

# Daily Courier

OUR WHOLE COUNTRY,

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**THE LAST ROSE OF SUMMER.**  
Flotow's opera of *Martha*, although rather a sentimental than a risible comedy, will afford a good laugh to whoever is placed by his stars under the luminous glass ceiling of the Lyric, at Paris, on some evening when the French costume and propriety men attempt to represent for Galla eyes the England of Queen Anne. The melodrama is probably copied by everybody who attempts to say anything in a foreign language about the opera. The last French critic whom we have read, M. Clément, candidly accepts the libretto as a description of contemporary manners. "There exists at Richmond," he tranquilly declares, "as there does in certain parts of Alsacia, a fair for servants, where the young country girls come to find persons who will hire them. Two grand ladies, incited by an insupportable vertigo, have taken it into their heads to dress in rustic costumes and present themselves at this market." etc. "At a certain moment, touched by the sighs of Lionel, Martha is unable to deny him the rose which she carries and which he impudently for her. It is here that the composer has introduced a delicious Irish melody. The Romance of the Rose, so popular over Europe, has been taken from the 'Irish Melodies' of the poet Thomas Moore." The writer then copies the English of the song, and arranges to revise his proof so as to present it in a perfect state, a condition wholly unprecedented as to English quotations introduced in French books. We will print the German, Italian and French translations of this cosmopolitan song, sung as it is wherever wit keeps innocence can die. Ever since Moore first touched it off upon the piano for the London ladies, with his voice of silver and trouble and his blue eyes wet with easy sympathy, it has taken its place as the one universal song of sentiment. It is undoubtedly the inspiration of a verse by François Malherbe, often quoted as the sweetest bit of modern French:

"Elle était de ce monde, ou les plus belles choses  
Ont le pire destin;  
Et rose, elle a vécu que que vivent les roses,  
L'espace d'un matin."

The German translation is very close and sympathetic:

Letzt' Rose, wie magst du  
Contra point zu dir?  
Denn heut' dich den Schwestern  
Sind längst schon längst dahin!  
Keine Blüthe laucht Balsam  
Draus plücker ich die Rose,  
Vom Stamme, dich ab,  
Sollt mir mir am Herzen  
Und mit mir, ja, mit mir im Grab.

The Italian commendable enough, but a little more impassioned, and a very low-song:

Qui sola, vergin rosa,  
Conti punto tu d'ora?  
Ancora mezza ancora  
E pressa gli morir!  
Non ha per te rugiada  
Già colta sei dal giel.  
Draus plücker ich die Rose,  
Vom Stamme, dich ab,  
Sollt mir mir am Herzen  
Und mit mir, ja, mit mir im Grab.

Perche sola, ignorata,  
L'hai per te rugiada?  
Dai venti tormentata  
In preda a un rio destin?  
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that the body politic is not sound, and that they smell carion afar off. None but the roughly desperate men would attempt open revolt at this moment against the overwhelming military forces of the Imperial Government. But even such men do attempt it at all, a strong sign of genuine and growing discontent. It is the conviction that the latter feeling is becoming predominant which tempts this refuse class of society to come out from their holes again into daylight. And they always appear in the most disaffected quarters. Why Toulouse is one of them, I have already mentioned. Bordeaux is another, and for similar reasons. Nowhere has the local press and the local administration and municipality been so bullied by the central authorities. Not long ago a popular Prefect was displaced, and an ex-Prefect of Police sent down on purpose to "superintend" the elections of the Gironde. And "superintend" them he certainly did most effectively, making universal suffrage ever a greater farce at Bordeaux than it is anywhere else in France. I was in the city and neighborhood just after, and can speak from personal knowledge of the bad effects produced on the entire population by these measures. And now, of course, I fear of disturbances at Bordeaux without any surprise, though I have little doubt that their immediate origin is such as I have above indicated. But the conclusion is the same. Personal government is a failure, and so the Second Empire is a failure also. And if it proves a failure under such a ruler as Napoleon III, a man of undoubted ability, notwithstanding recent mistakes—what may it not prove under the poor, untried youth, who is destined to be his successor. The future of France is indeed full of peril and darkness, if the sun of the present Emperor sets, as seems too likely to be the case, amidst doubt, mistrust, and confusion. We have above mentioned the new government offices in Downing Street, London, which will in the future be devoted to the purposes of the Foreign Office. The affairs of a most brilliant day, whether republican or monarchial, who have a "real" Constitution always to fall back upon, and the office of whose rulers, under whatever title, is only to "work" that Constitution, either for a certain number of years, with more or less credit to themselves. The French people, with all their cleverness, seem never to be able to arrive at this result, while Italy may be almost said to have attained to it instinctively at a single bound, and even Austria bids fair soon to be in advance of France.

It is this incapacity for constitutional government which must always render alliances between the French and the Anglo-Saxon races a matter of policy and convenience, rather than of real sympathy. We can understand each other and discuss each other's affairs almost with as much interest and benefit as our own—without the incessant interchange of articles in their respective countries between the English and American press, from which either people may derive such useful lessons. In the French press, on the contrary, is not only an unwell-timed but an entirely unprofitable, either American or English affairs, which is ever worth

There is a talk of a dissolution. Very likely the Emperor may desire to secure a new Chamber for six years more, before matters become worse.

We are inundated with financial pamphlets, all written to prove the extravagance of the Empire. These writers give themselves a great deal of trouble to repeat what every budget has told the French nation for the last fifteen years. Surely there can be no doubt of the fact when, with a revenue of two milliards, and in a midst of profound peace, the Government is again a borrower to the tune of four hundred millions.

The Department of Commerce and Public Works has just published the statistics of railway traffic throughout the Empire for the year 1867. The sum total of receipts on 15,569 kilometers of rail now open to the public, including both goods and passengers, has been in round numbers six hundred and fifty-nine millions of francs. For the previous year, 1866, the production had been six hundred and six millions for 14,500 kilometers. The Lyons railway stands first on the list, its receipts being two hundred and nine millions. Next comes the Orleans, one hundred and nine millions. Next comes the Eastern line, to Strasbourg and Malhouse, one hundred and six millions. The Northern, ninety-three millions; and the Western, to Havre, Cherbourg, Brest, &c., eighty-five millions.

The above figures, however, only give the relative importance of each of the five leading lines, considered as a whole. Their respective values can be best appreciated by the returns per kilometre, which are as follows: Lyons, 110,000 francs; Northern, 80,000 francs; Eastern, 60,000 francs. There is only one other line which presents returns superior to any of the above, and that is the circular railroad around Paris, which exhibits returns of 183,400 francs per kilometre. But then the enormous cost of the suburban lines, which run through many portions of the city, must be taken into consideration. France has added about eleven hundred kilometers to her railroads during the past year; and in about five years more will probably have completed all her lines. The work has been well and economically done, and, on the whole, perhaps, the French railroads may boast with truth of being the best constructed, the best organized, the most comfortable and safest, and the best paying lines in the world.

Nearly 1,700 million cubic metres of excavation were accomplished on the Suez Canal during the month ending the 16th February last. The tunnel through Mont Cenis was advanced 90 metres in the course of last month. It is curious and interesting to watch the relative progress of these two great European works, now running neck and neck as it were to their accomplishment.

Two more French regiments are ordered home from Italy, and the transports on which they are to embark have arrived at Civita Vecchia. But the fact makes no change whatever in the standpoint of France as regards Italian politics. There are still some 4,600 French troops in the Pontifical States; and, as has been often observed, if there were only a color-sergeant and his flag, the "occupation" would be equally effective and prohibitory as far as Italy is concerned.

The Mortuary Chapel of the late Grand Duke Nicholas, of Russia, has just been inaugurated with great ceremony at Nice, in the presence of his brother, the Grand Duke Alexander, now heir to the Empire. The ceremony is said to have been deeply affecting, and was attended by the entire American colony residing at Nice.

**ENGLAND.**  
The Australian left Liverpool the 10th inst.

tion taken by Mr. Disraeli in regard to the Irish Church was producing a city of St. Peter's in some quarters, and the following letter, addressed by the Premier to Lord Dartmouth, as President of the National Union of Conservatives and the Constitutional Associations, was attracting attention:

My Lord: I have received with great interest the resolution of the National Union of Conservatives and the Constitutional Associations, which expresses their confidence in me, and their thorough determination to support, by all means in their power, the government of the day, and with the Government of the day, such expressions of feeling on the part of the public, which are so abundant and so generous, and which are so warmly and so patriotically received. We have heard something lately of the crisis of Ireland, in my opinion the crisis of England, rather than of Ireland, and I have no doubt that a powerful party of destroying that sacred union between Great Britain and Ireland, and the only security for our independence and our freedom, is now in the air.

The Right Honorable Earl of Dartmouth, Disraeli Endorsed by Lord Derby.

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