

PRICE 40
MONEY WIGBAM

BRISTOL, England.—Line of Packet Ships to Australia, &c. The *East India Docks*, where she is now lying for inspection, ELBOURNE (Port Phillip) direct, on the 29th July, the magnificent clipper ship *NORFOLK*, A1, 1,100 tons, E. A. REYNELL, Master. This splendid ship, so celebrated for her two outward passages of 1845, is again respectively the fastest and the most conveying the largest quantity of gold (upwards of £2,000 cwt.) by any ship this year. Her accommodation for all classes of passengers is unrivalled, and the rates of passage moderate. Carries

SSRS. MONEY WIGRAM AND SONS (of blackwall-yard, London), LINE of PACKET SHIPS to AUS A.—This celebrated line consists of the Kent, Norfolk, Sussex, Lincolnshire, and other fast, favourite, and well-known noted for the rapidity and regularity of their passages, and despatched from Gravesend punctually, as under, for MELBOURNE, Port Phillip, direct:

Ship.	Tonnage.	Captain.	Date
20	1,100	E. A. Reynell	29th of July.
20	1,000	J. T. Nash	.. Middle of Aug.
20	1,000	A. Scanlan	.. Middle of Sept.

These splendid ships are built and fitted expressly for the passage to Australia, offer unrivalled accommodation for first, and third-class passengers at moderate rates, and carry extra baggage.

For freight or passage apply to McLeod, Alford, and Morgan, with

COMPANY OF THE SEAS, for MELBOURNE.
Black Ball Line of Packets.—The ex-Royal Mail ship CHAM-
F THE SEAS, 2,480 tons register, 5,000 tons burden, Captain
RIDY, will sail from Liverpool on the 6th of August. This
ship, allowed by all judges of naval architecture to be the
best clipper afloat, is distinguished as being one of the Black
Ball Line, and is honoured by a visit from Her Majesty the Queen, who has
been so graciously pleased to say that she had no idea there were ships

ships in her merchant navy. The Champion of the Seas is expressly for the Black Ball line, by Donald McKay, of the builder of the celebrated James Baines Lightning, and the Commodore Perry. The Champion of the Seas is a st. 100 tons, and is a splendid example for the conveyance of passengers. The poop is 8 feet by 10, with large windows, and are furnished with seats, beds, bedding, &c. The second cabin and lower classes are conveniently arranged, and ventilated on the best system, as noticed by the conveyance of 1,000 persons from England to California, without a casualty, and only to the

GEORGE BARNES & CO., Liverpool; or to T. M. Mackay and
 Colquhoun-street, London, E.C.

LEONG direct, having a considerable part of her
 engaged, will meet quick despatch, the fine clipper barque
 has under **ALBUQUERQUE**, 324 tons register, 3-3ds in veritas;
 at the London Jetty London Docks. Has excellent accommodation
 cabin passengers only. Apply to John Lidgett and Sons, 9
 street.

GEORGE BARNES & CO. with immediate

The beautiful clipper barque **FLEDA**, 390 tons
CHARLES MATHIESON, Commander; lying in the docks.
 This ship is a regular trader to the colonies, and is well
 adapted for the quickness and regularity of her passages.
 Will accommodate for passengers. For freight or passage,
 apply to **George Duncan**, 47, Leadenhall-street; or to **McLeod, Allport**,
 and **Isle**, Leadenhall-street.

ELAIDE direct, the fine first-class British-built
ALICE MAUD, 41 for 13 days, 68 tons, 1000 horsepower.

CLAUDE direct, (Grierson and Tweeddale's monthly line) to sail 20th July, the well-known favourite clipper **ANTON**, All 502 tons register, R. McRAY, Comman'der, has the largest and most commodious cabin, and the best table, from Antwerp, and has superb accommodation for cabin passengers. For freight or passage apply to John Lidgett and Billiter-street.

ERT and ALEXANDER for ADELAIDE,
ading in the London Dock. This very fine barque is loading
and will have quick despatch. For freight apply to Pickernell
38, Fenchurch-street.

E. for ADELAIDE.—This ship will leave the
on Dock Jetty on Saturday next, and passengers are requested

FUHAL PACKET SHIP VINDALA.—**FORT ADELAIDE**, last shipping day 4th August, and will leave **LONDON DOCKS**, on Monday, the 9th August, with owner's actuality, the well-known, fast-sailing, British-built ship **NOLA**, A. 13 years, 524 tons register, A. C. FOSS, commander.

MES LINE OF AUSTRALIAN PACKETS,
or ADELAIDE direct, the nearly new and very fast,
British-built clipper ship **HARWICH**, A.1, 613 tons per register
and copper fastened, **GEORGE FRANKLIN**, Com-
Has beautiful poop accommodation for a limited number of
second class passengers.

essel affords the most desirable opportunity. Loading at the London Docks. For freight or passage apply to Budden, Beran, & Co., 2, Jeffrey's-square, St. Mary-axe; or to John Bous, Bond, 18, Cannon-street, E.C.

MES LINE of AUSTRALIAN PACKETS.
 The guaranteed date of sailing postponed to the 24th of August, 1871.
 PORT PHILLIP direct, delivering also at Geelong-warf, Melbourne, and every fast-sailing British or Australian ship.
 19 tons register, measurement, 1,500 tons burden. JOHN

HART-TOWN direct, a regular trader, with immediate despatch, having three-fourths of her cargo engaged

NG, the clipper ship HARKOWEY, A.1, 850 tons burden, M. STORIE, Commander; now loading at the C. J. City, Victoria. This splendid ship, justly celebrated for the rapidity and safety of her passages as well as for the good order in which her cargo has always been delivered, offers a most favourable opportunity; has elegant accommodation for a limited number of passengers. For freight or passage apply to the owners, Messrs. Stephen Kennell and Co., 27, Austinfrank, E.O.; or to W. D. Lime-street, E.C.

SWAN RIVER, Western Australia, will have immediate despatch, the regular trader DOLPHIN, A. 1, 500 tons, and will leave quick despatch, the fine fast sailing FESURE, A. 1, 500 tons, J. GROSSUND, Commander. This superior accommodation for passengers. For freight apply to Thomas Wright and Co., 4, Clements-lane, Lombard-street, London, E.C. 3.

ZEALAND.—Notice to Shippers.—The beautiful clipper **HARWOOD** will positively be despatched on the 17th is the only direct opportunity now offering for **AUCKLAND**.
a. Gann, and Co., 3, Crosby square.

ZEALAND.—Auckland.—The first ship will be the **SPIRIT OF TRADE**, 559 tons register, loading at the docks Jetty. All goods must be down by the 15th inst., as she sails on the 19th. A guarantee will be given for this by Rufus Powell and Co., 133, Leadenhall-street.

ZEALAND.—Young and Co.'s Line.—Notice

ZEALAND, Auckland.—W. Rufus Powell & Co.'s Line of Packets.—To follow the Spirit of Trade and with quick despatch, the beautiful clipper ship TAMORA, in 10 years, A. COCHRANE, Commander; now in the St.

ZEALAND.—W. Rufus Powell and Co's
of Packets.—To sail the first week in August, for OTAGO
and CAMBERLEY, the fast and favourite clipper-ship
R. A. 1,600 tons register, JOHN MCGILLIVRAY, com-
manding in the London Dock. This beautiful vessel, one of

alfloat, having already a considerable portion of her cargo will be despatched punctually. Her accommodations for passengers are all first-rate. For freight and passage apply to W. Rufus Co., 133, Leadenhall-street.

ZEALAND.—Willis and Co.'s Line of
ketches, established 1843.—For NELSON direct and NEW
Zealand, the beautiful clipper and regular trader, DUCHESSE,
Capt. A. J. NEWTON, Commander, 490 tons burden; and
the St. Katherine Docks. This beautiful vessel will be de-

ZEALAND.—W. Rufus Pellow and Co.'s Line
 packets.—For WELLINGTON and NELSON (to follow the
 cargo, and sail in July), the well-known and favorite clipper
 Y GREY, A 1, 597 tons register, 1,100 tons burden, S.

ON, Commander; loading in the East India Docks, This ship, built upon similar lines to some of the most celebrated of this day, is confidently expected to make one of the fastest of the season. Her unusual height between decks affords a convenient for second and third class passengers, and her masts-up (now being re-decorated) is well worthy the inspection of chief cabin passengers. For freight, passage, or further particulars apply to Henry Ronaldson, 11, Rood-lane; or to W. Bell and Co., 133, Leadenhall-street, E.C.

Ships.	Tons.	Ports.	Docks.	To Sail.
newship)	800	Nelson	St. Kath.	July 27
..	800	Wellington	.. ..	July 28
..	1,000	Otago and Canterbury	W. India.	Aug. 1
..	1,800	Auckland	.. ..	Aug. 10
..	1,800	Nelson	Ditto.	Aug. 10

ship)..	450	{ N Fymouth and Canterbury..	Ditto.	July
	1,200	Wellington..	Ditto.	Aug. 5

pe are all At Lloyd's. They have spacious cabins and lofty
 situated between decks, fitted with every modern improve-
 ment for safety, comfort, and convenience of passengers.
 will be taken to provide a dietary of the most liberal cha-
 racter. For further information apply to John Lidgett and Sons, 9,
 Fleet-st. or to Shaw, Savill, and Co. 54, Abchurch-lane, Lon-

LAND, New Zealand.—Important Notice to
travellers.—Forty Acres of Land and a Passage to the Colony
Line of Packets.—The Passengers
ation come into active operation after the arrival of the
from the colony. Persons emigrating under the regulations
engers' Line of Packets, may obtain a free grant of land for
each person over 18 years of age, or 20 acres for each per-

The ships of the Passengers Line are despatched at short intervals. They are all A. 1, full of ships, ably commanded, carrying surgeons, and equipped with the greatest comfort. The first ship is the KINGSTON, to sail 31st July. For full particulars apply to John Sons, 2 Billiter-street, E.C.; or to Shaw, Savill, and Co., Street, E.C. N.B. Read the Anckland Hand-Book for S. T. Forsaith, Esq., (sixth edition), to be had of Shaw, & Co., price 3d.; post free, 4d.

to London and New York. The arrangements for cabin, food, and stowage passengers are complete in every respect. The loading is the RHINE, 1,167 tons register, G. MOORE, master; lying in the London Docks. To sail on the 15th of July, or passage apply to Messrs. Baring, Brothers, and Co., 2, street within; or to Phillips, Shaw, and Lowther, 2, Exchange-buildings.

ports route to Canton West.—The Liverpool, New York, Pacific Steamship Company intend despatching their full-rigged-hulls, iron screw steam ships from Liverpool to NEW YORK as follows:—
TY OF BALTIMORE, Wednesday, July 21.
TY OF WASHINGTON, Wednesday, August 4.
ANGAREO, Wednesday, August 18.
 The above ships will carry 15, 17, and 21 guineas, according to the accommodation, and 8 guineas, including provisions. Passengers for the United States booked through on very advantageous terms.

Further particulars apply to William Inman, Tower-build-
iverpool; or to the American-European Express Company,
lam-street, London-bridge,

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a dark horizontal band along the bottom edge, possibly indicating the binding or a shadow. A small, faint mark is visible near the top center.

two companies. He had the honour of calling attention to the island of Vancouver to a powerful company. He was supported by many of the most influential members, and a very narrow division decided against him. The Bill of the right hon. gentleman

granted Vancouver's Island to the Hudson's Bay

brought this part of their territory under the direct government of the Crown. The Hudson's Bay Company had an exclusive right to trade, which he understood would now cease, and although Governor Douglas was exceedingly skilful in the treatment of the Indians they must remember that he was the chief factor of the company, and that he had exercised his powers in a manner:

should hope that, as it would devolve on the right hon. baronet to send instructions if Governor Douglas should succeed to be the governor under the Crown, as he had been under the company, those instructions would be pointed and specific that he was not to discourage trade by settlers. (Hear, hear.) It appeared to be a matter of agreement that the discussion of the main question was to be taken on

the motion of the hon. and learned gentleman (Mr. Robb) that if there was to be any discussion it should take place in the present session, because the exclusive right to trade expired in 1859, and it was very important that persons who took a deep interest in the country, as well as the people of Canada, should know what were the intentions of the Government, and what was the

charter for any lengthened period. He thought this was mainly a good Bill, but he had some objections to the geographical arrangements, and he should give notice of amendments with reference to the boundaries of this new colony. The right boundary was the line formed by the chain of the Rocky Mountains on one side, the opinion prevailed among well-informed persons that the gold found in the rivers on the north was the *debris* of the gold that existed in the mountains. It would therefore be better to extend the boundary

rather more to the north, so as to make a better use of the River the boundary of the north. He was far from thinking that it would not be a judicious arrangement to confine the Hudson's Bay Company to those northern districts which were productive of profit to them. These districts produced fur-bearing animals, and were little suited to settlement and colonization. As the right hon. baronet

be within his contemplation to propose to Parliament some plan which would have for its object the formation of another colony in the district of the Red River. Unless the Government directed its attention to the subject, the country would be filled with American settlers, and questions of boundary would arise, which might bring about a repetition of previous difficulties with the United States.

having carried out the views recommended by the committee which examined this subject last year, and he only regretted that the late Secretary of State for the Colonies had not communicated to the committee the discovery of gold in the colony, which, it appeared from the despatches now published, had been known to the Colonial-office two years before. The gold might be overrated, yet it was probable

Lord SANDON, having been a member of the committee, wished to remark that every witness examined before them said that the high price of 17. per acre charged for land in Vancouver's Island had prevented colonization. Perhaps

subject into his consideration when he was establishing a Government for the new colony. It was important that the land should be more easily obtainable, so that out of the shifting population who might be attracted to the colony a deposit of good settlers should be left. (Hear, hear.)

Mr. LOWE thought that the right hon. baronet had done much to induce his Bill now. To form a colony

without a population was a useless expense, and to allow a colony in which a population had grown up to remain without a Government led to anarchy, misrule, and bloodshed. He was not very sanguine of the success of the new colony (although the right hon. baronet had taken the right course with regard to its government), because it was certain that the first thing that would happen would be a terrible

not be in the power of any Minister to avert. Nor would it be sufficient to send a frigate there, as some had proposed. The place, although very beautiful, was most inaccessible, and it would be necessary to have a larger force for the purpose of enforcing order upon the lawless spirits who would flock to the colony than could be spared from any frigate. Nothing had prevented the settlement of Vancouver's

island so much as a dollar and a quarter per acre, in
 Vancouver's Island the fixed price was 17. Land ought to be
 obtained in the new colony upon terms at least as favourable
 as in the neighbouring country. This was one of the settled
 colonies in which the general principles of the law of
 England as laid down in the well known chapter of
 would become the law of the colony. But these

general principles were not sufficient for the basis of the constitution of the colony. Her Majesty was to be empowered by order in Council to make laws for the government of the colony, or to delegate the power to the Governor for the time being. Would it not be better to give the colony the fundamental laws under which we lived, merely reserving to Her Majesty the power of passing supplementary laws? The provision

that so much of the law of England as could be applied to the new colony should be enacted would be perfectly understood by the colonial lawyers, and upon this the Government might erect the requisite superstructure. It would be proper that the boon of the law of England should come to the colony through the Act of Parliament to which it owed its existence rather than by any

He had submitted these suggestions fully under the conviction that if they were not adopted by the right hon. gentleman it would be because he had some good reason for not adopting them; and in conclusion, as regarded the question of name, he could only say that it was a pity some name could not be given to the colony which would distinguish the French land in the Pacific.

Mr. WHITE objected also to the name bestowed upon the new colony, and would suggest the propriety of adopting some native name, as had been done in other cases. It was desirable, for educational purposes, that the young should be able to recognize the situation of a place as much as possible by its name. He would urge, also, the expediency of fixing the land tenure. As one of the earliest settlers himself in

of injustice caused from the tenure of land not having been fixed when the colony was defined. He would suggest the adoption of the system of land tenure of the United States. He was surprised that the right hon. gentleman did not make more mention of Vancouver's Island, for he had heard Americans capable of forming a judgment which said that they would prefer the possession of

the Island of Vancouver to that of California, nearly
if he thought that the promotion of the colony
would lead to disagreements he would be rather in-
clined to listen to a proposal on the part of the
American Government to purchase it. ("No, no.")
He would also suggest the propriety of making the colony
self sustaining, and he could only add, that he was much
pleased to see that his captives had turned

his attention to the question, and he could only express a hope, as the subject of name had been referred to, that the improvement made by the right hon. gentleman would lead the colonists to wish the name of the colony was "Bulwer Lytton's Island." (Cheers.)

Mr. CROSSLEY mentioned, as an instance of the inconvenience which arose from bestowing the same name on

Mr. C. W. FITZWILLIAM did not think the price of

That was entirely due to the influence of the Hudson's Bay Company. (Hear, hear.) He agreed with those who thought there should be a survey of the country,—not such a survey as would be deemed necessary in England, but one that would be useful for practical purposes in the existing state of the colony. (Hear, hear.) It had been said that great difficulties lay in the way of getting at the goldfields;

disadvantages in this respect than California or other gold countries. The right hon. gentleman the member for Coventry endeavoured to impress on the Secretary for the Colonies the value of Mr. Douglas's services as a governor. He must say that he did not think that gentleman was fitted in his present capacity for the duties proposed to be intrusted to him, seeing he was the agent of the Hudson's Bay

Company. (Hear.) He regarded Mr. [unclear] as an incompetent man. He had never been accustomed to deal with white men, his experience having been confined to Indians; and it should be borne in mind that the people with whom he would come in contact were men who had left the Western States because they had become too hot for them, and that they would require to be dealt with in a very

The Bill was then read a second time, and ordered to be committed on Monday.

POLICE FORCE (IRELAND) BILL.

Lord NAAS, in moving the second reading of this Bill, said that as much misapprehension of its nature and objects existed, and as many mis-statements regarding it had been

ing provisions to the House. The Bill had been much discussed by a portion of the inhabitants of Dublin —by the corporation of that city, and at a public meeting held a few evenings ago,—but the objections there urged against it were wholly untenable. The Bill had been favourably received in various parts of Ireland. In Dublin, however, it had been said that it would

insufficient for the preservation of the peace; that the constabulary would suffer from the proposed amalgamation; and that the measure was designed to promote sectarian objects. He was in a position to prove that every one of those objections was unfounded. To begin with the financial branch of the question. The expense of the present force is, he said, included in the pay of the men and the charges

for rent, forage for the horses, &c., amounted to \$1,000 a-year. The whole cost of the new force, on the other hand, would be but 45,377. per annum. The total charge for the police establishment, as given in the detailed estimate, amounted for the present year to 77,000.; whereas the corresponding charge under the new system, when it came into full operation, would be but 57,126. The sources from which the police force is now supplied are three. First there

would be 14,900*l.* of local income from pawnbrokers licenses and similar duties. And here he might mention that it was proposed to take off the cart-tax, a very obnoxious impost upon the people of Dublin. Then came the Parliamentary grant, which would stand, as at present, at 36,500*l.* This would leave the amount to be raised by the police-rate for the maintenance of the whole force

merely at about 1,000. The constables, inspectors, and sub-inspectors, would be something under 800 men—a number which would be amply sufficient.

TWO POUNDS REWARD.—LOST, on Thursday morning, the 8th inst., by a passenger with the Southampton Mail, a black leather trunk, marked with the owner's initial (N) on the upper part, containing various articles. The above reward will be paid on delivery to Messrs A. Pavellin and Co., 101, Tottenham-street, E.C.

THE TIMES

HIS MAJESTY'S THEATRE
Last Night had Two of the Subscription.
First Night of La Zingara
To-morrow Evening Saturday July 19 will be presented (for the time this season) Ballo's opera, entitled LA ZINGARA (The Bohemian Girl). Costumed by Mrs. St. John. The principal characters are: Piniocolomini; Yseba Queen of the Gipsies; Madame Albion first lady appearance; Madame de la Motte second lady appearance; with Mademoiselle Annetta, Pierquello, Mioracchi, and Corgio de Balles. And the high comedians, Messieurs Albert, Bousquet, and Deleplace. The last night of their last appearance but two, and Miss Pocchini their last appearance. The above named company have been engaged to give three more appearances here, and have been reserved for the public, price 2s. and 3s. 6d. which may be had at the box-office at the theatre.

ROYAL ITALIAN OPERA, COVENT-GARDEN.
Third Appearance of Signor Tamburici.
To commence Saturday July 19 will be performed (for the time this season) the Italian Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

THEATRE ROYAL DRY-DYLANE.
Lussus, Mr. R. E. Smith.
This EVENING, FRIDAY JULY 19, will be presented (for the time this season) the French Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

THEATRE ROYAL, HAYMARKET.
Lussus, Mr. R. E. Smith.
This EVENING, FRIDAY JULY 19, will be presented (for the time this season) the French Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

ROYAL PRINCESS'S THEATRE.
Lussus, Mr. R. E. Smith.
This EVENING, FRIDAY JULY 19, will be presented (for the time this season) the French Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

ROYAL OLYMPIO THEATRE.
Lussus, Mr. R. E. Smith.
This EVENING, FRIDAY JULY 19, will be presented (for the time this season) the French Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

ROYAL STRAND THEATRE.
Lussus, Mr. R. E. Smith.
This EVENING, FRIDAY JULY 19, will be presented (for the time this season) the French Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

SADLER'S WELLS.
Lussus, Mr. R. E. Smith.
This EVENING, FRIDAY JULY 19, will be presented (for the time this season) the French Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

BURNEY THEATRE.
Lussus, Mr. R. E. Smith.
This EVENING, FRIDAY JULY 19, will be presented (for the time this season) the French Opera, entitled L'OPERA COMICA, Madame Girat; Emilia, Madame Tagliazola; Lago, Signor Tamburici; and the high comedians, Messieurs Albert, Bousquet, and Deleplace. I.A. BRISILLANTE. M. Zina. Zina. Mlle. Deleplace, and Deleplace. First tickets, 1s. 6d.; amphitheatres, 2s. 12s. 6d.

TO CORRESPONDENTS.
No notice can be taken of anonymous communications. Whatever is intended for insertion must be authenticated by the name and address of the writer; not necessarily for publication, but as a guarantee of his good faith. No notice can be taken of anonymous communications.

LONDON, FRIDAY, JULY 9, 1888.

Their Lordships sat yesterday at 5 o'clock.

Lord CAMPBELL, in presenting a petition agreed by the Bill for legalizing marriage with a deceased wife's sister, stated that he was opposed to the Bill, as it was inconsistent with the doctrines of religion, and calculated to produce great social evil; and now, exempting Ireland and Scotland from the operation of the Act, he thought the Bill was presented in more objectionable form than ever.

Mrs. HANKE asked who had charge of the Bill, and when the second reading was to be taken. Unless some peer had charge of the Bill he thought it ought to be discharged from the orders.

The question was not answered.

The Sale of Poisons Bill was read a third time and passed.

The Oaths Bill passed through committee, with some verbal amendments, and the addition of a clause, moved by the Duke of MALBOROUGH, preventing Jews from advising the Crown in the distribution of ecclesiastical patronage.

The County Courts District Bill was read a third time and passed.

The Universities of Scotland Bill was read a first time.

Their Lordships then adjourned.

The House of Commons, at the morning sitting, was engaged in committee in considering the details of the Local Government Bill.

In the evening, after some preliminary business on the order for the third reading of the Government of India (No. 3) Bill.

Mr. HANKEY inquired what would be the position of the East India Company, as a chartered company, when the Bill passed.

Sir F. PERCY pronounced a condemnation of the Council of India as constituted by the Bill, expressing his solemn conviction that the whole scheme would not last more than four or five years.

Lord PALMERSTON said, retaining his objections to the constitution of the Council, yet, as the Bill ennobled the past the Council, he gave her honoural assent to the third reading.

The SOLICITOR-GENERAL, in reply to Mr. HANKEY, said the Bill took away from the East India Company their governing power, but did not touch their rights and functions in other respects.

Mr. ROEBUCK uttered a vehement denunciation against the measure, saying that the Bill, as it stood, a machine that would not work, but was a stumbling-block in the way.

Lord J. RUSSELL did not wish that the Bill should go to a third reading charged with the malediction of Mr. ROEBUCK, and proceeded to show that the measure had some redeeming qualities. At the same time, he expressed his opinion that the Bill required revision, and there were great questions connected with the land tenures, the army, tobacco, opium and salt tax, and other matters, which would hereafter demand profound consideration.

The CHANCELLOR OF THE EXCHEQUER congratulated the House on the passage of the Bill, and said that the Government, tendered his sincere thanks for the candour with which it had treated the measure which would, in his belief, have a beneficial effect upon the Government of India.

The Bill was then read a third time and passed.

Sir E. B. LYTON moved the second reading of the Bill, and said that the Government, which defines the boundaries of the Council, and authorizes HER MAJESTY to provide for the administration of the Government and the establishment of a local Legislature, for a limited period, until 1892. He described the circumstances of the colony, and said that the population was rapidly increasing, and the necessity of adopting measures for preserving the promising territory from lawlessness and turbulence.

Mr. LABOUCHERE observed that there could be no doubt that the Bill was a very important one, and that it was well worth the attention of the House.

difference of opinion as to the necessity of taking the first steps to the establishment of a strong Executive in this new colony, and although the Bill was calculated to meet the objection he agreed with Sir E. LYTTON that it was designed to overrate its advantages in respect to soil and climate, and that the Vancouver Islands and adjacent territory would be occupied by a large, industrious, and flourishing population.

Mr. ROEBUCK warned Sir E. LYTTON that, if he wished to stop the introduction of Lynch law in the colony, he must introduce civil law, and that he could not do this by the aid of a strong body of soldiers.

After a few remarks by Mr. A. MILLS and Mr. WYLD, Mr. ELLICE thought the Bill would very well answer the purpose in view; but he begged the House not to be led away by the idea of the facility of the operation, or that the colony could be so easily supported.

Mr. ELLICE then spoke in favour of the Bill, though he had some objection to the geographical arrangements in it, with reference to the boundaries of the new colony.

Lord SANDON recommended Sir E. LYTTON to consider well, when the Government was established in the colony, what the price of land should be.

Mr. LOWE approved the introduction of the Bill, but was not sanguine as to the success of the

1875

MONEY-MARKET and CITY INTELLIGENCE.

THURSDAY EVENING.

The settlement of the Consol account took place to-day, and the quantity of Consols being sold was larger than that which was purchased, the result being a decline of 1/2 in the market price. Consols, which left off yesterday at 95 1/2 to 3/4, were first quoted 95 1/2 to 3/4, whence they proceeded to 95 1/2 to 3/4, from which there was no improvement, although the quotations from the Paris Bourse showed an advance. Consols were at 95 1/2 to 3/4. Loans were in rather increased demand, and 2 1/2 per cent. paid. Bank Stock left off at 220 1/2 to 221; Reduced, 95 1/2 to 3/4. New Three per Cent. 95 1/2 to 3/4; Indian Stock, 218 to 221; India Debentures, 218 to 221; Bank of England, 218 to 221; India Exchequer-bills (March), 30s. to 30s. 1/2. (June) 19s. to 22s. premium.

The payment of the half-yearly dividend on Consols commenced at the Bank to-day.

In the foreign stock-market the transactions have been less numerous, but the advance established yesterday has been generally maintained. Brazilian Scrip forms an exception, receding to 1 to $\frac{3}{4}$ discount. Peruvian and Spanish continue firm. Brazilian Four-and-a-Half per Cents, were negotiated at 96 $\frac{1}{2}$; ditto Scrip, 1 and $\frac{3}{4}$ discount; Mexican, for the account, 19 $\frac{1}{2}$; Peruvian Four-and-a-Half per Cents, 89 and 89 $\frac{1}{2}$; for the account, 90; ditto, Dollars Bonds, 73 $\frac{1}{2}$, 72 $\frac{1}{2}$, and 74; the Three per Cents., 70.

Portuguese, 45; and ex dividend; Russian Five Per Cents, 112; Spanish, 44 ex dividend; ditto, 104; Deferred for the account, 278; and ex dividend; Passive, 8 and 1/2; Turkish Six Per Cents., 96 1/2; and ex dividend; ditto, 104; Four Per Cents. Guaranteed, 104; and ex dividend; Venezuela Five Per Cent. for the account, 58; and Dutch Two-and-a-Half Per Cents., 65 ex dividend.

The final quotations of the French Three Per Cents. on the Paris Bourse this evening were 68f. 30c. for money, and 68f. 50c. for the end of the month, showing a recovery of nearly a quarter

The official correspondence on the gold discovery in the North-west territories of British America has been in the hands of the mining agents. They seem first to have been announced in March, 1856, when it was reported that individuals were obtaining from 2½ to 8¢ each per day. The locality is on the Fraser and Thomson rivers, about 100 miles from the mouth of the Fraser. The mines have since been called the Couteau Mines, from the name of the tribe of Indians in that quarter. At first the

Indians were not troublesome, as they had no animosity against the English, but, when the news of the discoveries attracted a number of adventurers from Oregon and California, they opened a new era of trouble. The Hudson's Bay Company expressed a determination to expel the intruders, and to monopolize the fur trade for their own benefit, and were also actuated by a fear that the influx of strangers would drive away the shoals of salmon from the rivers, on which they chiefly depended for their subsistence. The officers of the Hudson's Bay Company were not likely to provoke disputes, but it was apprehended that contentions would eventually arise with the miscellaneous multitude of

were flocking. Thus far the Indians, although manifesting a determination not to permit gold-digging had scrupulously abstained from actual violence and robbery, their practice being merely to surround the diggers and might endeavor to carry on the operation and to force them to leave. From want of skill or other causes, however, the men do not themselves appear to be able to earn much. During the three months from January to March the total amount of gold obtained was about 300 ounces. The last accounts are to the 8th of May, and for the preceding month the total was 600 ounces. Nevertheless, at San Francisco the belief was general that the district is a second California or Australia, as the gold-bearing water was said to be in the same position as that with which the geologists of the latter country were acquainted with the geological character of the entire country. Governor Douglas, of Vancouver Island, had put forth a proclamation, declaring the rights of the Crown to the mines, and establishing a license fee of \$100 for each digger, and \$25 for each increase to 40%, but a party of about 80 American adventurers had already proceeded without complying with this requirement; the Governor, in the absence of instructions from home, in

claiming that collecting license fees he suggests that the expenses of maintaining order might perhaps be met best by a duty on imports. The number of persons either at the mines or on the way to them had, at the latest date, increased to 1,000. Vessels from San Francisco bring the Californian adventurers to Victoria, the capital of Vancouver's island colony, whence they usually proceed to the mines and canoes of the interior, ascending Fraser's River. One of these ships arrived in April bringing 450 passengers, nearly all well provided with mining tools. Of this number about 60 were British subjects, 60 native Americans, and the remainder Germans, with the exception of a small proportion of Frenchmen and Italians. They were said to be part of the same population which had been driven from their original haunts in California led Governor Douglas to form a different conclusion. In reply to the despatch conveying the foregoing information the Colonial Secretary a week back transmitted to Governor Douglas the following communication, approving the course, and at the same time conveying the com-

"Sir,—I have to acknowledge your despatch of the 8th ult. in continuation of former despatches, informing me of the progress of the gold discoveries on Fraser's River, and the measures which you had taken in consequence. I regret that I am unable to express my satisfaction without informing you that Her Majesty's Government have under their consideration the pressing necessity of sending some steps to establish a permanent station in that locality, and that I hope very soon to be able to communicate to you the result.

"I am, Sir, very glad to see that the Government approve the course which you have adopted in asserting both the dominion of the Crown over this region and the right of the British subjects to search for gold, and I am glad that you acted judiciously in waiting for further instructions before you endeavoured to control the falling of the main causeway, which would be a serious obstacle to the purpose from Vancouver's Island.

"They wish you to continue your vigilance, and to report to me on any information which you may receive from them. They are, however, in addition, particularly anxious to hear from you on the subject of the gold discoveries."

to impress upon you that, while it is the right of both of government and of commerce, which belong to this country, while they have it in contemplation to furnish you with the means of subsistence, it is not the right of the Government to support in the preservation of law and order, nor part of their policy to exclude Americans and to prohibit the free navigation of the Mississippi river. You are distinctly instructed to oppose no obstacle whatever to resort either for the purpose of digging in these fields or for the purpose of carrying on the navigation of the river by His Majesty, to the recognition of her authority, conform to such rules of police as you may have the honor to receive from her Majesty, and to the navigation of the river is of course a separate question, and one which His Majesty's Government must reserve.

It is the duty of His Majesty's Government to urge an immigrant American into English territory, I need hardly say, upon you the importance of caution and delicacy in dealing with those manifest cases of encroachment upon the rights of the Government, which may arise, and which, left to the temper and discretion might easily lead to serious complications between two neighboring nations. His Majesty's Government will be glad to furnish you with instructions of a more definite character. His Majesty's Government must leave much to your discretion, and to the wisdom of your officers, and to the influence of the various powers you may possess in the manner which from local knowledge and experience you may deem proper.

new country and to advance imperial interests.

"Governor Douglas, &c." I have, &c.

It is rumored that the Brazilian Government has intimated, with regard to the Pernambuco Railway, that if certain requirements are fulfilled within a given time the operation of the guarantee upon the first section shall date from the re-opening.

There was a sitting to-day at the Court of Appeal in the matter of the London and Eastern Docking Corporation. Ostensibly the sitting for "the examination" of the directors. So, however, from any examination being instituted it appeared that no director of the bank had so much as served with a notice to surrender. Solicitors for the assignees were not present, and solicitors for the directors were not asked to appear. The Court to do nothing in the matter thus appears that the assignees take a view of their duties to creditors, shareholders, and the public.

RAILWAY, MINING, AND OTHER SHARES.

THURSDAY EVENING.

The transactions in railway shares have been limited, but in some cases a further decline has taken place. York and North Midland and Sheffield recorded about $\frac{1}{2}$ per cent.; Lancashire and Yorkshire, Berwick and Midland, were also lower. Caledonian and Great Northern, on the other hand, improved 1 per cent., and Great Western and

South-Western $\frac{3}{4}$ to $\frac{1}{2}$. In colonial descriptions East Indian advanced to 105 $\frac{1}{2}$, but finally left off at 104 $\frac{1}{2}$ to 105, or about $\frac{1}{2}$ per cent. higher than yesterday. Grand Trunk and Great Western of Canada were steady, while a decline occurred in Buffalo and Lake Huron. French were flat during the greater part of the day, but after regular hours a rally took place, and the closing prices in some instances show a fractional improvement. In American securities Illinois Central and New York and Erie were firmer. In mines Great Wheel Alfred and

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Stock	1911n, Perth, & D'ndee	100	24	25	24%
Stock	Glasgow & R. Western	100	80	72	
Stock	(Gl. North of Scotland	100	80	72	
Stock	Great Northern	100	98½	96½	98 7
Stock	Do. A. Stock	100	77	77	93
Stock	Do. B. Stock	100	118	132	139 129
Stock	Do. C. 82½ & West. (Ins.)	100	118	132	
Stock	Great Western	100	45½	60	49% 5 ½ %
Stock	Do. Stour Val., & Gl.	100	58	58	
Stock	Lancaster & Carlisle	All	11	12	87% 7
Stock	Do. Ching.	All	11	12	pm.
Stock	16134 Do. New Thirs.	15	11	12	pm.
Stock	Lancashire & Yorkshire	100	80½	91	90% 5 ½ %
Stock	Do. 2½	100	100	100	100% 100% 100%
Stock	Do. 2½ shares	7	100	100	100% 100% 100%
Stock	11 6 London & Blackwall	All	100	100	100% 100% 100%

[illegible]

Stock	Portsmouth .. .	100		dis.		100%
Stock	Scottish Central ..	100	108	110		
Stock	South-N.E. Aber. S.S.	100	226	269		
Stock	Shropshire Central ..	100	87	83		
Stock	Sittingbourne & Sheer.	All	135	115	dis.	
Stock	South Down .. .	100	34	36		
Stock	South-East Essex ..	100	78	79		67% 78
Stock	South Wales .. .	100	78	79		
Stock	S. York. & River Don ..	All	13	15	dis.	
Stock	Do .. .	100	18	18		
Stock	Staines, Wokingham and Windsor .. .	All	9	11		
Stock	Stockton & Darlington ..	All	34	35		
Stock	Valley of Neath .. .	100	97	99		

Shrs.	Railways.	Lending Companies, P'd.	Cleaving Prices.	Business done.
Stock Truckinghamshire	L. & N.-W. 100	92 to 101		
Stock Clydebank Junction	Caledonian 100	101 - 103		
25 Collieston Stone Val	E. & T.C. All	13 - 15		
Stock Llandudno	S. & C. 100	133 - 140		
5 P. Union, Hrw. sh. 50	E. Counties All	4 - 5		
50 Hull and Selby	U. & N. Mid. All	110 - 115		

Stock London, Tilbury, and Southend	23½ - 24½
0½ Manchester, Bury, and Maccles	98 - 100
Stock Midland, Bradford, and Great Northern	2½ - 2½
50 N. & E. & W. & C.	98 - 98
Stock North, H. & C.	7½ - 14 pm.
100 Shrewsbury & Hereford	57 - 59
100 South Staffordshire	8 - 8½
100 West Valley	32½ - 33½
Stock W. & S. & W.	98 - 98
100 Wimbledon & Crystal Palace	8 - 9

PREFERENCE SHARES.				
Shrs.	Railways.	Paid.	Closing Prices.	Business done.
25	Blyth & Tyne 10 p. c. pr. issued at 250	All	43 to 50	
Stock	Bristol & Exeter, 4 p. c.	100	95	
Stock	Carden, 210, 10 p. c.	100	100-102	
Stock	Dun., Perth, & Ab. Jn. 6 p. c.	100	115	6 1/2
Stock	E. Anglian, B. & p. c.	100	112 1/2	
Stock	Do, Class G, 7 p. c.	100	107-110	
Stock	Eastern Counties Ex- tension, 5 p. c., No. 1	100	115	-118
Stock	Do, No. 2, " "	100	113 1/2	
Stock	Do, New Port, 5 p. c.	100	114	
Stock	Eastern Union, 4 p. c.	100	79-81	

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com-	13%	Do.	...	All	9%	...
com-	20	Do.	...	All	13%	...
hold	Stock	Law & York, sp.	...	All	138	144
hold	Stock	Land & S-W, 7 p. ch.	...	100	160	165
and	Stock	Manchester, Shofli,	...	100	128	124
and	6	Da. 56	...	100	6	63 pm.
and	Stock	Da. 34 per cent.	...	100	6	63
and	Stock	Marshall Co. Bricks	...	100	138	140
and	Stock	Da. 4% per ct. pref.	...	100	102	104
and	Stock	Da. 4 p. c. 1899	...	100	92	94 pm.
and	Stock	Da. 4 p. c. 1899	...	100	92	94 pm.
and	10	Newport, Aber, &c.	...	All	11%	11%
and	10	perpet 6 p. c. op. 66	...	All	8%	11%

Stock North British	100	107	-109	
Stock North-Eastern, Ber-		107	-99	
wick 4 p.c. prem. prof.	100	104	1/2	dis.
17 do. York H. S. S. p. c.	100	104	1/2	dis.
25 do. North Staffordshire	100	104	1/2	dis.
20 Stock Oxford & Worcester	All	25	-24	1/2 p.m.
Stock Wol., & p.c. 1st gu.	100	113	-120	115 1/2
Stock Ditto do. 2d gu.	100	101	-108	
Stock do. 4 1/2 p.c. deb.	100	109	-103	
do. in perpetuity	100	101	-108	
Stock Scottish N.-Eastern	100	72	-75	
3 1/2 p.c. prem. prof.	100	113	-120	
Stock St. Andrew's & p.c.	100	125	-130	
Stock 7 per cent. pref.	All	104	-104 1/2	
South Devon, An. 10s				

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18	Do. B. & L.	40	6	7	dis.	6%	4%	4%
19, 240	Do. Lash & Hunn	15%	14	—	dis.			
140	Bullfinch Brant & Gode-	100	80	—	85			
	field 5 p.c. Bonds, 72	100	75	—	80			
£5 0s.	Do. 1 p.c. Bonds, 1874	100	74	—	78			
100	Do. 1 p.c. Bonds, 1874	100	74	—	78			
29	Ceylon guar. 6 p.c.	2	5	—	100			2%
29	Eastern Bengal 5 p.c.	100	104 1/2	—	105			10 1/2%
29	East India, guar. 5 p.c.	100	104 1/2	—	105			10 1/2%
29	Do. Rishara, exten.	5	5	—	100			5%
29	Do. Dubbelpore	5	104 1/2	—	105			10 1/2%
29	Deccan & Madras 5 p.c.	100	40	—	42 1/2			41%
Stock	Grand Trunk of Can.	100	40	—	42 1/2			41%
1857.	Do. 6 p.c. cent. dis.	100	74	—	73			7 1/2%
26, 191	Do. 6 p.c. cent. dis.	100	74	—	73			7 1/2%
100	Do. 6 p.c. cent. dis.	100	74	—	73			7 1/2%

11.44		Do, Mil. 6 p.c. loan	40	2 1/2	3 dis.		
13.44	100	Do, 2 1/2 p.c. 5 p.c.	40	2 1/2	3 dis.		
14.44	100	Do, 10 p.c. 5 p.c.	40	2 1/2	3 dis.		
15.71	20	Do, New do. ..	4	1/2	dis.	7/8 pm.	
4.60	20	Do, ..	2	1/2	dis.	7/8 pm.	
		Gr S. of India (India)					
		Seriv. 5 p.c.	2	1/2	par.	1/2 pr.	
20 1/2		Gr. Wm. of Canada	2	1/2	17 - 17 1/2		17 1/2 1/2
10 1/2		Do, New ..	13	4	3 1/2	dis.	
		Do, Bonds, pay 75					
		with option till 69	ALL	105	-108		
		Do, Bonds, pay 73					
		with option till 69	ALL	105	-108		
		Do, Bonds, pay 73					
		without option ..	ALL	104	-106		
		Do, 5 p.c. of Bonds	ALL	98	-100		
							99 1/2

Royal	20	Madrone, 45 p.c.	All	18	-	19
" "	20	Do, 5 per cent.	All	20	-	20½
IL and	20	Do, 4½ p.c. exten.	All	16	-	17
Lin-	20	Do, 5 p.c.	14	14½	-	dis.
Land-	20	Do, 4th exten., do	5	4½	-	par
Eastern,	20	N. Bruns. & Canada g.	10	2	-	1½ dis.
Chester,	20	6 p.c. A. Capital sh.	10	4	-	do
" "	20	Do, B. do.	10	2	-	¾ do
Abad ^d	20	Schinde, mar. 5 p.c. .	15	7½	-	¾ par.
Water	20	Do, New, 5 p.c. p.	8	7½	-	¾ dis.
Western,	20	Do, Canadian, 6 p.c.	10	7	-	¾ par.
North-	20	Do, Imbus Steam	10	7	-	¾ par.
" "	20	Florella, gas. 5 p.c.	1	1	-	1½ dis.
" "	20	Trinidad (Hum) Srip	1	1	-	¾ par.

FOREIGN.

Shrs.	Railways.	Paid.	Closing Prices.	Business.
10	Antwerp & Rotterdam	All	5½ to 6½	
10	Bahia & S. Francisco	All	3½ to 4	\$
10	Bombay, Guj. & P. ex.	All	2½ to 3	
10	Bombay Eastern & S. C.	All	2½ to 3	
10	Bombay, Minto & R.	All	2½ to 3	
10	Dutch Rhénania	All	5 to 6 dis.	
10	Eastern of France	All	25 to 25½	
10	Est. Lombard & Venetia	All	25 to 25½	7½
10	Lyons and Geneva	All	23 to 24	
10	Namur and Liège	All	21½ to 22½	
10	Do. 6 per cent. pref.	All	21 to 22	9½
10	Northern of France	All	36 to 36½	30½
10	Norweg. Trunk Pfr.	All	80 to 81	x.d.

FOREIGN—(CONTINUED).					
Shrs.	Railways.	Paid.	Closing Prices.	Business done.	
20	Paris, Lyons, & Medit.	All	30%—32%		
20	Paris and Orleans	All	50		
20	Recife & S. Francisco	50	50		
	(Permanuco, p.o.)	50	50		
20	Sambre and Meuse	All	74 1/2—75		
10	Do. 5% p. pref.	All	74 1/2—75		
20	Southern of France	All	20—20 1/2 p.d.		
8 1/2	West Flanders	All	48 1/2—50		
10	Do. 5% p. pref.	All	48 1/2—50		
20	W. & N.-W. of France	All	23—24		
OBLIGATIONS.					
Bnds.	Railways.	Paid.	Closing Prices.	Business done.	

4	St. Laurent's, 5 p. c.	All	3% to 3½	3½
20	Do, issued at 50 c.	All	10% - 10½ x.d.	
20	Lombardo-Ven. 3 p. c.	All	11½ - 11½ x.d.	
20	Lyons & Modit. 3 p. c.	All	11½ - 11½ x.d.	
20	N. of France, 3 p. c. . .	All	13 - 13½ x. in.	
20	Do, (late Chasleroy), 3% per cent.	All	10% - 11½ x.d.	
20	Paris and Lyons, New 5 per cent.	All	10½ - 11 d.	
20	S. of France, a. c. . .	All	10% - 11 d.	
20	W. & N.-W. of France, 3 per cent.	All	10% - 11½ x.d.	

AMERICAN.

Share.	Railways.	Closing Prices.	Business done.
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	Chicago & Rock
Illinois Central 6 p. c., 1875	74 to 77
Do., 7 per cent., 1872	78 to 80
Do., do., Free Land, 1860	79 to 81
Do., \$100 shares, \$40 paid	76 to 24 dis.
Michigan Cen. 3 p. c., con'vo	80 to 84
Do., do., 1869	81 to 84
Do. (sinking fund), do., '82	86 to 89
Do., \$100 shares	80 to 85
Michigan S. & N. Ind.,	
7 p. c. sinking fund, 1885	60 to 64
Do., \$100 shares	22 to 27
New York Central, 6 p. c.,	
sinking fund, 1883	51 to 83
Do., 7 per cent., con. 1864	90 to 92
Do., \$100 shares	77 to 79

Shrs.	Stocks.	Paid.	Closing Prices.	Business done.
	Canada Gov. 6 p. ct.	100	113 1/2 to 114 x d.	113 1/2 x 1/2
	Jan. and July	100	114 - 115	114 1/2 x d.
	Do. 6 p. ct. Feb. & Aug.	100	114 - 115	
	Do. 6 p. ct. Mar. & Sept.	100	114 - 115	
	New Brunswick Gov. 6 p. ct. Jan. & July	100	107 1/2 to 108 1/2 x d.	107 1/2 x d.

		PAID.		CLOSING PRICES.		BUSINESS DONE.	
	N.S. Wales Gov. 5 per cent. Debentures	100	99½ - 100½ x d.				
	Nova Scotia Gov. 6½ per cent. Deb. Bond, 1875	100	105½ - 106½ x d.			100 x d.	
	S. Australian Gov. 6 per cent. Jan. 1 July	100	107 - 108½ x d.				
	Victoria Government, 6 per cent. Jan. & July	100	107 - 109 x d.				
BRITISH MINES.							
Shrs.	Mines.	PAID.	CLOSING PRICES.	BUSINESS DONE.			
	Alfred Conaols	2 11 10	9 to 10				
20	British Iron	14	3 - 4				
	Condoroug	20	40 - 70				
10	Devon Great Conaols	1	475 - 485				
	East Bassett	30	85 - 90				

Great South Coast ..	11	11	15	K. d.	
Great West Africa ..	14	11	1	2	5%
Great West Vor ..	1	1	2	2	1%
Lady Bertha ..	18a	6d	5	2	1%
North Frances ..	11	1	1	2	5%
North West Bess ..	11	1	1	2	5%
North West Crofty ..	7	4	13	1	
Far Consols ..	1	1	13	1	
Sordings Consols ..	6a	2	3	1	
South Caradon ..	2	3	300	400	395
South Can Brea ..	2	2	2	3	
South West Africa ..	18	13	30	21	
Tamar Silver & Lead ..	1	1	3	2	
Tim Croft ..	9	9	3	3	
United Mines ..	70	70	70	70	
Valle of Torrey ..	12a	6d	1	1	
West Easnet ..	1	1	24	25	

West Caradon	..	20	56	15-105	
Wheel Bassett ..	..	5	150	20-9	
Wheel Butler ..	..	20	220	20-9	
Wheel Edward ..	..	5	5	54-5	
Wheel Kitty ..	..	1	7	8	
Wheel Mary Ann ..	..	8	40	18	45 1/2
Wheel Trevelyan ..	..	4	24	23	

FOREIGN MINES.					
Shrs.	Mines.	Paid.	Closing Prices.	Business done.	
20	Australian ..	7 1/2	% to %		
1	Bon Accord Cop. Lim.	10	% to %	p.m.	
35	Brazilian Imperial ..	27	1 1/2		
20	Do, St. John del Rey	15	11 1/2-12		11 1/2
5	Do, Land & Min. Co.	Alt	14		
	Eden Collieries ..	10	10		

1	Copiapo. . . . .	..	16	12	13	
1	Dun Mountain Copper	..	..	34	—	
2	Fortuna. . . . .	..	..	24	24	
20	General. . . . .	..	All	19	20	s. d.
3	Linares. . . . .	..	All	94	94	s. d.
5	Lusitania. . . . .	..	15	16	1 dia.	%
5	Marquette. . . . .	..	..	16	—	
1	New Granada. . . .	..	All	16	—	
2	Pontebland. . . . .	..	All	5	7	
5	Puerto Phibby. . . .	..	16	16	1	
2	Santiago de Cuba. .	..	157	—	—	%
1928	United Mexican. . .	..	All	3	3	%

JOINT-STOCK BANKS.					
Shrs.	Banks.	Paid.	Closing Prices.	Business done.	
40	Australasia.	All	81 to 83	8247 14	

25	Bank of Egypt ..	All	21½ - 23	32
25	Bank of London ..	50	45 - 47	
25	British North Amer.	All	.. - ..	54
25	Chartered Bank of India			
	Australia & China ..	10	3 - 2½ dis.	
100	City ..	50	57 - 59	
25	English, Scottish, and			
	Australian Chartered	All	17½ - 18	
25	London Chartered Bank			
	of Australia ..	All	18½ - 19	
25	London Joint Stock ..	10		30
25	New South Wales ..	All	43 - 45	
25	Oriental Bank Corp.	All	34 - 36	31½ 5
25	Overseas Bank ..	All	47½ - 47	17
25	Provincial of Ireland ..	25	61 - 63 s. d. & b.	
25	Union of Australia ..	All	49 - 51	49½

50	Do. At Sea ..	10	23½ - 24½	23½
50	Union of London ..	10	23½ - 24½	
50	Western Bk. of Lond.	10	19 - 17 dis.	

DOCKS.				
Shrs.	Docks.	Paid.	Closing Prices.	Business done.
Stock	St. Katharine ..	100	99 to 101	94
Stock	Victoria ..	100	99 to 101	99
29	Do. New ..	10	14 - 15	

MISCELLANEOUS.				
Shrs.	Companies.	Paid.	Closing Prices.	Business done.
10	Anglo-Mexican Min.	All	14 to 15	
25	Australian Agricul.	All	23 - 29	
10	Australian R. M.	All	14	

10	British Waterworks	All	3½ - 4½	
10	Brit. and Irish Mag.	All	40 - 42	
20	Indic. Telegraph	All	19 - 21	
20	Do. B. F. p.c. All 1362	All	14 - 16	
20	Do. C.	All	14 - 16	
20	Canada	32½	117 - 122	x. d.
20	Stock of Mines &c.	All	127 - 137	
25	Do. Pref. 7½ p.c.	All	23 - 27	
5	Crystal Palace	All	1½ - 1½	1½
5	Do. Preference	All	1½ - 1½	
20	Eastern Steam	All	2½ - 3½	
20	Do. 5 p.c.	All	2½ - 3½	
Stock	Electric Telegraph	100	103 - 107	107
5	Eng. & Austral. Copp.	All	1½ - 1½	
5	Europ. & Amer. Steam	All	1½ - 1½	3
15	Gen. Steam Naviga.	14	15 - 15	2½
20	London Discount	All	20 - 20	dis.
20	Do. 2½ p.c.	All	20 - 20	2½

[illegible]

1	Soot. Austral. Invest.	All	34	1 1/2	
2	S. Austral. Land & Dev.	All	34	1 1/2	
3	Submarine Tel. Corp.	All	34	1 1/2	37 x d.
4	Do, registered	All	34	1 1/2	
5	Van Diemen's Land	28 1/2	10 1/2	11 1/2	

ENGLISH AND FOREIGN FUNDS.

STOCK-EXCHANGE, THURSDAY, JULY 8.
(From the official list, containing the business actually transacted.)

ENGLISH FUNDS.

Bank Stock, 220 1/2	India Debentures, 99 1/2
3 per Cent. Reduced Annuities,	Consols for account, Aug. 5, 95 1/2
95 1/2	3 1/2
5 per Cent. Consols Annuities,	Exchequer-bills (£1,000, 21 1/2
24 1/2	March, 24, m. 3, 2000, 20 1/2

New 3 per Cent. Annuities, 95½	20s. pm.
7½ %	Exchequer-bills (£500), 2½d
Long Anninities (expiring Jan. 5,	20s. 22s.
1880), 11-116	Exchequer-bills (Small), 2½d
Long Anninities, 30 years (expir-	Jan. 22s. pm.
April 5, 1880), 18½	

FOREIGN FUNDS.

Brazilian 4½ per Cent., 1882,	Spanish 3 per Cent., New Deferred
60d	for account, July 16, 27½ ¼ %
Brazilian 4½ per Cent., 1883,	Spanish 3 per Cent., 27½ ¼ %
(Scrip), 1 ¾ d.	Turkish 6 per Cent., 95%
Mexican 3 per Cent., for account,	Turkish 6 per Cent., for account,
July 18, 197	July 16, 95½
Mexican 4½ per Cent., 89 ¾	Turkish 4 per Cent., Guarantee
Peruvian 4½ per Cent., for ac-	104½ %

count July 16, 90
 Peruvian 3 per Cent, 70
 Portuguese 3 per Cent, 1833,
 45% 1/4 x d.
 Russian 5 per Cent, 115%
 Spanish 3 per Cent, 44 ex div.

Venezuela 3 per Cent, tor a
 count July 16 85%
 Dutch 2% per Cent, 65% ex d
 Peruvian 4% per Cent, Dollars
 Bonds, 73% 2% d.

(Advertisement)
CHARTERED GAS COMPANY.

TO THE EDITOR OF THE TIMES.

Sir,—My attention having been drawn to some remarks of yours on the Sewage question (see "The Times") last 1st inst. stating that the gas companies ought to be compelled to dispose of their gas called "black gas" without adding it to the already over-saturated river, I have to assure you and the public that no gas refuse of any kind has been suffered

to enter the Thames from these works for 30 to 50 years; and, in addition, a tank of purification adopted here, which, it is said, "Bill" will be able to do.

Hereofore, road, Westminster, July 3.

C. BULLS, Secretary.

[Advertisement].—The Intelligible Railway Guide, price 6d., or, post free, 8d., is now ready for sale, with every reliable accuracy correct to the latest date. Opinions of the press on the Intelligible Railway Guide are the things you have heard of one place to another, and want to see clearly the way to do so. "The arrangement and index of this Guide appear to be all that can be desired in a work of this description."—Standard. Although this Guide seems a clear, legible, and comprehensible directory to a vast network of iron roads."—Manchester Guardian. "Travelle cannot fail to appreciate this solution of railway line mysteries, and to be a guide to a large number of travellers."

—Morning Advertiser, London, W. Kent and Co.
[Advertisement].—Sir Fitzroy Kelly, from a Photograph by Mayall, engraved on steel by D. J. Pount, with memoir by the same artist, 1860. 16 pages. 12s. 6d. National Library of the "Illustrated News of the World" of July 10 (No. 53, price 6d., stamped 7d. Portraits already published, which must be had with the following numbers: No. 1, The Princess Royal; No. 2, Prince Frederick William; No. 3, Prince Frederick; No. 4, Dr. Livingstone; No. 11, Sir Colin Campbell; No. 13, the Duke of Cambridge; No. 15, Lord John Russell; No. 17, the Bishop of Orléans; No. 18, General Williams of Kars; No. 19, the Duke of Devonshire; No. 20, Mr. M. Dellar; No. 21, Lord Windham; No. 22, Lord Chesterford. Also in monthly parts, stitched in a neat wrapper, containing 64 pages of letterpress, profusely illustrated with wood engravings and 46 of the above portraits. The whole forms a handsome volume of 400 pages, with a new readers and at the railway stations, or circu-

from the office, 159, Strand.

[Advertisement.]—The "Oxonian, in Thelemarken," by the Rev. F. Metcalf, M.A., role, with illustrations, just published, is so glad to meet the Oxonian again on his return from a journey most recognizing as new and, so far as the footprints of authorship are concerned, untrampled ground. There are two very readable volumes, comprising notes of travels in South-Western Sweden in the summers of 1856 and 1857, and with the adventures of the traveller, enriched by the observations of the scholar, who has furnished us with some valuable facts into the legendary lore of the country. The volumes are so full of interest and so readily suggestive of other material, that no light or vivacious reader who is hurried rapidly onward through a perambulation with animated recitals of adventures, travels undertaken on foot, on horse, and on sled, will not be tempted to purchase the "Great Marlborough-street, 159, Strand."

SPORTING INTELLIGENCE.

OUR OWN CORRESPONDENTS

WEATHER REPORT FOR WEEK ENDING JULY 24
The past week has been remarkable for the amount of rain which has fallen, and also for the low temperature at night. The date of the warmest day was June 27th at Manchester, 28th at Leicester, 30th at Helston, July 1st at Siltho, and June 29th all other stations; the date of the lowest temperature was June 27th at Stonyhurst, 28th at Helston, July 2d at Siltho, 3d at Leicester, and June 29th at all other stations. The highest temperature (74°) was recorded at Helston, 73° at Siltho, 72° at Leicester, and 71° at all other stations.

was at station, and the lowest (35°5¢) at Highgate Hill, and the highest (40°5¢) at Highgate Hill. Highgate Hill, and the least (25°4¢) at Manchester. The mean amount of cloud was 4-10ths at Heston, Epsom and Silbury. The mean amount of rain was 0.03 inch at Highgate Hill, Leeds, and Stonyhurst, and fell on four days at Stonyhurst, and on three at Maudslayi, and on two at Heston, and on one at Epsom; at other stations no rain fell. The mean amount of rain was 0.03 inch at Stonyhurst, and 0.01 inch at Manchester.

METEOROLOGICAL OBSERVATIONS AT THE GENERAL HOSPITAL, SOUTH CAMP, AIDERSHIRE.
SHORT, FOR THE QUARTER ENDING JUNE 30.
Mean temperature, 53°5¢; range, 45°-62°; at 32 deg. at an altitude of 250 feet above sea-level, Apr. 29-55¢; May, 57-55¢; June, 59-64¢; range, 48°-68°; at 1,250 feet above sea-level, Apr. 29-56¢; May, 59-53¢; June, 59-55¢; range, for the quarter, 29-77¢; Greatest rain, 0.40 inch; at 1,250 feet above sea-level, Apr. 28-70¢; May, 30-200¢; June, 20-100¢. Greatest pressure reduced to sea-level, Apr. 29-30.0¢; May, 30-40.0¢; June, 30-40.0¢; range, for the quarter, 28-70¢; at sea-level above sea-level, Apr. 28-72.0¢; May, 28-70.0¢; June, 29-40.0¢. Lowest reduced to sea-level, Apr. 28-30.5¢; May, 29-30.0¢; June, 29-30.0¢; range, for the quarter, 28-70¢; at sea-level above sea-level, Apr. 28-70.0¢; May, 1-100¢; June, 0-340¢. Range of pressure reduced to sea-level, Apr. 1-867¢; May, 1-867¢; June, 1-867¢; range, for the quarter, 9 a.m. and 9 p.m., Apr. 451 deg.; May, 502 deg.; June, 502 deg.

[illegible]

for the quarter, 76.2 deg. Mean reading of a self-recording thermometer placed on grass, April, 35.4 deg.; June, 38.7 deg.; June, 53.6 deg.; for the quarter, 41.3 deg. Mean reading of a thermometer placed on grass, April, 35.4 deg.; June, 38.7 deg.; June, 53.6 deg. Greatest heat in summer, April, 100 deg.; May, 88.0 deg.; June, 110.0 deg. Greatest cold on grass, April, 26.0 deg.; May, 28.0 deg.; June, 30.0 deg. Mean amount of radiation, April, 100.0 deg.; May, 10.0 deg.; June, 19.5 deg. Least amount of solar radiation, April, 0.7 deg.; May, 0 deg.; June, 7.0 deg. Mean amount of ozone (0—6 miles), April, 5.0; May, 3.2; June, 7.2; June, amount of ozone during the night, April, 3.2; May, 7.2; June, 3.2. Mean amount of ozone during the day, April, 0.4; May, 3.3; June, 1.6. Number of nights without ozone, April, 3; May, 1; June, 1. Number of days with ozone, April, 1; May, 1; June, 1. Number of days with wind, April, 0.8; May, 0.8; June, 0.8. Mean force of wind (0—6), April, 0.8; May, 0.8; June, 0.8. Mean amount of cloud (0—10), April, 5.0; May, 6.9; June, 4.6. Number of days overcast at 9 a.m., April, 0; May, 1; June, 1. Number of days overcast at 3 p.m., April, 0; May, 1; June, 1. Number of days overcast at 9 p.m., April, 12; May, 2; June, 8. Number of days with rain, April, 16; May, 16; June, 16. Amount of rain, April, 2.874 inches; May, 1.739 inch; June, 0.527 inch. During the quarter, 6.043 inches.

LONDON TEMPERATURE.
ROYAL HUMAN SOCIETY'S RECEIVING-HOUSE, HYDE PARK.
JULY 7.—Thermometer, 9 a.m., 62°; noon, 64°; night (minimum) 50°. Barometer, 9 a.m., 29.60. Wind during the day, N.W. Weather variable with a sharp thunderstorm and rain.
H. WILLIAMS, Superintendent.

THAMES TUNNEL, AND OUTSIDE IN THE YARD, ROTHERHITHE.
JULY 7.—Thermometer, noon, tunnel, 60°; yard, 62°. NI (minimum), tunnel, 50°; yard, 52°.
W. W. MASON, Superintendent.

TO THE EDITOR OF THE TIMES.

Sir,—In *The Times* of yesterday I observed a paragraph giving an account of the quantity of rain fallen during the first six months of the years 1856, 1857, 1858, at Bridwater. I give below a statement of the quantity that has fallen in this locality during the same time, viz. —

From January 1 to June 30, 1856	.....	15.63
" " " " 1857	.....	15.77
" " " " 1858	.....	1.14

The comparison between these two places only 40 miles distant from each other, may, perhaps, be interesting some of your readers.

Bridport, July 7. ALFRED STEPHENS

♦♦♦♦♦

MOTHERS AND NURSES.

♦♦♦♦♦

TO THE EDITOR OF THE TIMES.

Sir,—Agreeing with the letter in *The Times* of the 23rd of June from the Mother of the "Cupid" respecting the carelessness of nursery maids, and "that it may be easy to discover an evil that to suggest a remedy or punishment," permit me to offer the following plan —

For every

"When can I find a qualified nursemaid?" This question answered itself at the mothers of our industrial class. The answer was, "Never." The mothers of the middle class, too, were inefficient for the duties of their future life. The fruit of the home training, as too often conducted, may be seen by the mother who walks in London, and who finds that the only other places of public resort will be the theatre, where she can only note the manner in which children are treated by the women to whose care they are consigned.

At the end of the day, the nursery the mother is depending at an impressive age. It is there the character of its first setting rather than in the after-dinner visit to the friends, the dinner party, the party in the drawing room. How important it is, therefore, that the nurse should be conscientious, truthful, kind, and gentle, yet firm, to be able to control the child, and that she should be able to humble her education may have been, she should be able to arrange and classify her knowledge of surrounding objects in the child's mind in detail, suited to the capacities of youthful care.

A special training school agency for nursemaids was in some measure supplied by the London Education Board, which in 1922 managed to find an orphan or a favoured girl on leaving school; ministers bestow the privilege being trained there, as required to a diligent Sunday school girl, and the girl, if she is not a member of the Church, is given all the qualifications which would entitle them to be carried forward as instructors.

When the child is attached to such an institution, the young women should learn, by practice, how both to amuse and to instruct in the A B C of knowledge, by means of the child's own play, and to be able to give the child in the way of a little culture the good and repress the evil feelings of a little child.

When the child is brought home, they should receive a course of instruction bearing upon the child's nature, bodily and mental; the effects of diet, air, clothing, exercise; the

3. In the kitchen they should be taught how to
children's food, and to turn cook for each other.

4. In the laundry they should be taught how to wash
up both children's garments and their own.

5. In needlework they should learn to make children's
garments and mend their own.

Could not such an institution be set afloat, and supported
by those who so much require such efficient help to con-
sider their children to? In these days of progression, when in-
stitutions of every benevolent character abound, one in-
stitution of this kind would be a great blessing to the

Mr. de la Roche, who is a French nobleman, has written a book on the subject of insects, and has been very successful in his career. He has been very successful in his career. He has been very successful in his career.

of Motoschulsky, of which the following is an abstract: 1. The phenomenon of the perforation of bullets has been observed in the Russian army. 2. The insect that caused them in the bullets of the French army is the larva of the *urocerus juvenis*. (Lin.). 3. This insect has hitherto been met with in the Crimean peninsula by Russian entomologists, and appears to be very rare even in Russia. Proper, but is common in Bessarabia, Germany, Sweden and England, where it does much mischief to the fir and pine forests; in France it has been met with in the *Juniperus*. Martig has described it at some length in his work on the Tenthredines. 4. The *urocerus* which perforated

French bullets was imported from France in the wood boxes which the boxes containing the cartridges were made of. The wood was corroded the lead with its mandibles in cavity lay its eggs in the cavity, but in so doing it did satisfy any peculiar craving for that metal, but men operated upon it as it would have done on wood, have been forced to do so because the bullet lay in its way. The Larvae of the woodrocks did not feed upon the lead which they had scraped off with their jaws, and the perfect insects could not feed upon it either, since they were found dead in the galleries bored by the larvae.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf from an old book. The paper has a slightly textured appearance with some minor discoloration and faint, irregular brown spots, possibly due to age or handling. The left edge of the page is bound, and a dark, possibly black, binding material is visible along the bottom edge. The overall tone is warm and vintage.