 years. It is 64 feet broad at top, 34 feet at bottom, and 6 feet 4 inches deep. The vessels which navigate it carry about 100 tons.

Another remarkable canal is that connecting the Somme with the Scheldt, which was commenced in 1766 and completed in 1810. Its length is 32½ miles, including two tunnels—one of 1200 yards, and the other of 3¼ miles long. It rises in its course 33½ feet, and falls 124 feet.

There are now in France nearly 3,200 miles of canals, a vast extent, especially when we consider that such works were commenced in that country nearly 400 years after they revived in Italy, and when we reflect upon the interruptions to which they were subjected during all their earlier history.

Before quitting the subject of canals, in connection with French engineering, we must for one moment refer to the Suez canal. This canal, nearly 100 English miles in length, runs from Port Said to Suez. The mean level of the Red sea is only 6 inches higher than that of the Mediterranean, and the tides in both seas are feeble; consequently, there are no locks. It is intended to attain a depth of 26 feet of water throughout. Its cost will probably be £20,000,000 sterling. Its execution is mainly due to the rare courage and perseverance of M. Ferdinand de Lesseps, who, by cutting across the sand uniting Asia and Africa, has opened a water-communication which will revolutionize the mode of conducting the traffic between the east and west, and which will never be closed while civilization exists.

Late as France was in the field, England was even later; for the first canal of any importance in England was that from Worseley to Manchester, constructed by James Brindley for the Duke of Bridgewater, who, in 1758, only got an Act of Parliament for it in order to open out his coal-fields in South Lancashire. The construction of canals then became the rage, and prevailed during 40 years, and less ardently for nearly 30 years longer. As a result, there are about 120 canals in the United Kingdom, having an aggregate length of 3,000 miles. And as the superficial area of France to the United Kingdom is as 12 to 7, the latter possesses, in proportion to the size of her territory, very much more canal-accommodation than France.

Among the canals in Britain, the Bridgewater canal, already referred to, is justly celebrated for the excellence of its works, constructed, as they were, in the infant days of canal-making, by which, except for a distance of 600 yards, at Runcorn, where the Mersey is entered by 10 locks, which are together 82 feet 6 inches, the navigation for 73 miles is on one level.

The Caledonian canal, connecting the Scotch lochs, and affording, with 21 miles of canal, a navigable line upwards of 100 miles in length, between the seas on the eastern and western coast, will never be forgotten by any who have had the happiness of beholding the surpassing beauty of the surrounding scenery.

"A thing of beauty is a joy for ever."

The depth of water in the canal is 20 feet. The canal is 122 feet broad at top, and 50 feet broad at bottom; and there are 23 locks, 40 feet wide each, and 172 feet long. The work occupied from the year 1803 to 1829, and the total cost was nearly £1,000,000 sterling.

On the Ellesmere and Chester canal is a celebrated aqueduct, by which the canal is carried at a level of 127 feet over the river Dee. The bottom and sides of the canal are here made of cast-iron plates, within which the water flows. The water-way is 11.10, of which the towing-path covers 4.8. The total cost of the aqueduct was about £47,000, sterling.

The Grand Junction canal, which connects the iron and coal fields of the Midland Counties with London, falling into the Thames at Brentford, is 90 miles long, 42 feet wide at the water-surface, 28 feet at bottom, and 4 feet 6 inches deep; lock-chambers, 80 feet long; breadth, 14 feet 6 inches. Steam-power is required to raise the water for the supply of the canal from one reservoir to another. The canal, in its course, first rises 37 feet, then falls 60, and then 112 feet; rises again 192 feet, and falls again, first 127, and then 268 feet. Its total cost was about £2,000,000 sterling.

In the Huddersfield canal, there is a rise of no less than 436 feet, made by 42 locks, and a subsequent descent of 334½ feet, divided by 33 locks. The Leeds and Liverpool canal is 127 miles long, with a rise to summit-level of 411¼ feet, and a fall of 433⅛ feet. The locks will receive boats 70 feet long and 14 feet beam, and the least depth of water is 4 feet 6 inches.

The Shropshire canal presented a very curious feature in its inclined planes. It passed through a rugged country with a great scarcity of water. On the banks of the Severn on an inclined plane 1050 feet long, with 207 feet of perpendicular height, was a strong double railway, up which the boats, with their loads of five tons each, were drawn. They then passed along a level canal, descended by another inclined plane, and so on. These works were completed in 1792.

The canal tunnelled through the chalk between the Thames and Medway is in all 7 miles long, of which 2½ miles form the tunnel. It occasioned considerable anxiety and inconvenience by affecting the wells in the neighbourhood; but it saves the passage round the Nore and up the Medway, and nearly fifty miles in navigation.

A curious tunnel was once constructed by Brindley, only 9 feet wide and 12 feet high. It was nearly 3000 yards long, and boats could only be propelled through it by men called "leggers," who, lying on their backs, pushed against the sides and top of the roof with their feet. A boat occupied two hours in passing through. It has been replaced by more convenient works.

On the Great-Western Canal were made lifts 46 feet high, up and down which boats weighing about eight tons ascend and descend in cradles, in about three minutes, with an expenditure of about two tons of water only.

HOLLAND.

Holland, the level of a great portion of which is beneath the sea, is a country covered with embankments and canals. The very rivers are maintained within their course by artificial banks. Where the canals do not unite, vessels are transported from one to the other by mechanical contrivances. As a modern work may be mentioned a new ship-canal, to be finished in five or six years, now in course of construction, to connect Amsterdam with the ocean. The distance by the present canal is fifty-two miles; that by the new canal will be 15½ miles only, navigable for larger vessels than can now come up. This canal will be 197 feet wide at top, and eighty-eight feet at bottom; minimum depth, 23 feet; locks, 59 feet wide. It will connect with a magnificent new harbour, which is being formed on the coast by three locks or entrances. At the other extremity, below the city and wharves of Amsterdam, will be a vast dyke to shut out the Zuyder Zee, with three locks and sluices. The surface-water of this canal has to be kept twenty inches under low water-mark; and the locks at each end are required for locking down. Besides the locks and sluices, three centrifugal pumps have been provided, which, together, will lift 440,000 gallons of water per minute. The shallow lakes through which the canal runs have to be re-drained to admit of this.

THE UNITED STATES.

It would be useless for me to enter here into any description of the canals existing in the United States. They are probably better known to most present, practically, than they are by me, even theoretically. It may be sufficient to say that in this, as in other Engineering works, the people of the United States have shewn themselves worthy descendants of the mother-country. No labor has been spared to render inland-water-communication complete. One of the peculiar features has been the admirable use made of timber in the construction of viaducts. Another is the vast length of the conjoined canal and river lines.

The Ohio canal extends from Portsmouth to Cleveland, a distance of 307 miles.

The canal between Albany and Buffalo, on Lake Erie, with its numerons branches, and that between Albany and Oswego, on Lake Ontario, are respectively 363 miles and 209 miles in length, and are capable of passing vessels of 210 tons burden; and the canal from the Hudson river into Lake Champlain is 65 miles in length, and capable of passing boats of 80 tons burden. In the Morris canal, the rise and fall, which is not less than 1674 feet in about 102 miles, was mainly overcome by inclined planes, with a lock at each end and at the top of each plane, the boats being drawn up and lowered down the planes by machinery. The length of the canals in the United States much exceeds that in Britain; and there can be no doubt, from the energy and vitality which its people display, that wherever a canal is required in the States, there it will be made.

CANADA.

In Canada itself, the Welland canal, 28 miles in length, connects Lakes Erie and Ontario. It has a fall of 260 feet, and can pass through vessels of 400 tons. From Lake Ontario to Lake St. Louis, seven short, canals of the total length of 47 miles, overcome the fall of 220 feet in the river St. Lawrence. Through these, vessels of 650 tons can pass. The United States canal, of about one mile in length, at the Sault St. Marie, connects Lakes Huron, Superior, and Michigan. Vessels of 2000 tons can pass through this canal.

By these canals, and those already referred to as connecting Lake Erie and Lake Ontario with Albany, navigation exists between the tidewaters of the Hudson, the Upper Lakes, and the St. Lawrence sea-navigation.

The further improvement of this canal-communication would appear to be of the highest importance to the development of Canada; and it is satisfactory to know that the subject is attracting more and more attention.

In connection with these canals, the Canal Commissioners, in their recent report, dated 24th February, 1871, recommend the construction of a new canal in Canadian territory, at the Sault St. Marie; the enlargement of the Welland canal and of the St. Lawrence canals; the construction of a second set of locks at the lower entrance of the Lachine canal, with 17 feet of water on the sills; and the improvement of the channels of the St. Lawrence, so as to give 14 feet of water throughout above Montreal, and 22 feet draught, at low water, between Montreal and Quebec: the canals to have an uniform width of 100 feet, with locks having 270 feet of chamber between the gates, 45 feet in width, and 12 feet of clear draught on the sills; the bottom of the canal to be at least one foot below the sills of the locks. By these means, it is considered that vessels ranging between 1000 and 1500 tons could trade between Chicago and Montreal, a distance of 1261 miles.

In addition to the above, the Commissioners recommend, as works of first-class importance, the improvement of the existing line from Allanburgh to Port Dalhousie; the Ottawa canal improvements, from Ottawa city to Lachine; the enlargement of the Chambly canal, and the construction of the Bay-Verte canal.

The locks for the Ottawa and Chambly canals are recommended to be 200 feet by 45 feet, with 9 feet draught over the sills; the locks for the Bay-Verte canal, 270 feet in length of chamber, 40 feet in width between the gates, and 55 feet draught of water on the sills.

The Commissioners further recommend, as works of the second-class, but prospectively of the utmost importance, the construction of the Upper-Ottawa canal, and the deepening of the rapids of the St. Lawrence to a minimum depth of eight feet at the lowest water.

The Rideau Canal should be maintained as one of the public works of Canada; but the construction of the Caughnawaga canal, and of the Erie and Ontario ship-canal, the Commissioners consider should be left entirely to private enterprise. The projected Georgian Bay canal, which is equal in length to that of the Suez canal, and is encompassed with natural obstacles infinitely greater, is regarded as commercially worthless, if not altogether impracticable.

The cost of the improvements recommended is estimated at $19,170,000. But this expenditure is considered as insignificant when compared with the immense benefits that would arise from the carrying-trade of the great West passing through Montreal and Quebec, instead of through New York. The Government, as I gather from the columns of the daily press, have decided to proceed with a portion of the improvements recommended for the Welland canal, for the Ottawa canal at Grenville, and for the St. Lawrence; but have deferred action regarding the remaining recommendations, on various grounds. Cordially must we all unite in hoping that in these most important works, Engineering and Engineers may assist its people to the utmost possible extent in developing the resources of this noble country, before which such prospects of a great, useful, and happy future are being so continuously unfolded.

RAILROADS.

The question of *railroads* is not of less importance to the Dominion of Canada than that of canals.

Prior to the 17th century, wooden railroads were in use at the Newcastle coal-fields. Originally, the waggons worked along single lines of longitudinal timbers; but as the frequent repair interfered with the traffic, an upper rail of wood was pegged to the timbers, and renewed as it wore away.

The first iron rails were probably those of cast-iron used at the Norfolk colliery, near Sheffield, about 1776; but cast-iron wheels had been introduced about ten years before at the Colebrooke-Dale iron works. At this time the flange was on the rail, instead of on the wheel, as at present.

Various improvements succeeded; and in 1820 a patent was obtained, embodying the principles upon which rails are now made for railroads, viz., by passing them, when red-hot, through rollers grooved in the required form.

In 1802, the first patent was taken out by Richard Trevithick for a locomotive-carriage, on the high-pressure principle, to work on a road or railroad. In 1811, Mr. Blenkinsop took out a patent for the first double-cylindered engine. This weighed five tons, and drew 94 tons on a level, at 3½ miles an hour; one wheel being toothed, and working in a rack on the side of the railway. Various improvements followed; and in October, 1829, took place the famous trial in which Mr. Stephenson's and Mr. Booth's locomotive, the *Rocket*, won the prize.

The *Rocket* and tender weighed only 7½ tons, and drew 44 tons, gross, at the rate of 14 miles per hour. From this may be said to date the present locomotives.

Between 1811 and 1822, increasing attention had been drawn to the subject of railroads. In that year the Stockton and Darlington Railway was proposed; but, from the opposition met with, the act was not obtained until the following year. This was the first railway opened in England. In 1824, the bill for the railway between Liverpool and Manchester was lost, in committee, from a similar cause, and withdrawn. It was not again introduced until 1826, when it triumphed over all opposition, and the line was at once proceeded with. From that time the construction of railways proceeded with increasing rapidity in England, until it became almost a mania, which reached its climax about 1845, and vast fortunes were made and lost in railway speculations. Since that time, however, many lines have been made, but with more consideration as to their necessity and probable commercial results.

From England the construction of railways spread over Europe, and extended to the United States. But it is a fact, and remarkable as shewing how slow the ablest men sometimes are in grasping the value of the results of science, that, soon after Louis Philippe came to the throne of France, Monsieur Thiers, now president of the present government in France, was sent to England to examine as to the advantages of the railway system, and reported against its adoption in France; and that thus the introduction of railways in France was postponed for eight or ten years. Such an error of judgment may, however, be the more readily excused when it is remembered that so late as the year 1835, Dr. Lardner, a man unquestionably of the highest ability, declared that it was a mechanical impossibility for steamers successfully to cross the Atlantic.

As a sort of contrast, and as among the most interesting works of the period, we may turn to those known as the Mont Cenis Tunnel and the Mont Cenis Railway. The estimated length of the tunnel, which does *not* pass under Mont Cenis, is 7⅞ miles (English), and the cost not less than £4,000,000. It is intended to connect the railways of France and Italy. The rails of the Mont Cenis railway, which is altogether independent of the tunnel, follow the surface of the road over Mont Cenis. The necessary adhesion is obtained, and also perfect safety to the train, by the pressure of horizontal wheels on a central rail. The new engines will take up loads of 50 tons. Between St. Michel and Susa, the line is 50 miles in length. It cost, with engines and rolling-stock, about £8,000 a mile, and affords an admirable solution of the difficulty of surmounting mountain ranges at a moderate cost. The working expenses are, however, heavy.

There are now in England between 14,000 and 15,000 miles of railway; in France, between 10,000 and 11,000 miles; and in the United States, upwards of 43,000 miles. The latter lines, however, though made to carry the traffic which passes over them, cannot compare for finish with the lines at home.

(TO BE CONTINUED.)

The Quebec Gazette

QUEBEC, WEDNESDAY, JULY 12, 1871.

SEE FIRST PAGE.

THE LATE MR. MACAULAY.

The death by violence in a low country groggery of the respected and gentlemanly official who had fulfilled the duties of Secretary to the Speaker of the Dominion Parliament, to the satisfaction of successive incumbents of that high office, forms a sad commentary upon representative institutions in Canada. The popular favour which should only be secured in theory, by a conscientious fulfilment of duties to the state, and the promotion of the real welfare of constituencies, degenerates far too often amongst us in practice into an affair of "glasses round," and the political solicitation of half-inebriated men. It is an extremely unsatisfactory state of things, and gentlemen would do well, we think, to make up their minds not to enter those resorts of intemperance, even though it were at the expense of that loss of the rural confidence which might possibly be the result of a course of abstinence commending itself on higher grounds than the merely political ones.

DISORDERS AT THE CAMP.

We regret to learn that the camp at Levis has been disgraced by the riotous conduct of a portion of the force. First we hear of a serious affair having occurred on Friday evening, arising out of a disagreement between the men of the 9th battalion, Quebec, and the Beauce battalion, encamped alongside each other, both being composed of French Canadians. The fracas which took place had a very threatening aspect at one time, it is said, and the interference of the officers was entirely fruitless. One of them, aide-de-camp of Lt.-Col. Duchesnay, commanding the camp, was badly cut in the head by a bucket in the hands of one of the mutineers. Finally the 55th Megantic battalion had to be called out to quell the disturbance, which they succeeded in doing after disarming the mutineers. They were, however, retained under arms with fixed bayonets all night around the quarters of the rebellious battalions to prevent further disorder. On Monday morning, we further learn, some of the men of the 9th Battalion to the discredit of themselves and of the city of Quebec where they were raised, gave proof of their valour by brutally maltreating Mr. Meurier, a French Protestant missionary of this city, who had visited the camp in the discharge of his duty, as a colporteur of the Scriptures. It appears from his own statement, given by a contemporary, that he was talking to a man of the 9th Battalion, and had presented him with a copy of the New Testament, when he was set upon in the most infuriated manner by a lot of the men of this battalion, and treated in the most inhuman manner. Large stones and sticks were thrown at the unfortunate missionary, who then claimed the protection of the officers, two of whom were present. These individuals, to their great disgrace, refused the wounded man the protection in vain asked for. We regret to learn that Mr. Meurier was brought to his home in an almost insensible state, and remains at present very ill from the effects of this unmanly attack. Yesterday, we are told, he was spitting blood, and was very feverish, owing to severe internal hurt. This gentleman has resided in Quebec for about three years, and has at all times been remarkable for his quiet, gentlemanly demeanour. We sincerely hope that prompt measures will be adopted by the Assistant Adjutant General for the investigation of this savage assault, so that its perpetrators may be visited with that punishment which their dastardly conduct deserves; and we would suggest that a Protestant deputation should at once wait upon the proper authorities to enforce the demand. It is essential for the prevention of further outrages of a like character that such a course should be followed without delay. Neglect to do so will assuredly lead to still more serious consequences. Need we wonder at the atrocities committed by barbarous Chinese upon innocent Roman Catholic nuns, when men calling themselves by the name of christian, can act as these men have done? Allowing even that Mr. Meurier acted imprudently, as some have said, surely he might have been informed of his error and ordered to leave the camp without recourse being had to means so cruel, so cowardly, so disgraceful to our common humanity.

THE TWELFTH JULY IN NEW YORK.

To-day being the anniversary of the Battle of the Boyne, the event will be celebrated by Orangemen in every part of the world. In New York last year, it will be recollected, a bloody riot was occasioned by this same procession, and this year, it appears, the Orangemen are determined to carry out their programme, regardless of opposition. They say they seek no quarrel, but will be prepared to repel attack. They expect to be joined in the parade by about 1500 members of the American Protestant Association and by about 1000 other sympathizers, so that they will have altogether about 5000 men in line. A later despatch says that Superintendent Kelso has issued an order forbidding both the Orange procession and the Target excursion of the Ancient Order of Hibernia. The parties comprising the Target Companies represent that portion of the Irish Catholic element which expressed its determination to oppose any Orange display. In the course of his sermon at the dedication of St. Paul's Catholic Church, Harmel, on Sunday, Archbishop McClosky alluding to the threatened Orange demonstration, said, "We all know too well the danger which threatens the community in the course of the ensuing week. Newspapers have agitated, and rumor has wafted it to our ear, and even the dead walls are placarded with the lowering evil. Everything tells us that a systematic and combined effort is now being made to excite an anti-Catholic movement in the community." The Archbishop then said that the procession announced to take place on Wednesday next is intended by the participants, at least by the chief movers in the affair, to produce the end spoken of, and continued, "Therefore, I earnestly exhort every Catholic to beware of even going near that Orange procession on Wednesday next, if it is to take place at all, and I hope that it will not take place. I hope the authorities will see the wisdom of preventing it. With all my soul I entreat you, Irish Catholics, to make no counter demonstration of any kind." The Bishop, after again earnestly beseeching all Catholics to let the Orangemen severely alone, warned all parents, husbands, and mothers and brothers to go to their employments and attend their ordinary avocations as usual on Wednesday next, and return peacebly to their homes in the evening, and all Catholic mothers, wives, and sisters, to remain at their homes.

At noon to-day, a telegraphic despatch from New York informs us that Governor Hoffman has issued a proclamation, assuring the Orangemen that they will be protected to the fullest extent by the military and police authorities, and warning all persons to abstain from interference. A printed secret circular, containing a plan of the proposed attack upon the Orangemen, has fallen into the hands of the police, and they have perfect knowledge of their intentions. The regular troops in the city and its vicinity have been placed under arms, and it is said cannon would be planted along the route of the procession, which would be guarded by heavy detachments of troops.

PRUSSIAN TRIUMPHS.

The triumphal entry on the 16th of last month is the sixth of its kind that Berlin has witnessed in the last three centuries. The first was made by Elector Joachim II. in 1532, after a successful campaign against the "hereditary foes of Christendom." Joachim had commanded a corps of 1,100 horsemen and 4,000 foot soldiers, and with this force had defeated a Turkish army of 15,000. The second entry succeeded the conquest of Rugen by the Elector Frederick William in 1768. To commemorate the landing on the island in 350 small vessels—only eleven of which belonged to the Government—two clumsy imitations of men-of-war were placed on either side of the *via triumphalis*. The third entry happened in 1763, when Frederick the Great had brought the Seven Years' War to a victorious conclusion and secured the conquest of Silesia. Instead of riding at the head of the returning columns, he entered by a different gate in a plain travelling carriage, and succeeded in reaching the palace altogether unnoticed. King Frederick William III., returning from France in 1814 with Prince Blucher and the Prussian Guards, followed the modest example of his ancestor. Refusing any festive reception of himself, he offered to ride at the head of the troops as a tribute of gratitude and honor to their patriotic services. That was the first time that the procession passed along the Linden, and at the end of that fashionable street an altar was raised and a monster thanksgiving service was celebrated by the troops and the assembled populace. The fifth entry, it is needless to add, occurred not five years ago, in September, 1866, after the short but decisive campaign of Königgratz.

WARNINGS FOR ENGLAND.

John Bull has the following:—Surely the moral of the German victory and rejoicings, as of the recent fearful civil war in France, is one and the same. England is warned of the canker eating into her vitals. She no longer holds the place that she did among the nations of the world, because she prefers expediency to principle, and temporary advantages, whatever may be the fearful consequences in a future not remote. The practical infidelity gradually making its way among all classes of society, the neglect of the duties of their station by many in exalted positions, the extravagance and luxury of living caused by every class aping those above them, the growing want of reverence and respect, these all have their natural results in the open avowal of Communist principles and the justification of an Archbishop's martyrdom, of which which we read at a meeting held last Wednesday. Do we despair, then, of the future of England, and believe she is reserved for no better destiny than to be a vassal of Berlin? By no means: if her children awake ere it be too late from their fearful apathy and deadly slumber, resolving to prove themselves worthy of their fathers' deeds of prowess, and insisting on having a government which shall not be ashamed to declare that it is determined at all hazards to maintain the national honour and to govern in deed as well as in name, instead of shaping its legislation so as to please first one section and then another of selfish and uninfluential though noisy and dangerous demagogues, our position is undoubtedly one of peril; but if we listen to the warnings given to us so plentifully on all hands, we may yet save the honour of old England, and hand down to our children the inestimable blessings of tempered freedom and constitutional government.

FATHER HYACINTHE AND THE PAPACY.

Father Hyacinthe has addressed a long letter to the *Débats* with reference to the movements on foot among the French Bishops for the purpose of restoring the temporal power of the Pope. An armed intervention to reinstate Pius IX. would lead, he says, to a terrible war without issue; for if Italy were defeated she would not be subdued, and, amid the chaos that would ensue, order could not be established. Even were the restoration of the temporal power possible—and Father Hyacinthe says it is not—it would be injurious to the Church itself. Father Hyacinthe furthermore mentions that the "prison" of Pius IX. at the Vatican is a myth, which no one in Rome seriously believes in, and that the "prisoner" acts towards Italy in a manner that no government in Europe would tolerate. He excommunicates professors of the University who cannot believe in his infallibility, as well as officers of the army who wish to remain faithful to their flag, and only recently it was necessary to send the gendarmes to a religious house to release a young Jewess of 16, detained there against the will of her parents. Father Hyacinthe concludes by stating his conviction, which is also that of many of the laity and clergy of Rome, that the temporal power has been the cause of nearly all the evils of the Church.

ROW IN THE SPANISH CORTES.

According to a letter from Madrid, the discussion in the Cortes of a proposition of M. Nocedal, to the effect that the Chamber should congratulate the Holy Father on the occasion of the twenty-fifth anniversary of the Pontificate, and join in the sympathetic manifestations of the world towards the illustrious head of the Roman faith, gave rise to a regrettable incident. After having eulogized Catholicism and indicated the services which it had rendered, the honourable gentleman made political allusions in which he accused the existing democratic government of Spain of not being as liberal as the Church. The Minister of the Interior took up the words and refused to join in the proposal from the moment a political question was mixed up with it. From this a long wrangle arose, which culminated in a tumult. Two of the members began a pugilistic diversion, which was, however, terminated by calmer deputies. Marshal Serrano and Col. Camina invoked the sacred precincts of the Carlist [illegible], but the valiant Colonel was struck with a cane and retreated. The President became disgusted and left his chair. Afterwards a secret sitting was held; mutual explanations were given and the two members who caused the disgraceful scandal declared themselves satisfied, and stated that no blows had passed. A duel, however, is expected to result from the occurrence.

A TRUCE TO PANICS.

It is said, observes the *Times*, that we have lost "*prestige*" in European opinion. We doubt the fact, but if it has any foundation, it must be based, not upon the weakness of our army, nor the meagreness of our estimates, but upon those absurd professions of alarm which detect an irresistible enemy in every prosperous State, and a defeat for ourselves in every victory elsewhere. Twelve months ago it would have been beyond conception that France could have been so boldly painted out of the picture and Germany painted in; but the prompt change of the figure-head and the confident re-christening of the scarecrow show how true a measure was taken of the public credulity. There will still be good material for use in the coming vacation. We have no organisation, no Reserves. Our Militia has no artillery, our Volunteers have no equipments and no staff. Perhaps so; but we have a Fleet, which could sweep the seas of every enemy, and an Army of regular soldiers quite strong enough to give an account of any invaders who might contrive to escape the Fleet. It is more than enough to prevent a new panic till more can be done, it certainly ought to be done.

TACTICS OF THE BONAPARTISTS.

The Bonapartists are displaying remarkable energy in France. Their tactics are adapted to the various classes to which they appeal. In the rural districts they have circulated millions of tracts, some representing the Emperor as the beneficent Sovereign whose reign was fruitful only of good to France until wily politicians forced parliamentary institutions upon him, deprived him of power, and abused his name to embark the country upon enterprises which he disapproved. Together with these they spread appeals to the religious feelings of the people, reminding them that Napoleon was the friend of the Pope and of the clergy. In the towns they hold a different language, condemn M. Thiers's protectionist policy, and extol the prosperity which Bordeaux, Marseilles, and Lyons enjoyed under the régime of the Empire and Free Trade. It would seem that the adjournment of a dynastic crisis until Prince Louis is older and M. Thiers can no longer rule, must be the desire of the Bonapartists, but in the meanwhile they will omit no effort to push their cause in the country.

GERMAN SOLDIER DIPLOMATISTS.

The appointment of Colonel Count Waldersee as Imperial German Minister or Chargé d'Affaires in Paris could not pass without comment by the French press. A letter from Berlin says it has caused a great sensation there, as the Count is not a diplomatist by profession. What strikes people in Paris is the fact of his being a military man; but they need not wonder if, after a victorious war, most of the good things going in Germany are given to soldiers, as a large proportion of them were before. A sovereign who makes such pacific professions as the King of Prussia has lately done, a paper remarks, would perhaps do better to employ men of peace as his representatives in foreign parts, and not men of the sword. General Schweinitz is at Vienna, General Roeder at Berne, and the Prussian Minister at Madrid is said to be also an officer of the army.

JUDGE LYNCH.—Nearly a thousand persons of Witseka, Illinois, including men, women and children, proceeded to the jaol on Thursday night last and took therefrom Martin Mera who brutally murdered his son, ten years old, and after giving him twenty minutes to pray, a rope was placed around his neck, thrown over a limb of a tree, and hundreds of ready hands hauled him up and held him until he was dead. The leader of the merciless party was Dr. Daniels of Gilmon, and he and his abettors claim that Mera could only have been convicted of manslaughter, and for that reason they were justified in putting the arch-fiend beyond the reach of mercy. Mera, previous to his death, renounced Masonry and adopted Catholicism.

MONASTIC INSTITUTIONS IN GREAT BRITAIN.—The report of the Select Committee on Conventual and Monastic Institutions was issued on the 28th ult. It expresses an opinion that a complete discussion of the position, if any, which such institutions ought to have in our law, and of the means by which their existence and action might be adjusted, so as to bring them into harmony with recognized doctrines of law as to mortmain and perpetuities, would lead to much difference of opinion, and might exceed the limits of the inquiry. The Committee have therefore abstained from recommending any such alterations.

SNOW FROM ROOFS.—In Boston the Supreme Judicial Court has given a judgment with heavy damages in a case in which a lady was seriously injured by snow which slid from the roof of the defendant's building. The judgment awards her $6,500. The judgment affirms the responsibility of owners of buildings in the most emphatic manner. The fact that the roof is so constructed that snow will probably fall upon the side-walks is sufficient to render them liable for injuries received by pedestrians, without further proof of the negligence.

LOCAL NEWS.

THE NEW POST-OFFICE.—The corner stone of the new Post Office will be, according to present arrangements, laid on next Monday. The ceremony is to be conducted by the Hon. H. L. Langevin, C.B., Minister of Public Works.

THE SERGEANT-AT-ARMS DIFFICULTY.—His Honor the Judge of the Sessions imposed a fine of five dollars and costs yesterday in the case of Mr. Robitaille, Chief Messenger to the Provincial Parliament, against Mr. Garneau, the Sergeant-at-Arms.

ARRIVAL OF THE STEAMSHIP "CORINTHIAN."—The Allans steamship "Corinthian," Capt. Scott, from Glasgow on the 29th ult., passed Father Point at 11.35 last night, with 14 cabin and 162 steerage passengers. She is expected to arrive up to-night.

DROWNED.—An old man named Piercy, while crossing the gangway leading from the wharf to the steamship Napoleon, slipped and fell into the river. He rose once to the surface, but it was found impossible to save his life, although every exertion was made.

THE QUEBEC AND GOSFORD RAILWAY.—We learn that the lease of this Road to Mr. Hulburt will not be signed for about a fortnight, awaiting some action on the part of the Government. Meantime we are glad to state that the two additional locomotives have been ordered by telegraph, and will be here in the course of the next three weeks.

LOSS OF THE SHIP "MADAGASCAR."—A telegram from London, dated yesterday, states that the ship Madagascar, from London, bound to Quebec, was in collision a day or two since with the steamer Widgeon, in a heavy fog, in the British Channel, off the Eddystone light. Both vessels sustained such injuries that they sank in a short time. The crews reached land in safety.

FATAL ACCIDENT.—A man named Dominique, Stevedore, was accidentally killed yesterday afternoon, while seeing to the discharging of the ballast out of the ship Hampden, lying at the upper ballast ground. He was ascending from the hold when a bucket overhead took a sheer, a stone falling out of it struck him on the head, injuring him so severely that he died in about an hour after being conveyed to his residence, No 36, St. Laurent street, Levis. He was about 40 years of age, and leaves a wife and three children to lament his sad fate.

FUNERAL OF COL. CHANDLER, R.A.—Yesterday the funeral of this lamented officer took place, the cortege leaving the Palace Gate barrack at three o'clock, preceded by the band of the 60th Rifles. Every available officer of the regular army in garrison was present, as well as several officers of the Volunteer force. Amongst the civilians were His Worship the Mayor of Quebec, French Consul General Gauthier, Hon. Messrs. Justices Caron and Taschereau, Baron Falkenberg, the Norwegian Consul, Messrs. Coker, Elliott, Stevenson, Caron, Casey, etc., etc., and a number of discharged non-commissioned officers and gunners of the Royal Artillery.

LITTELL'S LIVING AGE.—Among the notable articles contained in the weekly number of the Living Age for July 8th, are No. 1 (relating to William Cowper) of a series from Blackwood's Magazine, entitled, A Century of Great Poets—From 1750 Downwards; Part VI. of "Hannah" by the author of "John Halifax, Gentleman;" The Dutchman at Home, London Society; The Commune in Paris, Contemporary Review; Russian Animosities Against Germany, Pall Mall Gazette; The Study of Plato, Macmillan's Magazine. The subscription price of this 64 page weekly magazine is $8 a year, or for $10 any one of the American $4 magazines is sent with The Living Age for a year. Littell & Gay, Boston, Publishers.

A STONE SHIP.—According to the Kingston *Daily News* that ancient port boasts of a "stone frigate," called the "Niagara," on board of which a ball was recently given by the officers of the Camp. The story which our contemporary has to tell is, that during the war of 1812, the British Government made an appropriation for building a frigate for service on Lake Niagara. As a frigate was not found to be precisely the thing wanted, however, a house was built instead, which served as a sort of naval barracks, where the seamen of the Lake fleet lodged when not afloat. The building during the rebellion served as an arsenal, and was fortified in order to protect the stores which it contained. The building, in the meantime, had been popularly called a frigate, and christened the Niagara. The stores are now gone; but the sleeping bunks of the sailors remain fitted up and painted with the numbers as on board ship. The Admiral of the station used to date his correspondence "Ship Niagara," and the accounts of the Navy Department were kept with the same name. The floors were called decks, and the forecastle and quarter deck distinctions were rigidly kept up in true naval style. At the present time a great deal of room in the frigate became available by the shipment of tents and military stores to the various camps, and thus it happened that the officers could avail themselves of the conveniences afforded for giving a ball in camp.

DR. LIVINGSTONE.

The following particulars regarding Dr. Livingstone are contained in letters received from Dr. Kirk by Miss Livingstone, daughter of the celebrated traveller, dated Zanzibar, April 30, 1871:—"I will tell you that by the latest news of the Arabs he had gone to a place called Manema, which is on the other side of Tanganyika Lake; but this place you will not find on any map. At Ujiji he made friends with some Arabs, who, I hear, have been very kind to him, and in their company visited Manema, which is about 200 miles west of the lake, and it they must have crossed in punts or canoes, or what we call dhows. He and his Arab friends got to Manema, and they (the Arabs) made a good business in ivory. I suppose the doctor did what he went for, and will tell us some day what he saw; but on his way back he got—well, he seems to have been hard up, as I should have said, when out of cash, and detained for remittances. Luckily the means were at hand, and the man I sent to Ujiji to help him has sent off all he needs, and there will still be a good store on his return to Ujiji. The expense and loss in getting things so far into a savage land are great, and at a cholera time it was well we got anything up at all, so that he will never receive the whole of what I sent and Mr. —— paid for. A second supply has been forwarded, but I shan't be sorry if the doctor passes it on the way. I should say the parcel of clothing and boots was sent off long ago."

MAGNIFICENT DOCKS FOR NEW YORK.—A magnificent system of docks has been projected for the city of New York, General G. B. McClellan being the engineer-in-chief. The wharf line will be 37 miles in extent, and the pier area 5,105,000 square feet. The work of construction has already begun.

THE MURDER OF MR. MACAULAY.

[From the Ottawa Citizen, 10th inst.]

One of the most foul and brutal murders known in this part of the country was committed last Friday evening in the village of Montebello by one or more persons in a tavern kept by one Joseph Thomas. Flying rumors have brought word to the city of the occurrence, but nothing came to confirm the impression that a most cowardly deed has been committed by which a gentleman widely known and respected lost his life under shocking circumstances. About a week ago Mr. George H. Macaulay, assistant French translator of the House of Commons and Secretary to the Speaker, offered his services to Mr. Eddy's committee, to watch the polls at Montebello for that gentleman, and the offer was accepted. He accordingly proceeded to that village, which is situated about forty-five miles from this city, and is sometimes called Major's wharf. It is an old fur trading post in the seigniory of Papineau, and is chiefly notable as the residence of the Honorable L. J. Papineau. Rather picturesquely situated under a range of high mountains, the village consists of a straggling collection of houses, running nearly parallel with the Ottawa. There are three or four hotels in the place, one of which is kept by a man named Joseph Thomas, whose nephew, bearing the name of Tranchemontagne, and quite a young man, is the man who is credited with having committed the murder. The tavern kept by Thomas was subsidized in the interest of the Leduc party, and thither Mr. Macaulay went on Friday evening. Of course he was known as a supporter of Mr. Eddy, and his presence in such a rendezvous was not very welcome. While here, it is stated, he called for a treat for those present, and was told there was nothing to give. He seems to have made some remarking, foolishly, no doubt, considering the crowd he was among, that the landlord was liable to prosecution for keeping his house open on polling days. At this Tranchemontagne kicked him in the stomach and knocked him down. The kick rendered him insensible, and as he lay on the floor Tranchemontagne kicked him again on the head. One of the blows caused a frightful wound in the face, laying it open from the ear to the throat below the chin. The other kick was given on the back part of the head and caused a fracture of the skull. During the transaction a number of persons were present. When the assassin and his friends found their victim dying they bore him to bed and washed his wounds, from the effects of which he never recovered, but lay in a state of insensibility till the next morning when he breathed his last.

On the occurrence being made known to the Deputy Coroner, that officer, we are informed, declined to act, and on Saturday morning a telegram was received at Aylmer requiring the presence of Howard Church, Coroner of the District, to investigate the circumstances. Immediately after, that gentleman started for Montebello by the steamer 'Fairy' at 4 p.m., on Saturday, in order to hold an inquest upon the remains of the unfortunate gentleman and secure the apprehension of the murderer.

Since writing the foregoing we have received the following account of the affair by telegraph from our own correspondent at Montebello:

'Montebello, 9th.—Mr. Macaulay was in Tranchemontagne's hotel about 4 o'clock on Friday afternoon, when a dispute arose between him and Norbert Tranchemontagne, nephew of the hotel keeper. The latter told Macaulay to go out, which he refused to do. Tranchemontagne then seized him from behind and tried to push him out. Mr. Macaulay turned round, when Tranchemontagne kicked him in the abdomen. He fell, and as he did so Tranchemontagne kicked him again, [illegible], inflicting a wound over three-quarters of an inch long and penetrating to the bone. Macaulay managed to get up and walk out of the room. [illegible] he was put to bed. About seven o'clock a medical man was called in, and at 9.30 the doctor at Papineauville was sent for. He arrived at 1 a.m. on Saturday, and Mr. Macaulay lived till his death, which occurred at about 6:30 on Saturday morning.

The inquest was commenced last evening and two witnesses were examined whose evidence was very direct against Tranchemontagne— [illegible]. The inquest was adjourned till 8 a.m. on Monday, to obtain the result of the post mortem examination. [illegible] The body will go up on the steamer 'Fairy,' for interment at Ottawa, to-morrow (Monday) morning.

Mr. Macaulay was a well known Canadian writer. As long ago as the year 1858, he published a work on the "Political Past, Present, and Future of Canada." In 1861, he ran for St. Maurice, but was unsuccessful. In 1862, he was appointed private secretary under Mr. Turcotte, Speaker of the Legislative Assembly, an office which he retained until Confederation, since when he has been private secretary to the Speaker of the House of Commons. During the past years, he has been largely employed in the English translator's office. In 1862, he wrote a series of articles on the Iron Mines of the St. Maurice Territory. [illegible] he was best known, and which established his reputation as a writer, was a very able pamphlet which he wrote in 1863 on the Landed Credit System, or La Banque du Credit Foncier. In 1865, he published a very accurate and careful translation of some articles which appeared in the *Journal de Quebec* on the Union of the Provinces of British North America, from the pen of the Hon. Joseph Cauchon. His latest pamphlet was issued in 1867, on the proposed British North American Confederation. The deceased leaves a wife and family.

NAPOLEON THE SECOND.

There was a time when, if the son of Napoleon had been presented to the French people, they would have chosen him Emperor by acclamation. Many a fair lady and gallant soldier were fain to kiss his hand, as the heir of their Sovereign during his life-long exile. [illegible] or from natural timidity, the Duke of Reichstadt ever shrank from these loyal approaches. He seemed to have, with all his self-consciousness as the son of Napoleon, with all his wild dreams of future eminence, an instinctive conviction that his hopes would never be attained. It was a Hamlet struggle his whole life was.

Are we wrong in seeing in the fate of this poor boy a fulfilment of Napoleon's divinely-inflicted punishment? [illegible] The son of the daughter of Austria's Emperor, for whom he had put away his faithful wife, [illegible] to be a lackland and a prisoner, a prey to ambition which had no energy, and agitated by aspirations which were denied, [illegible] the children and descendants of her whom he so cruelly rejected were destined to occupy the very proudest position among the nations of Europe [illegible] happiness. Justice of this kind is to be met with in this life, [illegible] thrones.—[From the New Dominion Monthly Magazine for July.]

THE "NEW CUT."—One of the shrewdest of parish beadles was Saunders Grant, village tailor in [illegible]. "How is it, Saunders?" inquired the minister, "that these two young neighbours of mine have their churches so full, while, [illegible]" "Weel, sir, I'll tell yo," said Saunders; "it's just wi' you as wi' mysel'. [illegible] it's the new cut; just the new cut!"—[A Century of Scottish Life.]

THE POPE AND THE KING.

[From the New York Tribune.]

We learn from private sources that the occasion of the Papal jubilee at Rome was marked by a resumption of at least officious courtesies between the Vatican and the Pitti Palace, a matter of much more importance than Mr. Jervis's formal congratulation which scarcely disturbed the equanimity of good Mr. Whalley, and gave Mr. Gladstone a somewhat uncomfortable five minutes. On the morning of the memorable day on which His Holiness passed the years of Peter, an aide-de-camp of King Victor Emmanuel presented himself in the official apartments of Cardinal Antonelli, and announced the mission with which he was charged by the King, to present His Majesty's filial duty and felicitations to the Sovereign Pontiff upon the completion of his quarter of a century of sanctity and glory. The Minister listened to the message of the envoy, and replied that the Pope was so occupied [illegible] that it would be impossible for him to receive in person all those who, from all parts of Christendom, [illegible], but that he would take pleasure in making known to His Holiness the kind and dutiful expressions of the King, [illegible]. The messenger departed, having accomplished his instructions, and having succeeded in establishing a semi-official communication between his King and the Pope. This is the first time that such communication has taken place since the "King of Piedmont" incorporated the Papal Legations with his own realm. The stout King has, on several occasions, been the subject of mention in documents issued from the Vatican, but never by his true title, the Papal Court having always been pleased in styling him the Sub-Alpine King. The inferential excommunication which has been [illegible] over the Italian Government has never especially designated Victor Emmanuel by name as the object of Papal thunder, and [illegible] the King is in hopes of finally saving his soul.

In spite of his free life and his rollicking exterior, the *Re galantuomo* is a very pious man, and, [illegible]. The shadow of the major condemnation which rests upon him was lifted once, in November, 1869, when his life was in danger, and the last sacrament was administered to him with the consent of the Pope. His children, upon whom his iniquities, according to the strict Hebrew precedent, [illegible], enjoy the especial favor of His Holiness. King Amadeus has received such kind consideration from the Papal Court as [illegible] Isabel Segunda and Don Carlos, and Queen Maria Pia of Portugal enjoys the sunshine of Papal friendship. [illegible] the Italian Government looking to make Rome the capital. But the Pope has [illegible] Europe, and there seems as yet no symptom of a serious intention [illegible] the permanent establishment of the Savoyard Court in the Quirinal. The talk about the flight to Malta has died away. The rumor of a hegira to Corsica had a short life and rather a merry one. Objectionable as Victor Emmanuel would be as a son and neighbor, he is still a Catholic and anxious for the Papal favor and benediction, while Victoria of England is chief of a heretical hierarchy, and the Republic of France is prepared to sever all relations between Church and State. It is, therefore, altogether likely that some *modus vivendi* will soon be adopted by the "Bishop of Rome" and the "King of Piedmont," by which they can peacefully coexist in the same town under the peculiar characters of Sovereign Pontiff and King of Italy.

TICHBORNE'S ANCESTOR.

In Disraeli's "Curiosities of Literature" we find an account of the Babington conspiracy against Queen Elizabeth, for which fourteen members of the first families of England suffered the extreme penalty of the law. [illegible] Court of Common Pleas in London.

Chidiock Tichborne of Southampton was an intimate friend of Anthony Babington, and the latter had been worked on by a Jesuit, Ballard by name, a man of great "intrepidity and talents, whom Camden calls 'a silken priest in a soldier's habit.'" Ballard, in the interest of his church, [illegible] Elizabeth. Babington was a Catholic, and had been touched by some confidential friends of the Scottish Mary, [illegible] loyalty. [illegible] to share his danger and glory.

Among those to whom he proposed his, or rather Ballard's plan, was Chidiock Tichborne, [illegible] and his reluctant consent was inferred from his silence.

The details of the plot were discovered by Elizabeth's crafty Minister Walsingham, and the conspirators, with one sole exception, were captured and executed after the barbarous fashion of the day, that of being drawn and quartered before life was extinct. [illegible] Walsingham [illegible] the faces of her secret enemies.

When the band of friends were called for their defence, the most pathetic instances of domestic affection were [illegible]. Chidiock Tichborne issued an address to the people [illegible] "I am descended from a house, from two hundred years before the conquest, never stained till now with my misfortune."

"Tichborne had addressed a letter to his wife Agnes" the night before he suffered, which Mr. Disraeli discovered among the Harleian MSS., and which [illegible] Shakespearian era.

Mr. Disraeli closes the article with some verses, made by Chidiock Tichborne of himself in the Tower, the night before he suffered death, who was executed in Lincoln's Inn Fields for treason, 1586." Mr. Disraeli says: "This pathetic poem has been preserved in one of the old editions of Sir Walter Raleigh's poems, [illegible] reader's favor. The entire poem in every line echoes the feelings of Chidiock Tichborne, who perished with all the blossoms of life and genius about him in the May time of his existence."

THE LATEST TELEGRAPHIC NEWS.

By the Atlantic Cable.

GREAT BRITAIN.

London, July 10.—In the House of Commons this evening—Mr. Gladstone explained that the delay in the arrival of Minister Schenck from the United States, has caused the postponement of negotiations for the reduction of the postage to and from America.

A review of the troops took place at Aldershot this forenoon, at which the Crown Prince of Prussia was present. A similar review will take place at Wimbledon, on Thursday next, at which His Royal Highness will be present.

The Right Reverend the Bishop of Manchester preached a sermon at Westminster Abbey yesterday, on the Washington Treaty. [illegible] He highly eulogized the wisdom and patience of the Commissioners in the settlement of the important questions involved. [illegible] and of justice.

Preparations are being made for a grand public reception at Guildhall, to be tendered to the Emperor of Brazil and the Crown Prince of Prussia.

The miners of Lancashire have pledged their assistance to the strikers of South Wales.

Burke, the released Fenian convict, has arrived at Cork.

London, July 11.—Accounts from the British hop crop are unfavorable, and indicate that there will be but a small yield.

Prince and Princess of Wales have gone to Kissingen.

The English crew who are to compete in the four-oared race with the St. John's crew in August, will sail on Friday for America, [illegible] "England." The names of the crew are James Renforth, [illegible], James Percy, John Bright and Robert Chambers.

FRANCE.

Paris, July 10.—The Official Journal announces that the elections for Councils General will be held on the 23rd of August. The session of the court martial will begin on the 15th instant.

[illegible] Communist prisoners at Versailles [illegible].

Versailles, July 10.—[illegible]

A proclamation addressed to the French people has been issued by Gambetta, [illegible].

The Gazette de France denies that the manifesto of Count de Chambord [illegible].

The French Government has paid to Switzerland 2,000,000 francs as partial reimbursement of the expenses incurred in the maintenance of French soldiers [illegible].

Switzerland has restored to France [illegible] war material brought across the frontier by the French army.

London, July 11.—Advices from Paris say it is generally believed that [illegible] the Count de Chambord [illegible] has been dissolved, and that a majority of its members are Orleanists.

London, July 11.—There is a struggle among the Americans in Paris to secure possession of the Communist prisoners as colonists. Some want them for Colorado and others for lower California and Arizona. The government is puzzled to decide.

Paris, July 11.—A commission of inquiry has been appointed by the Assembly to [illegible] Count Palikao, [illegible] Benedetti, French Minister at the Prussian Court, prior to the German war.

[illegible] the National Guard throughout France, is shortly to be introduced in the Assembly.

FRANCE AND THE POPE.

Paris, July 10.—President Thiers has written a letter to the Pope, [illegible] It is reported that the Pope intended to seek the hospitality of France, [illegible] the Italian government and the Holy See, with a view to the restoration of conciliatory relations between the two powers.

Paris, July 11.—The Liberte believes the letter to the Pope purporting to have been written by Thiers is apocryphal.

GERMANY.

Berlin, July 9.—The Press of this city have, for the past few days been greatly agitated by the report that the Crown Prince of Prussia, [illegible] with certain members of the Royal Family of England.

Berlin, July 11.—The Saxon troops [illegible] entry into Dresden to-day.

It was announced that the Emperor William has created the Crown Prince of Saxony a Field Marshal of the Empire.

SPAIN.

Madrid, July 11.—The attendance of members of the Chamber of Deputies in the Cortes is decreasing in such a ratio that [illegible] a few days longer.

Senor Sagasta has been appointed Minister of the Interior in place of Senor Moret, who has left the Cabinet.

[illegible] A motion was adopted to give the Government full powers [illegible] Cuba. The Opposition abstained from voting.

ITALY.

Rome, July 10.—Cardinal Patrizi, Vicar General, has prohibited [illegible] the Church in the Roman States of non-clerical [illegible].

London, July 11.—The Russian Minister, Mr. DeKisseloff, and [illegible] of the Legation have arrived here from Florence.

THE ST. GOTHARD RAILWAY.

London, July 11.—Deputations of German, Dutch and Austrian bankers are [illegible] with their respective countries for the purpose of making a thorough investigation of the line of the St. Gothard Railway.

The château at Arcueil of the Marquis de Laplace, [illegible] was plundered not long ago by a band of [illegible]. The library, [illegible] MS. of the "Mecanique Celeste" [illegible] happily recovered.

AMERICAN NEWS

TERRIFIC STORM.

HOUSES AND CHURCHES BLOWN DOWN AND SEVERAL PERSONS KILLED.

Syracuse, N. Y., July 9.—The most violent storm known here for years passed over this city at 2 o'clock this forenoon, followed by another an hour after. [illegible] blown down numerous large trees. One new building [illegible] and several barns were unroofed and [illegible] the high school in Geddes [illegible] of Senator Kennedy, Alderman Howlett, and the Brighampton railway [illegible]. It set fire to two private dwellings six miles west of the city, [illegible] Eugene Harris, a carpenter, killing him instantly and stripping his clothes entirely from his body. During the storm hailstones as large as walnuts fell, doing great damage to the crops and the surrounding towns.

Dayton, Ohio, July 9.—A furious storm of wind, accompanied by a heavy rain, took place here yesterday at 2 o'clock P.M. A number of houses in this vicinity are unroofed. The German Lutheran Church was demolished, and four persons killed and twenty injured. The two boys killed [illegible] the Miami river was destroyed and [illegible]. The Southern Insane Asylum was unroofed and two inmate patients wounded. The school house of the Church of the United Brethren was blown down; St. Mary's Catholic Church and the Miami railroad depot were unroofed and 50 other houses otherwise damaged. Loss, over $50,000.

Cincinnati, July 10.—Reports from Dayton state that the storm there was hardly less destructive in the country than in the city. It came from N. W., and twisted trees as if they were pipe stems, and did immense damage to fruit trees, the growing crops and timber. A mile southeast of the city, trees fell across a farm house, crushing it and killing two of the inmates.

At Crestline several buildings were struck by lightning and four or five persons injured.

TERRIBLE AFFAIR IN NORTH CAROLINA.

Wilmington, N C, July 11.—A fearful butchery was perpetrated in Robinson County yesterday afternoon, by Hy. Berry Lowery and a band. A sheriff's posse having in charge Lowry's wife and several other prisoners, who [illegible] hiding and sheltering the negroes, and [illegible] ambuscaded near [illegible] on the Wilmington, Charlotte and Rutherford Railway, when Lowry's band attacked them. The following were killed—Hector McMillan, A. Brown, and H. McNeill; wounded—D. McCormick, B. Barnes, and Jas. Lowry. The latter, a colored man, and cousin of Lowry, but co-operating with the sheriff's posse. The fight resolved itself into a regular battle, which lasted some time, while the sheriff's posse followed the negroes into recesses of the swamps. It is not certain if any of the band were killed. Lowry, the leader of the band, [illegible] a regular duel on the railroad track, each loading and firing [illegible]. The whole county of Robinson is aroused, [illegible] the campaign will now be inaugurated, that will result in the extermination of the band. A committee of citizens of Robinson County came to the city to-day to secure arms, &c. The members of Lowry's band are [illegible].

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favorite. The CIVIL SERVICE GAZETTE remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of cocoa, has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London, England.

SPECIAL NOTICES.

THIRTY YEARS' EXPERIENCE OF AN OLD NURSE.—MRS. WINSLOW'S SOOTHING SYRUP is the prescription of one of the best Female Physicians and Nurses in the United States, and has been used for thirty years with never failing safety and success by millions of mothers and children, from the feeble infant of one week old to the adult. It corrects acidity of the stomach, relieves wind colic, regulates the bowels, and gives rest, health and comfort to mother and child. We believe it the best and surest remedy in the World in all cases of DYSENTERY and DIARRHŒA IN CHILDREN, whether it arises from teething, or from any other cause. Full direction for using will accompany each bottle. None genuine unless the fac-simile of CURTIS & PERKINS is on the outside wrapper. Sold by all Medicine Dealers, 25 cents a bottle. Office, 215 Fulton Street, New York, and 205 High Holborn, London.

Be sure and call for "MRS. WINSLOW'S SOOTHING SYRUP." Having the fac-simile of "CURTIS & PERKINS" on the outside wrapper. All others are base imitations.

MOTHERS! MOTHERS!! MOTHERS!!! Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP. It will relieve the poor little sufferer immediately—depend upon it; there is no mistake about it. There is not a mother on earth who has ever used it, who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses of the United States. Price 25 cents per bottle.

Be sure and call for "MRS. WINSLOW'S SOOTHING SYRUP." Having the fac-simile of "CURTIS & PERKINS" on the outside wrapper. All others are base imitations.

SORE THROAT, COUGH, COLD, and similar troubles if suffered to progress, result in serious Pulmonary, Bronchial and Asthmatic affections, oftentimes incurable.

BROWN'S BRONCHIAL TROCHES are compounded so as to reach directly the seat of the disease and give almost instant relief.

The Troches are offered with the fullest confidence in their efficacy; they have been thoroughly tested and maintain the good reputation they have justly acquired. For Public Speakers, Singers, Military Officers and those who overtax the voice, they are useful in relieving an Irritated Throat, and will render articulation wonderfully easy. To the Clergy, and all others who speak in public, the Troches are universally pronounced to be of great service.

Obtain only "BROWN'S BRONCHIAL TROCHES," and do not take any of the Worthless Imitations that may be offered.

COUGHS AND COLDS. Sudden changes of climate are sources of Pulmonary, Bronchial and Asthmatic affections. Experience having proved that simple remedies act speedily and certainly when taken in the early stages of the disease, recourse should at once be had to "Brown's Bronchial Troches," or Lozenges. Few are aware of the importance of checking a cough or "common cold" in its first stage; that which in the beginning would yield to a mild remedy, if neglected, soon attacks the Lungs. "Brown's Bronchial Troches," containing demulcent ingredients, allay Pulmonary Irritation. [illegible] Sold by all dealers in Medicines, at 25 cents a box.

BIRTHS.

At Mount Tranquil, Leeds, Megantic, on the 8th instant, the wife of Peter Wallace Hall, Esq., of a son.

At St. John's, P.Q., on the 8th July, the wife of Alex. Walmsley, Esq., of a daughter.

MARRIED.

On the 10th instant, at St. Patrick's Church, by the Rev. J. E. McGuire, Mary McCanna, of Liverpool, England, to Robert Dawson, a native of Sweden.

SHIPPING INTELLIGENCE.

PORT OF QUEBEC.

ARRIVED—July 9.

S S Tiber, Newcastle, June 26, for Montreal.

July 10.

S S Scandinavian, Ballantine, Liverpool, June 29, Allans, [illegible]

Ship Mary Dundas, Moulton, Cardiff, May 28, Henry Fry, [illegible]

[illegible] Boston, June 22, DeWolf & Powell, ballast.

[illegible]

— Alfred, Thilbush, Newport, May 20, order, rails.

[illegible]

S S Georgia, Connell, Pictou, &c, Q&GPSS Co, gen cargo.

Carioca, Cook, Gaspé, &c, [illegible]

Algeria, Irving, Newcastle, June 28, [illegible]

CLEARED—July 10.

Ship Allan, Johnson, Liverpool, [illegible]

[illegible]

July 11.

S S Medway, Harris, Liverpool, [illegible]

[illegible]

ENTERED FOR LOADING—July 10.

Hindostan, 673, Fleetwood, A F A Knight, Spencer cove.

Melrose, 1365, Liverpool, [illegible] Gibb's wharf.

Marstrand, 599, Aberdeen, Nicoll & Bass, Bridgewater cove.

Advance, 1466, Liverpool, J G Bew, Indian cove.

Wm Paterson, 620, Greenock, D R McLeod, St Lawrence Docks.

Glencorse, 1040, Liverpool, J Maclaren & Co, Indian cove.

A G White, 1179, Liverpool, J & W A Smith, Crawford's wharf.

July 11.

Cloths, 1065, Greenock, J Connolly, Commissioners' wharf.

[illegible]

Home, 712, Fleetwood, A F A Knight, Spencer cove.

RAFTS ARRIVED AT QUEBEC—July 10.

Richd Nagle, white pine, &c, Sillery (Sharples)

[illegible]

Robt Campb ll, white pine, &c, Cap Rouge.

July 11.

David Moore, white pine, South Quebec (Burstall's)

[illegible]

TIDE TABLE.

HIGH WATER AT QUEBEC—CIVIL TIME—1871

[illegible]

New Moon, Monday, 17th July.

Chronometer and Nautical Instrument Depot, 14, Peter Street, opposite the Quebec Bank.

New Books!

MIDDLETON & DAWSON

HAVE JUST RECEIVED:

REINDEER, DOGS AND SNOW-SHOES—A Journal of Siberian Travel and Explorations, made in the years 1865, 1866 and 1867, by Richard T. Bush, late of the Russo-American Telegraph Expedition—with illustrations.

LIFE AND RELIGION—Opinions and Experience of Madame de la Mothe Guyon; together with some account of personal history and Religious Opinions of Fénélon, Archbishop of Cambray—2 vols.

AT LAST—A Christmas in the West Indies, by Chas. Kingsley—illustrated.

THE ISLAND NEIGHBOUR—A Novel of American Life—Illustrated—Harper's Edition—75 cents.

WON—NOT WOOED—by the author of "A Beggar on Horseback"—50 cents.

THE HOTEL DU PETIT ST. JEAN—A Gascon Story—60 cents.

MARK TWAIN'S COMICALITIES.

MARK TWAIN'S (Burlesque) AUTOBIOGRAPHY and FIRST ROMANCE—25 cts.

MARK TWAIN'S MEMORANDA—Being a Collection of Contributions to the "Galaxy"—50 cents.

THE INNOCENTS ABROAD; or, the New Pilgrim's Progress—2 vols. in one—50 cts.

THE CELEBRATED JUMPING FROG—Author's Edition, with a copyright chapter—price, 30 cents.

[NOTE.—"There are not many of these sketches which could be spared from the best of [illegible] hypochondriacs with an unmoved countenance; [illegible] without missing a word, by the most [illegible] to a family circle."—*Saturday Review.*]

Talks About Health.

TALKS ABOUT HEALTH, by Dio Lewis—25 cents. This little work tells you how to live on ten cents a day; how to train for a hundred-mile walk or a boat-race; and how to improve the figure, enlarge the chest, sweeten the breath, strong muscles, good spirits, sweet sleep and long life, &c., &c. It tells all with pleasant chat and anecdote.

OUR GIRLS, by the same author—40 cents.

Bret Harte—LUCK OF ROARING CAMP, HEATHEN CHINEE, AND POEMS—complete in one volume—the most popular book of the day. Price, 50 cents.

HANS BREITMAN AS AN UHLAN—with other New Ballads, by C. J. Leland. Price, 20 cents.

THE FIGHT at DAME EUROPA'S SCHOOL—shewing how the German Boy thrashed the French Boy, and how the English Boy looked on. Price, 10 cents.

JOHN JUSTIFIED—a Reply to the above.—10 cents.

THE CHILDREN OF MRS. DOMINION—how they Quarrelled, and what came of it—10 cents.

THE BATTLE OF DORKING, AND GERMAN CONQUEST OF ENGLAND in 1875—Reprinted from Blackwood—15 cents.

Ginx's Baby.

Ginx's Baby—Cheap Edition of this clever SATIRE. Price, 25 cents.

THE COLONIAL QUESTION—Being Essays on Imperial Federalism—by author of "Ginx's Baby."

THE COOLIE—his Rights and Wrongs—by the author of "Ginx's Baby"—50 cents.

For sale by
MIDDLETON & DAWSON,
Foot of Mountain Hill.

Quebec, July 10, 1871.

CANADIAN NAVIGATION COMPANY.

First Boat of the Season.

1871.

GRAND EXCURSIONS
TO THE FAR-FAMED

River Saguenay,

—AND—

SEA BATHING, BOATING AND FISHING, AT MURRAY BAY, CACOUNA AND TADOUSAC.

The First-class Steamer
MAGNET,............Capt. SIMPSON.
will leave the NAPOLEON WHARF, Quebec, for the above Ports, on

Tuesday Morning, June 20th,

AT SEVEN O'CLOCK.

She will also leave the same place, at the same hour, on

FRIDAY, 23rd JUNE.

UNION............Capt. COUVRETTE,
will be placed on the route along with the "Magnet," making two trips a week—The "UNION" on TUESDAYS and FRIDAYS, "MAGNET" on WEDNESDAYS and SATURDAYS.

These fine steamers are of great strength, and equipped with every appliance for safety; they are fitted up with first class accommodation, and in every respect adapted to the route.

RETURN TICKETS, with an additional pass, good for the season, from Sous-le-Fort Street, [illegible]

JAMES STEVENSON,
Agent,
Napoleon Wharf.

Quebec, June 16, 1871.

For Sale.

THE PROPERTY, situated on the Port Neuf River, 36 miles above Quebec, belonging to the Estate of the late GEORGE B. SYMES, Esquire, comprising a PAPER MILL, GRIST, SAW and NAIL MILLS, together with several eligible MILL SITES and LANDS attached thereto.

Proposals for the purchase will be received by any of the undermentioned parties, who will be prepared to give all necessary information in relation to the same.

ROSS & STUART,
Advocates,
Quebec;
E. LYMAN MILLS,
Montreal;
J. B. BRIGHAM & CO.

Quebec, July 3, 1871.

SEALED TENDERS, addressed to the undersigned, and endorsed, "Tender for Works at Grosse Isle," will be received at this Office until FRIDAY, the 14th instant, at NOON, for the CONSTRUCTION of a HOUSE, and also an ADDITION to the NEW WHARF at GROSSE ISLE.

Plans and Specifications can be seen at the Office of PIERRE GAUVREAU, Esq., Architect, at Quebec, where Forms of Tender can also be obtained.

Separate Tenders must be submitted for each work.

The Department will not be bound to accept the lowest or any Tender.

By order.
F. BRAUN,
Secretary.

Department of Public Works,
Ottawa, 3rd July, 1871. 2

American Invoices--Discounts.

CUSTOMS DEPARTMENT,
OTTAWA, July 7, 1871.

AUTHORISED DISCOUNT on AMERICAN INVOICES, until further notice: 11 per cent.

R. S. M. BOUCHETTE,
Commissioner of Customs.

Quebec, July 10, 1871.

The MANUAL OF Civil Procedure

IN THE

Several Courts having Civil Jurisdiction

IN THE

PROVINCE OF QUEBEC;

CONTAINING

The Code of Civil Procedure of Lower Canada, with the Amendments thereto made since its Promulgation, the Authorities as reported by the Commissioners, and References to Subsequent Decisions;

ALSO,

The Rules of Practice of the said several Courts, and Tables of the Tariff of Fees and Duties Payable to Advocates and Counsel, as well as to the Bailiffs and other Officers of the Courts, in all Proceedings, with various other useful matter;

AND

A GENERAL INDEX.

By IVAN WOTHERSPOON, Esq.,
Advocate, M.A., LL. B.

PRICE, $2.50.

For sale by
MIDDLETON & DAWSON,
Foot of Mountain Hill.

Quebec, Jan. 7, 1871. 2m

Insolvent Act of 1869.

In the Matter of
ODULE MONTMINY,
of St. Marie,
An Insolvent.

I, the undersigned, WM. WALKER, of Quebec, have been appointed Assignee in this matter. Creditors are requested to file their CLAIMS before me within ONE MONTH, and are notified to meet at my office, No. 17, ST. PETER STREET, on WEDNESDAY, the 9th AUGUST, at TWO o'clock, for the public examination of the Insolvent, and for the ordering of the affairs of the Estate generally.

WM. WALKER,
Official Assignee.

Quebec, 27th June, 1871.

For Sale

—AT—

Parke & Sons' Stores,

NO. 1, PALAIS HARBOUR.

A COUNTER, Black Walnut top, eighteen feet long; a LARGE QUANTITY of SHELVING and DRAWERS, for a Grocery Store.

—ALSO—

A fast FLY-WHEEL, five feet diameter, 650 lbs. weight.

Three FLY-WHEELS, two feet six inches diameter, weighing 250 lbs. each.

—ALSO,—

A COVERED WAGGON, nearly new; wheels tin under; well finished, and suited for family use.

All for Sale Cheap.
PARKE & SONS,
A. & B.

Quebec, April 3, 1871.

Gaspe House,

GASPE BASIN.

JEAN & SON,
Proprietors.

June 19, 1871.

SEA BATHING! SEA BATHING! JEAN'S HOTEL, CACOUNA.

HONORIE JEAN,
Proprietor.

June 19, 1871.

The Derby Guide

THE DERBY GUIDE, containing a full list of Horses entered for the Derby, 1871, &c., &c.; their Owners, Pedigrees, and Records, &c., &c., &c. Price, 25 cents.

MIDDLETON & DAWSON,
Foot of Mountain Hill.

Quebec, May 26, 1871.

John Fraser, B. A.,

NOTARY.

OFFICE: VICTORIA CHAMBERS,

Corner of Peter and Paul Streets.

Quebec, May 19, 1871.

Cheap Cutlery

—AND—

PLATED-WARE,

AT THE QUEBEC AUCTION ROOMS,

No. 20, John Street, within.

WE have received a large consignment of CUTLERY and ELECTRO-WARE, from Messrs. RANEY, LEE & CO., SHEFFIELD.

Ivory, Bone, and Buck-horn handle Table and Dessert Knives and Forks, Electro-plated Dessert Sets, in cases; Electro-plated Tea and Coffee Services, in great variety, Cruet Stands, Pickle Frames, E. P. Dinner and Dessert Forks and Spoons, Pickle Forks, E. P. Trays and Salvers, and a large variety of other electro-plated goods.

All to be sold at Invoice Prices.

PARKE & SONS,
A. & B.

Quebec, Feby. 3, 1871.

COUGH REMEDY.

BEST IN USE. GOOD FOR ALL.

TRADE-MARK — GARDNER MONTREAL

GARDNER'S

DOMESTIC COUGH REMEDY.

THIS valuable Medicine has the property of immediately relieving COUGHS, COLDS, HOARSENESS, DIFFICULTY OF BREATHING, TIGHTNESS IN THE CHEST, &c., &c.

Those who are troubled with that unpleasant tickling in the throat, which deprives them of rest at night, by the incessant cough which it provokes, will, by using this medicine, find immediate relief, and one bottle, in most cases, will effect a cure. It may be taken with perfect safety by children of any age.

In bottles, 25c. and 50c. each. For sale by Druggists everywhere, and wholesale and retail at

457 NOTRE DAME STREET, MONTREAL.

February, 3, 1871.

ALLAN LINE.

SUMMER SERVICE.

GLASGOW LINE.

THIS Company's GLASGOW LINE, is composed of the following FIRST-CLASS STEAMSHIPS:—

CORINTHIAN,	2400 tons,	Capt. GRANGE.	
OTTAWA.	1831	"	Lt ARCHER, RNR.
ST. DAVID,	1650	"	Capt. RITCHIE.
ST. ANDREW,	1432	"	" H. WYLIE.
ST. PATRICK,	1207	"	" STEPHEN.

Sailing from GLASGOW every TUESDAY, and from QUEBEC, for GLASGOW, every THURSDAY.

Dates of Sailing are as follows:—

CORINTHIAN, on or about		8th June.
OTTAWA,	"	15th "
ST. DAVID,	"	22nd "
ST. ANDREW,	"	29th "
ST. PATRICK,	"	6th July.

RATES OF PASSAGE FROM QUEBEC.

Cabin..............................$60.00
Intermediate....................$40.00
Steerage..........................$24.00

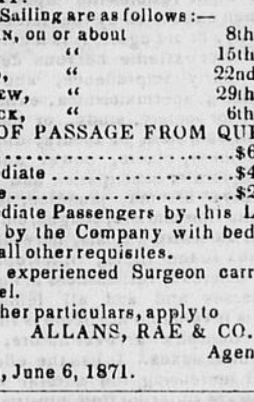
Intermediate Passengers by this Line are furnished by the Company with beds, bedding, and all other requisites.

An experienced Surgeon carried on each vessel.

For further particulars, apply to
ALLANS, RAE & CO.,
Agents.

Quebec, June 6, 1871.

NEW PATENTED SWIN .



EVANGÉLISTE LAVIGNE,

Joiner & Contractor,

CORNER OF

St. Eustache & St. Joachim Streets,

ST. LOUIS SUBURBS, QUEBEC.

MR. LAVIGNE respectfully invites the public to visit a NEW SWING, of his invention, for which he obtained a PATENT from the Government of the Dominion on the 28th July, 1869.

This NEW SWING moves of itself, without any external propulsion, and has the advantage of not exposing to accident those who wish to enjoy this gentle and agreeable exercise.

Ladies can also make use of this Swing without incurring any of the inconveniences which they encounter in using the ordinary Swing.

One of these Patent Swings can be seen in operation, and tried by visitors, at No. 36, St. EUSTACHE STREET, St. Louis Suburbs.

The price varies from $12 to $25, according to the size.

Also, always on hand, Printing Office Furniture of every description, at the lowest prices.

Quebec, April 26, 1871.

RENFREW & MARCOU,

20, *BUADE STREET,*

ARE now offering all the Newest Styles of

PANAMA,
LEGHORN,
STRAW and
FELT HATS,

for the hot weather, at EXTREMELY LOW PRICES, and respectfully solicit inspection.

Novelties received weekly by Steamer from London.

Quebec, June 5, 1871.

Insolvent Act of 1869.

In the Matter of
G. H. NOBLE,
An Insolvent.

I, the undersigned, WM. WALKER, of QUEBEC, have been appointed Assignee in this matter. Creditors are requested to file their CLAIMS before me within ONE MONTH, and are notified to meet at my Office, No. 17 ST. PETER STREET, on TUESDAY, the 8th AUGUST, 1871, at TWO o'clock, P.M., for the public examination of the Insolvent, and for the ordering of the affairs of the Estate generally.

WM. WALKER,
Official Assignee.

Quebec, June 21st, 1871. 2w

CHERRIER'S

QUEBEC DIRECTORY,

FOR 1871-2.

JUST PUBLISHED,

THE QUEBEC DIRECTORY, for 1871-2, to which are added the Town of Levis and the Villages of St. Charles and La Canardière; together with the Suburbs of Guènette and St. Angèle.

It contains a complete list of the Inhabitants of the above places with full description of their Business and Professions; Public Offices, Banks, Corporate Institutions, &c., &c.

To which is added a STREET DIRECTORY for the use of Visitors and Strangers, corrected by the City Surveyor.

To be had at Middleton & Dawson's, C. E Holiwell's, C. L. Thompson's and M. Miller's.

Quebec, June 14, 1871.

Parke & Sons,

Auctioneers. Brokers, Valuators and General Commission Merchants,

No. 20, St. John Street, Within,

NO. 1, PALAIS HARBOR,

ARE prepared to execute all business intrusted to them with promptitude and care.

Having leased those central and extensive premises known as the QUEBEC BATH ROOMS, opposite RUSSELL'S HOTEL, PALACE HILL, are also prepared to receive all kinds of Merchandise for Sale, either by Auction or on Commission.

PARKE & SONS

Are Agents for Messrs. Reanny, Lee & Co. Electro Plate Manufacturers, Sheffield; also for ALEXANDER'S Prize Gold Medal HARMONIUMS.

New and Second-hand Furniture and all kinds of House Furnishing Goods always on hand.

AUCTION SALES at Private Residences receive special attention. Prompt returns made. Terms moderate.

PARKE & SONS,
Quebec Auction Rooms,
No. 20, John Street.

Quebec, March 22, 1871.

Scientific American.

TWENTY-SIXTH YEAR.

THIS splendid weekly, greatly enlarged and improved, is one of the most useful and interesting journals ever published. Every number is beautifully printed on fine paper, and elegantly illustrated with original engravings, representing New Inventions; Novelties in Mechanics, Manufactures, Chemistry, Photography, Architecture, Agriculture, Engineering, Science and Art.

Farmers, Mechanics, Inventors, Engineers, Chemists, Manufacturers, and People of all Professions or Trades will find the *SCIENTIFIC AMERICAN OF GREAT VALUE AND INTEREST.*

Its practical suggestions will save hundreds of dollars to every Household, Workshop, and Factory in the land, besides affording a Continual Source of Valuable Instruction. The Editors are assisted by many of the ablest American and European writers, and having access to all the leading Scientific and Mechanical Journals of the world, the Scientific American is constantly enriched with the choicest information.

An *OFFICIAL LIST* of all the Patents Issued is Published Weekly.

The Yearly Numbers of the Scientific American make Two Splendid Volumes of nearly One Thousand Pages, equivalent in size to *FOUR THOUSAND ORDINARY BOOK PAGES.*

Specimen Copies sent free.

TERMS—$8 a Year; $1.50 Half Year; Clubs of Ten Copies for One Year, at $2.50 each, $25 00, with a *SPLENDID PREMIUM* to the person who forms the Club, consisting of a copy of the celebrated Steel Plate Engraving, "Men of Progress."

In connection with the publication of the Scientific American, the undersigned conduct the most extensive Agency in the world for procuring PATENTS.

The best way to obtain an answer to the question—Can I obtain a Patent? is to write to Munn & Co., 37 Park Row, N.Y., who have had over Twenty-five Years Experience in the business. No charge is made for opinion and advice. A pen-and-ink-sketch, or full written description of the Invention, should be sent.

For Instructions concerning American and European Patents—Caveats—Re-issues—Interferences—Rejected Cases—Hints on Selling Patents—Rules and Proceedings of the Patent Office—The New Patent Laws—Examinations—Extensions—Infringements, etc., etc., send for *INSTRUCTION-BOOK,* which will be mailed free, on application. All business strictly confidential.

Address, MUNN & CO.,
Publishers of the Scientific American,
36 Park Row, New York.

December 12, 1870.

PROTESTANT FRENCH INSTITUTE

—FOR—

YOUNG LADIES,

At St. Hyacinthe, P.Q.

IT having long been a matter of regret to all true Protestants that there exists among us no institution where the French language may be thoroughly acquired, and consequently a large number of Young Ladies from the Dominion, as well as the United States, are annually sent to Roman Catholic Convents, it is proposed to establish, at St. Hyacinthe, in the Province of Quebec, a FRENCH PROTESTANT BOARDING-SCHOOL of superior class, under the management and supervision of the Rev. R. P. DUCLOS, where the education of Young Ladies will be conducted entirely in the French language.

Mr. DUCLOS has secured a large and convenient house, possessing the accommodation requisite, and has secured the services of a Preceptress and Teachers of the highest qualifications. At the same time it is intended that the Institution shall be fully able to compete with the Convent Schools as regards the lowness of fees.

We undersigned Ministers of the Gospel, cordially recommend Mr. Duclos and the above object to the Christian community:—W. Taylor, D.D. Henry Wilkes, D.D D. H. MacVicar, LL. D. John Jenkins, D.D. Robert F. Burns, D.D John Cook, D.D. J. M. Gibson, M. A. G. H. Wells, (American Presbyterian Church.) D Coussirat, M.A. Chas. A. Doudiet, (St. John's French Presbyterian Church.) G. M. Desilets, (Principal Pointe-aux-Trembles Institute.) W. B. Clark, (Canada Presbyterian Church, Quebec.) Henry D. Powis, (Congregationalist Church, Quebec.)

Quebec, June 9, 1871.

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Quebec, 29th May, 1871.

The New York Tribune.

1871.

THROUGH struggle and suffering, at the cost of multiform agonies, bereavements, devastations, the American Idea embodied in the preamble to our fathers' Declaration of Independence approaches its complete realization. The noble, inspiring assertion that "all men are created equal," and endowed by their Creator with inalienable rights to life, liberty, and the pursuit of happiness, is no longer a glittering generality, a poet's fancy, a philosopher's speculation, but the recognized base of our political fabric. The benign Revolution, which dates from the Boston Massacre of 1770, finds its logical completion, just one century later, in the XVth Amendment, which gives to the equal political and civil rights of every man born or naturalized in our Republic the shield and defence of the Federal Constitution. The billows of Caste and Privilege may roar and rage around that rock, and may transiently seem on the point of washing it away; but its foundations are deep-laid and steadfast, and the breakers of Reaction and Slavery are hurled against and dash their spray over it in vain.

We do not underrate the forces of Prejudice and Aristocracy. We do not forget that a very large minority of the American People still hold in their inmost hearts that Blacks have no rights which Whites are bound to respect. We fully appreciate the desperation wherewith all the warring elements of hatred to Republican achievement will be combined and hurled against the battlements of Republican ascendancy in the Presidential Election of 1872. We do not doubt that local successes, facilitated by Republican feuds and dissensions, will inspire the charging host with a sanguine hope of victory, such as nerved it to put forth its utmost strength in the earlier stages of the contests of 1864 and 1868. Yet our faith is clear and strong that the American People still bless God that, on the red battle-fields of our late Civil War, the Union was upheld and Slavery destroyed, and will never consciously decide that the precious blood thereon poured out was lavished in vain.

The Tribune believes in the prosecution of the great struggle by legitimate means to beneficent ends. To State Sovereignty, it opposes indissoluble National Integrity; to Slavery for Blacks, Liberty for all; to Proscription, Enfranchisement; to Popular Ignorance, Universal Education; to intensity and eternity of wrathful Hate, universal and invincible Good Will. It would fain do its utmost to hasten the glad day when the South shall vie with the North in exultation and gratitude over the disappearance of the last trace or taint of that spirit which impelled Man to exult in the ownership and chattelhood of his fellow Man.

Profoundly do we realize that the contest is not yet ended—that Millions mourn, more or less publicly, the downfall of the slaveholders' Confederacy, and rear their children to hate those by whose valor and constancy its overthrow was achieved. If we ever seem to differ essentially from other Republicans, our conviction that magnanimity is never weakness, that vengeance is never politic, and that devils are not cast out by Beelzebub, must serve to explain alleged eccentricities whose perfect vindication we leave to Time and Reflection.

The Tribune has been, is and must be, a zealous advocate of Protection to Home Industry. Regarding habitual idleness as the greatest foe to human progress, the bane of human happiness, we seek to win our countrymen in masses from the ensnaring lures of Speculation, of Traffic, and of always over crowded Professions, to the tranquil paths of Productive Industry. We would gladly deplete our overcrowded cities, where thousands vainly jostle and crowd in misguided quest of "Something to Do," to cover prairies and plains with colonies absorbed in Agriculture, Mechanics and Manufactures, and constantly projecting into the blank, void wilderness the homes and the works of civilized Man. Holding the Protection of Home Industry by discriminating duties on imported Wares and Fabrics essential to the rapid, beneficent diffusion of Production in all its phases and departments, and so to the instruction of our people in all the gainful arts of Peace, we urge our countrymen to adhere to and uphold that policy, in undoubting faith that the true interest, not of a class or a section, but of each section and every useful class, is thereby subserved and promoted.

The Tribune aims to be preëminently a *News* paper. Its correspondents traverse every State, are present on every important battle-field, are early advised of every notable Cabinet decision, observe the proceedings of Congress, of Legislatures, and of Conventions, and report to us by telegraph all that seems of general interest. We have paid for one day's momentous advices from Europe by Cable far more than our entire receipts for the issue in which those advices reached our readers. If lavish outlay, unsleeping vigilance, and unbounded faith in the liberality, and discernment of the reading public, will enable us to make a journal which has no superior in the accuracy, variety, and freshness of its contents, The Tribune shall be such a journal.

To Agriculture and the subservient arts, we have devoted, and shall persistently devote, more means and space than any of our rivals. We aim to make the Weekly Tribune such a paper as no farmer can afford to do without, however widely his politics may differ from ours. Our reports of the Cattle, Horse, Produce, and General Markets, are so full and accurate, our essays in elucidation of the farmer's calling, and our regular reports of the Farmers' Club and kindred gatherings, are so interesting, that the poorest farmer will find therein a mine of suggestion and counsel, of which he cannot remain ignorant without positive and serious loss. We sell The Weekly to Clubs for less than its value in dwellings for waste-paper: and, though its subscription is already very large, we believe that a Half Million more farmers will take it whenever it shall be commended to their attention. We ask our friends everywhere to aid us in so commending it.

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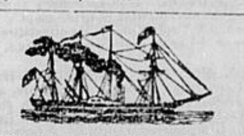

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