## NEW ADVERTISEMENTS.

Her Majesty's Theatre—Wm. J. Marshall
North Shore Railway and Navigation Company—Joseph Cauchon.
Ottawa Music Hall—Concert in aid of the Sufferers by the Late Fires.


# The Ottawa Times.

Office: 28, Sparks Street.

WEDNESDAY, AUGUST 24, 1870.


Commodore Ewing's suspension has been confirmed, and he is no longer in the employ of the Dominion Government.

We are happy to hear that Commander Lavoie sends very satisfactory reports concerning the state of the Fisheries in the Gulf of St. Lawrence. Both mackerel and cod have been very abundant.

American fishermen are so closely watched by our vessels that their season's fishing has proved an entire failure. While regretting their exclusion, they generally admit its justice and blame their own government.

A correspondent informs us that an old Order in Council directs that the shingled roofs of houses and outbuildings should be whitewashed every two years to prevent them from taking fire.

The latest case of mob law in the United States occurred last week. A man who was accused of murder and committed for trial, was taken out of the hands of the authorities, near Memphis, Tenn., and *buried alive!*

We have seen a letter from Perth, dated August 22nd, stating that fires were prevalent in the vicinity of that town, and that many farmers in North Elmsly and North Burgess, in the County of Lanark, had had their properties destroyed.

We understand that the Council have decided upon using steel rails entirely, in the construction of the Intercolonial Railway; it being found that they will not cost much more than new or re-rolled iron rails, and will last more than double the time, thus diminishing the cost of future maintenance very materially.

Mr. Alfred Perry and guardians McRobie and MacCulloch returned to Montreal Yesterday. They left the engine and hose at the Chaudiere in case of necessity for their use. Mr. Perry advises all residents in houses with shingles to put a gallon or two of salt in a barrel of water, and in case of sparks falling from the fires, or a fire in the neighborhood, to throw the solution on the shingles, which will make them perfectly fire-proof.

## IGNORANCE AND IMPUDENCE.

There is nothing more thoroughly annoying to the loyal subjects of Queen Victoria in Canada, than to see the utter ignorance of our position and affairs which is too often displayed by Englishmen of rank and education, who, on ordinary subjects, may be supposed to be reasonably well informed. Armed hostility and undisguised contempt would be no worse to bear, than to hear of an English gentleman getting up in his place in Parliament and undertaking to talk about Canadian affairs without really knowing anything whatever concerning them. It is, in the first place, painful to hear of his making a ridiculous exhibition of himself, and, secondly, it is anything but gratifying to us to find that so large and important a portion of the Empire as this, should be considered of so little account, that any Englishman who takes part in the Government of the British realm, should not consider it to be worth his while to acquire some information respecting it. A few days since a certain Sir D. Wedderburn, a scion of an old Border family, whose forefathers in ancient days struck many a stalwart blow in defence of their native land, favoured the House of Commons with his views on Canadian affairs. It is very evident that Sir D. Wedderburn has never visited this country, and it is equally certain that he has never taken the trouble to procure any reliable information concerning it, or, whatever his prejudices might be, he certainly would not have talked in the manner he did about our "retrogression," or about "building legislative halls in the backwoods." Let us see what the "retrogression" of Canada has been during the last few years. Twenty years ago the population of the United States was 23,191,870; in 1860 it was 31,443,322, the increase being at the rate of 35·58 per cent. In 1852 the population of Upper Canada was 952,000; in 1861 it amounted to 1,396,000, having increased to the extent of 45·65 per cent, in nine years, or at the rate of 53·01 per cent, in ten years. In Lower Canada the rate of progression was 27·88, making the average rate of increase for the entire country, 40.87 per cent, against 35·58 per cent, for the United States. In statistical returns of other kinds the result will be found equally favorable to us, and we believe that when the census of 1871 is taken, the progress of Canada during the last ten years will prove to have been no less marked.

In the face of facts like these, our worthy Border Knight talks to the members of the House of Commons, who are generally supposed to be sane, well informed men, about the "retrogression" of Canada, and the folly of attempting to do anything with a view of developing the resources of this country! We would not like to say anything which would savour of discourtesy, even to Sir D. Wedderburn, but were we on terms of intimacy with him, we should certainly be disposed for his own sake to advise him to confine his oratorical efforts to subjects concerning which he has some little knowledge. In the old days of Roman Imperial grandeur, when there were no steamboats, or telegraphs, or newspapers, or printing presses, we doubt if a single Patrician could be found who knew less concerning the little outlying Province of Britain even, than Sir D. Wedderburn does about the Dominion of Canada; we doubt, indeed, if there was ever a Plebeian whose ignorance of any place where the Roman eagles flew, was a match for the lamentable want of knowledge which distinguishes this member of the Imperial Parliament, this degenerate representative of a once famous race! Well might Englishmen look forward into the Future hopelessly if all their legislators were such men as he! Well might the subjects of the Empire in all parts of the world be tempted to despair, if questions of Imperial grandeur which require to be dealt with by men of ability and extended general information, were to be confided entirely to the keeping of men of Sir. D. Wedderburn's limited knowledge and capacity. But ignorance is not his only failing. If it had been we might have borne with and pitied him. What is far more offensive, in fact positively disgusting in his late speech, is the fact that he hinted at the possibility of selling between four or five millions of British subjects to the United States as though they were so many sheep! "The United States," he was kind enough to say, "would pay any reasonable sum for the acquisition" of this "retrogressive" country. Did it ever strike Sir. D. Wedderburn that the people of this country are neither serfs or chattels, and that before either Canada or Canadians are traded off to the Yankees, we have a right to be consulted in the matter? We do not suppose it probable that he can dream of the possibility of our being inspired with such feelings of loyalty and patriotism as would prevent us from lightly laying aside our British birthright. Sir D. Wedderburn's ancestors might have understood and appreciated such sentiments, but it is certain that he could not. We have heard that Earl Russell had such a thorough belief in his own ability, that, if he had been required, he would have accepted the Archbishopric of Canterbury or assumed the command of the Channel fleet at five minutes notice, but what was his self confidence compared with the pretensious impudence of Sir D. Wedderburn? Knowing nothing whatever of the progress and position of Canada, and utterly unable to understand the depth of our love for our country and for England, he ventures to dictate to the British people at home, what should be their mode of dealing with Canadian affairs! And this man's ancestors were border chiefs of honor and renown! "Oh, what a falling off was there my countrymen!"

## A FALSE STATEMENT REFUTED.

In reference to a false statement lately published in an evening paper in this city, we copy the following from the Toronto *Telegraph*:—

"We have lately made arrangements, which will render our telegrams from the seat of Government more reliable than those of any other newspaper published in the West. As our former correspondent has made some incorrect statements in reference to this change, we deem it but just to the gentleman who now furnishes our telegrams, to say that he neither directly nor indirectly, made any application to us, but that we offered him the position of the *Telegraph's* correspondent unsolicited, and simply with the view of obtaining the latest and most reliable information."

## North Gower Fires.

To the Editor of THE TIMES.

Up to yesterday the fire has not given much alarm here, though there are fires working in various parts of the woods. Yesterday, however, many of the people in the first concession were very much excited at seeing a large fire raging furiously about the west end of the concession, and the wind was blowing in a South Westerly direction. A number of people set to work at digging a ditch and clearing a space to prevent the onset, while others sent their movable things away from their homes where they might not be caught by the fire. The wind changed during the night and has given a degree of quiet to the minds of some of the distrubed.

A troublesome fire has been at work all this week on Mr. Wm. Garland's farm. He is a man of over sixty years of age and has been fighting it day and night, and has succeeded in keeping it under his control thus preventing much harm, not only to himself but also to his neighbors in the same range.

TRAVELLER.

North Gower, August 20th, 1870.

## THE STONE BRIDGE AT HULL.

To the Editor of the TIMES.

SIR,—Although the water of the river is now exceedingly low, and no better time could be chosen for raising and repairing the stone bridge between Hull and Aylmer, not the first step has yet been taken towards performing that very desirable work. Any one who is so unfortunate as to be obliged to pass in a vehicle over that bridge, must feel anything but friendly towards the Road Company, for the stones with which it is covered make it decidedly uncomfortable; but it is not now that one is to suffer particularly from the negligence of those who show so much indifference towards the interests of the travelling public, though I have not heard that they are ever careless in collecting their tolls and other dues. When the spring floods come we shall have presented the same disgraceful spectacle that was witnessed for many weeks in April and May of 1869 and 1870. At that time the bridge was impassable and travelling almost entirely impeded to the very great inconvenience of many thousands of people who have business with Hull, Ottawa and other places. Last spring, people, in their anxiety to cross, placed themselves and horses in jeoparly and it was indeed nothing else than a miracle that no lives were lost, as several persons were carried away on more than one occasion. And what was the Road Company doing in the meanwhile to assist the travelling public? Not until the last moment did they pay a man to keep *a single leaky boat* plying between the property of W. Wright, Esq., (now occupied by Mr. Bourinot) and the great dam erected by Mr. Eddy. It is true the boat was put on previous to the Company's employing it, but it was kept up at the expense of other gentlemen, who were obliged to go daily to the city. The company, however, appear to have collected their tolls with singular regularity, and no doubt considered they performed a highly charitable deed in employing a wretched dirty river boat. Now what the travelling public wish to learn is, whether we are to have a repetition of this disgraceful state of things next spring. If the company do not intend building proper culverts and raising the road—all of which can be done at no very great expense to a company which, I understand, has always obtained good dividends—the public should know it at once. The autumn is approaching, when we are likely to have heavy rains after continuous dry season, and the work should be commenced immediately. Is trade to be embarrassed at the behest of a single company, who, by their charter, are obliged to keep their road in perfect order? It may be urged that the company have sustained damage by the erection of dams in the vicinity, but the public have nothing whatever to do with issues between the company and the mill owners, and simply look to the former for the strict performance of their contract. If further negligence is shown in this matter the people interested should bestir themselves to obtain a prompt remedy. Let the municipal authorities exert themselves in the interest of those over whose affairs they are called to preside. Let every man who has to travel the road combine with his neighbor to force the company to the performance of their obligations to the travelling public. If no other remedy is open let the courts be applied to, for the company have no right to collect tolls when the road is impassable.

SENTINEL.

Hull, 17th Aug., 1870.

To the Editor of THE TIMES.

SIR,—With your permission I will acknowledge through the papers from day to day the receipt of subscriptions to the "Fire Relief Fund." The following sums have been received to date.

| | |
|---|---|
| J. M. Currier, M.P. | $200 00 |
| T. Vaux | 2 00 |
| Rev. Daniel M. Gordon | 50 00 |
| John Heney | 60 00 |
| Dr. H. Hill | 50 00 |
| Allan Gilmour | 500 00 |
| Jas. Cunningham | 50 00 |
| Henry Chepmel | 30 00 |
| St. Andrew's Presbyterian Church, per W. Hamilton, Treasurer | 100 00 |
| Thomas Reynolds | 100 00 |
| M. McNaughton | 100 00 |
| C. H. Pinhey | 100 00 |
| J. E. Whyte | 100 00 |
| Hon. James Skead | 200 00 |
| Total cash received to date | $1,665 00 |

JAS. CUNNINGHAM,
Treasurer.

Ottawa, August 23, 1870.

Instead of the $200 in goods, no doubt at shanty prices, subscribed by a wealthy merchant, we certainly expected he would have taken this opportunity of refunding the $2,000 which belong to the public, and which he promised through an honorable Senator should be given to some public charity. There never was a better opportunity for carrying out this promise, and we hope the Honorable Senator will remind his friend of the same. He has now had the use of the money for three years past, and, no doubt, has made good use of it in pork and other speculations.

## Dawson's Road.

From the Toronto Leader.

A good deal has been said lately about the character of what is called the "Dawson Road," some people freely asserting that it has been constructed in such a careless manner as to render it almost worthless as a means of communication. We are assured, upon the authority of a gentleman who has sufficient knowledge to enable him to form a sound judgement, that the road is in excellent order, and considering the difficulty with which labour was carried on upon it, equal to any of the roads in the settled parts of Ontario. The journey from Fort William to the dam at Lake Sherbandowan, a distance of forty-two miles, can now be made in eight hours—a rate of travelling which shows that the highway must at any rate be in a tolerably good condition. In order to extend facilities for communication a small steamboat has been placed upon the lake and makes daily trips to the head of navigation and back. Thus the journey of sixty-five miles from Fort William to the western extremity of Lake Shebandowan can easily be accomplished in one day.

## Life on a Racing Yacht.

A passenger on the Dauntless thus describes part of his experience on his memorable trip, in *Wilkes' Spirit of the Times*.

We almost daily saw vessels, and must have passed in view of at least twenty or twenty-five in all. This inclined us to believe that we were in fact, as we had expected to be, on the weather side; though, as the event has proved, without foundation. We exchanged colors with most of them. We only used our rockets and blue lights, however, once—on the fourth day out. The effect of the light upon the sails and water was extremely striking, and was, in fact, one of the "effects" of the voyage. The waves were illumined, as if by some strange magic, with a curiously unnatural sheen; the mainsail grew almost spectral, and the silhouettes of the sailors and the outlines of the spars stood out in bold relief against the black, black night that closed in on every side of us.

Our life aboard was extremely quiet, we were so out of spirits at our bad fortune; that we felt it to be very "up hill" work to be passably cheerful. But it should be clearly understood that we did not allow ourselves to become utterly miserable. Recreation took almost a purely literary form. Reclined in the cabin, we calmly smoked, and sought distraction in a cargo of novels. To this improving pass the liberality of a New York alderman largely contributed, as he had sent aboard a complete cheap edition of Dickens' novels, so ethereally flimsy in their manufacture that we felt it to be almost a moral duty to reduce it to a state of dilapidation. Sleeping also became a very popular and fashionable pastime, and occasionable cocktails were ruled to be in order. Then for music we had now and then the popping of a champagne cork, or the sullen swish of the water through the lee scuppers, or such choice gems of current melody as "Snorleygoster," and "Jem cracked corn and I don't care," varied with distorted renderings of the more crazy *morceaux* of "La Belle Helene" and "Genevieve de Brabant." Two of our party, too, were incessantly engaged in a backgammon tournament, in which blind luck was pitted against skill, the latter by no means getting the best of it. So it can easily be seen that we managed to point the hours as they fled slowly by with laden feet, with an occasional laugh. But this is a matter of course. It is absurd to suppose that Americans returning home can be rendered hopelessly unhappy even by the wildest and most ill-natured caprices of Boreas.

## CANADIAN GOSSIP.

Quebec is going to put its volunteers in camp.

Halifax has had a large number of visitors.

Pictou, N. S., supports France.

Railway is again the great topic in Orillia.

Muskoka is now called "the Highlands of Canada."

The scenery of Lakes Muskoka and Rosseau is unsurpassed in America.

White fish are plentiful at Burlington beech.

The first cargo of grain from the West has arrived at Kingston.

Hawkesville, Ont., says the crops are good.

Hamilton has a woman who steals wearing apparel.

The postponed Cobourg regatta will take place on the 2nd of next month.

The hotels of Goderich do not afford nearly enough accommodation for visitors.

The Oakville *Argus* says there is a man not a mile from that village who has been drunk for the last 27 years.

The Bradford *News* is informed the crops in that section will be an average crop.

Rumour hath it that another large hotel will be built in Orillia in time for the next season's pleasure-seekers.

# Latest by Telegraph

BY PEOPLE'S LINE.

OFFICE:—G. P. Drummond's Exchange Office 19 Sparks Street.

# Midnight Despatches.

## CABLE NEWS.

# Latest from the Seat of War.

PARIS, Aug. 23.—The Corps Legislatif met yesterday, when Count Palikao announced a despatch, giving reassuring news. Deputy Keraty demanded the date, and also whether the despatch was from Benzaine himself. Palikao said the despatch was dated the 19th, but the uproar was so great as to drown his answer touching the authority of the message. Deputy Keraty then proposed that nine members of the chambers be chosen to form part of a committee of defence. The members of the Left immediately gave signs of approval, but the majority hesitated. Keraty declared that the state of affairs urgently demanded it. Some members of the majority rose as approving, and several members of the Left, which was accepted as establishing the urgency of the case.

It was reported that Rouher went to Chalons to confer with the Emperor, and accompanied him to Rheims.

The *Soir* says the despatch above alluded to was from Bazaine, brought to Palikao by a messenger who understood the message contained such important and favorable news, which has been withheld from the public; and the *Soir* says further, that Palikao is certain he will be sustained by the Corps Legislatif, or else he would not have been so decided at the meeting of yesterday.

It is reported that King William has issued a proclamation that every individual not belonging to the French army, and taken in open hostility to the Prussian army, shall be shot.

The *Siecle* says that the seven hundred and fifty million francs loan has already been taken up by more than was anticipated. Five million francs have been distributed in the city among the families of soldiers.

A private London despatch says it is reported that the Crown Prince of Prussia has withdrawn from his advance on Paris and gone to support the Prussian armies west of Metz, a portion of the latter being threatened with a formidable attack by Bazine, who is said to have been reinforced by McMahon.

Paris journals blame Prince Napoleon for leaving France on his return. It was suppose he had been on a mission to King Victor Emanuel, but the report to that effect made public a few days ago is denied.

The Archbishop of Paris has directed the clergy to contradict the report that the Pope has feliciated the King of Prussia.

A number of Prussian spies were arrested here to-day.

Many prizes are given by the French Navy Department to encourage gallantry.

Reports from Strasbourg show that the bombardment of the city so far has done little damage. The French in Strasbourg, however, have shelled Kehl, on the other side of the Rhine, with effect. The place has been set on fire or destroyed.

The *Journal* says that a despatch has been received here from Bazaine, in which the Marshal declares his intention of remainining near Metz without further information. The despach admits that his communications were at one time in danger, but asserts they are now secure.

All quiet at Rheims.

It is reported that Dreet, the leader of the Villette outbreak, has been condemned. He wishes to make a confession, and promises startling revelations.

The *Gaulois* asserts that Prussia applied through Lord Granville for to get the consent of the French commanders to allow her wounded, to the number of 85,000, to be sent home through Belgium and Luxemburg, and Bazaine positively refused.

*L'Express*, in an extra, makes the following statement: "We are now at liberty to make public the fact that McMahon has joined Bazaine with a great number of troops. Bazaine has not abandoned his strong position near Metz. McMahon moved north, and France is saved by way of Rheims, Vouziers and Mommedy. McMahon has reached a position where he can enter upon the decisive struggle."

*Le Public* says: "Full confirmation of the good news from the army was received to-day."

LONDON, August 23.—This morning's *Opinion Nationale*, under the head of "Keep Cool," predicts the defeat of the Prussians as the result of pending combinations.

Herbert Bismarck, one of the sons of the Prussian Prime Minister, was wounded in the foot.

His brother William had a horse killed under him.

A letter from Baden says the French peasants are poisoning the wells in Alsace.

Captain Jeannerod writes to the Paris *Temps* admiting that the accounts of Prussian violence are exaggerated but in a few instances.

The *Times* to-day asks the French people to consider what the attempt to defend Paris will cost, and urges them to consider almost any alternative. The defence of Paris cannot possible defer its capture.

The fortifications of Luxemburg have been raised.

The German forces in France have undergone a partial re-organization, and is re-inforced and re-distributed, and will go into battle 520,000 strong.

The successes attending the Prussian arms caused a revival of the question of the Hohenzollern candidature. There are rumors that Minister Prim is in favor of submitting the subject to the people by a plebiscitum.

An extraordinary meeting of the Cortes is not expected at present.

The general headquarters of the French army on Sunday night were a few miles west of Rheims. Edmond Texier writes thence to the *Siecle* that the greatest depression prevails, and the Emperor sees nobody.

The forces called out by the Swiss Government are returning to their homes, the regular army being considered sufficient to protect the neutrality of that country.

Details of the battle of Gravelotte are still wanting; even at Berlin the German despatches to-day are meagre.

Advices from the vicinity of the hostile armies state that heavy rain fell all last night, which must have seriously impeded all military movements to-day.

The correspondent of *Le Temps* says there is no hope for a triumphant issue of the war unless the Emperor and Prince Imperial cease their interference and return to Paris. The Prince chatters about military movements to everybody, and lets out important secrets.

The Dutch Consul at Liverpool has obtained a verdict against Laird for commission on three frigates ordered through him by Holland.

Yesterday a school teacher at Bath, named Prankard, murdered his two daughters to prevent their seeking situations in the country. He then poisoned himself. The affair created much excitement in that city.

Another submarine cable has been successfully laid between France and England.

British ironclads are anchored off the Nore, with fires banked.

The death of Sir Frederick Pollock, Chief Baron of the Exchequer, is reported.

The Stock market is depressed by the expected movement of bullion to France.

## YESTERDAY'S DESPATCHES.

### Movements of the Combatants—The Orleans Family to be Allowed to Re-enter France—Fields Covered with Dead Prussians. &c.

A special to New York, dated London, August 22, says.—The Crown Prince, it is believed, is marching on Paris direct. It is reported that McMahon and Canrobert are moving upon the road taken by him. The Prussian army is estimated at 200,000; the French Marshal is supposed to have an equal number of troops of the Line, but it is believed only a very good position can stop his advance much short of Paris.

The English Government is in constant communication with the great powers in regard to the demand made by Prussia for the cession of Alsace and Loraine.

A Cabinet Minister said to-day that those demands meant a European war, as neither England nor Russia dared for a moment accede to them.

Italy is putting her army on a war footing.

A Paris despatch to the *Times* says the pretended victory of the Prussians at Rilonville on the 18th finds little credence here. I have the following from good authority:—The series of battles which concluded on Thursday only resulted in giving the Prussians command of the roads to Verdun, which diverge at Gravelotte. Communication by the North is still retained open.

On Friday afternoon and early on Saturday morning, the main body of Bazaine's command succeeded in effecting a withdrawal from Metz by the Gate of Thionville, between Fort St. Quintin and Moniluslee de Metz.

The highway follows the left bank of the Moselle, and runs due north till within five miles of Thionville, where it strikes off in a north-westerly direction towards Longuey and Montineay, on the Belgian frontier; the great Railroad following this line, and connecting Thionville with the fortress of St. Dau and Megiere, from which latter point it proceeds due South to Rheims. This line is still intact.

By latest accounts Bazaine was reported in Spincourt, near Montmedy, a town on the river Cheers, a tributary of the Meuse, 25 miles north of Verdun and 50 miles north-east of Metz. It was presumed that his intention was to cross Argonnes by Stenay to Vosges, and then strike down the valley of Aisne to St Menehould, where, half way between Verdun and Chalons, a junction could readily be effected with McMahon.

St. Minehould is 30 miles north of Vitry le Francais, and 25 miles north-east of Chalons. The three places form a triangle of which Chalons is the apex.

At St. Menehould a great battle will probably be fought, as it is thought McMahon is now on his way to join Bazaine at this objective point.

The French position covers all the railroad lines, and secures a retreat to Paris in case of defeat.

Important movements are in progress in another direction, by the French troops.

PARIS, August 22, midnight.—Nothing further from the front. The confidence in the ultimate success of the military movements now in progress is increasing here.

The Minister of the Interior to-night announced that no definite news would be received from the army for some days to come, it being withheld for prudent reasons.

Bourse—Consols weak; rentes 61 frs, 70 cents.

The Empress has asked permission to cross Belgium territory.

PARIS, August 22.—Napoleon, it is reported has escaped from France.

A general appeal to Frenchmen to come to the rescue of France will be issued immediately and the Orleans family be allowed to re-enter France.

NEW YORK, August 23rd.—A correspondent writes from the King's headquarters at Herny, 17½ miles W.S.W. on the railroad to Forbach, on the 11th instant, that the ninth army corps encamped there has moved forward on Metz.

Four corps, at least 200,000 men are already near that fortress.

Orders of the King, respecting the inviolability of private property, are most stringently respected.

Special telegrams from Pont-a-Mousson, on Sunday, says the French, in the battle of Thursday, were driven back to Fort St. Quintin, where, from the Prussian front, they are still visible.

The villages of Thionville, Flagney, Rezonville, and Gravelotte, are much burnt and resemble slaughter houses.

The fields are covered with dead Prussians; their cavalry, while charging the French lines beyond Gravelotte suffered much. Vast numbers of dead French are still on the battle field of Tuesday, and show the battle of that day to have been as terrible for them as that of Thursday.

The King arrived here last night.

The Crown Prince is said to have visited him this morning and to have returned toward Vitry.

A special telegram from Frankfort says the movement of troops to the front is incessant, another large portion of the Prussian army is on its way to reimburse Steinmetz.

The South German press demand the session of Alsace.

The French at Frankton are well treated.

A correspondent telegraphs from Chalons that the Emperor is altered much, looking older, blotched, and puffy, and moves about with an air of helplessness.

The Gardes Mobile are all leaving, and Chalons is much more orderly without them.

The long tunnel on the railway between Epirny and Rheims has been ruined by the French, as they are expecting the Prussians on that line.

The *Tribunie's* despatch from Paris, on Sunday says it is believed the Empress is urging the Emperor to abdicate in favor of his son, but the Emperor refuses.

All acts of the Corps Legislatif take effect without imperial decrees confirming them, or directing their execution. It appears the Emperor's escape from capture at Longeville on Monday last was made through the very midst of the Prussian army.

NEW YORK, Aug. 23.—A private despatch from London says: A Paris despatch says that the armies of King William and Steinmetz are reported to be too severely crippled to assume the offensive, and it is given out on high authority, that Bazaine was reinforced from Chalons on Sunday, for the purpose of giving battle to the enemy near Metz. He is confident of victory, when he will march on the army of the Crown Prince and rescue Paris.

The appalling Prussian losses have sent a thrill of horror throughout Germany, and recruits are only to be had from among the country people and workingmen, nearly all of whom are raw. Bazaine professes to be master of the situation.

LONDON, Aug. 23.—Bazaine has forced a passage by way of Anteuil and Longuion, reaching Montmede.

It is reported that the armies of the Prince Royal and Prince Frederick Charles have formed a junction west of Metz.

ANTWERP, Aug. 23.—The war has paralysed business here. No failures are yet announced, nor are any anticipated. Here, as everywhere, the only hope of resumption of commercial activity is based on the speedy triumph of the Prussians.

NEW YORK, Aug. 23.—A private despatch dated London, 1.30 p. m., says that the Paris correspondent of the London *Standard* telegraphs that Bazaine has succeeded in cutting the enemy's lines and is retreating on Montmede.

LONDON, Aug. 23.—It is almost certain that the interposition of the great powers of Europe in France on the Prussian question will take place in a few days.

The Paris journals continue to urge *levy en masse* to exterminate the invaders.

The French gunboats now operating on the Rhine have been recalled to the Seine.

Count Palikao announced to the Corps Legislatif yesterday that he was in receipt of good news from Marshal Bazaine, giving proof of the Marshal's confidence in which the Government shares.

PARIS, Aug. 23.—It seems certain that a project has been brought before the Great Powers of Europe, having for its object the prevention of the dismemberment of France.

LONDON, Aug. 23.—The following is just received from Alexandria: The Prussian frigate *Hedtha*, carrying 28 guns, has been captured by the French. No particulars.

Assurances have been sent from the French Government to His Holiness that Italy has no intentions of attacking Rome.

Papal troops had been withdrawn from Campaigna to defend the city.

## TORONTO.

TORONTO, August 23.

The Illinois Press Association with their lady friends numbering one hundred, were driven around the city yesterday, and inspected the Lunatic Asylum and University. To-day they will be again shown, some of the civic lions, and entertained at a banquet. They leave for Montreal this evening.

The Corner stone of the new Methodist Church in Magill Square is to be laid tomorrow by Rev. Mr. Punshon; a large gathering is expected.

There was great excitement in the city last night by a rumor that the *Norseman* with over a thousand Young Britons, had sunk near Port Hope. Fears were allayed by the return of the boat late at night. She was much too heavily laden for safety, and it is surprising no accident did occur.

## MONTREAL.

MONTREAL, August 23.

The depth of water on the flats of Lake St. Peter shows that the water is gradually lowering.

The Harbor Commission is pushing on the works intended tho widen the portion of the wharves adjoining the Allan wharf. This is done to allow of more room for the transport of goods and merchandize.

The first of the Pullman Palace cars arrived at Bonaventure station, yesterday. The car cost $23,000.

The P. C. O. Rifles give their farewell concert at the Crystal Palace to-night.

The first list of subscriptions collected in aid of the wounded and widows and orphans of the French army already amounts to $1,237. The Seminary lead the list with $100.

Flour—Very little business reported, market firm at yesterday's prices.

The Tyne crew arrived in this city this forenoon, and left for their quarters at Lachine this evening.

## QUEBEC.

QUEBEC, August 23.

The funeral of the Grand Trunk conductor, Mr. Corneau, drowned at River du Loup while bathing, takes place to-morrow.

The Corporation official journal contains advertisements calling for applications from persons capable to be chief of the Quebec fire debt, it is generally thought, however, that those who co united as one to vote an old countryman out, will vote as one to grab the salary and put some inefficient chum of their own race in the extinction of fires, being a secondary matter with them.

Sir M. Jones, Bart., and Lady, and Rev. Jas. Carmichel are at the St. Louis Hotel.

Sir John Young and Lady Young have gone to Spencer's Wood this morning for a few weeks.

Arrived to-day from sea for Montreal, steamer *Sweden* with general cargo.

## The Late Fires.

From the Montreal Gazette.

Our telegraphic despatches have already apprised our readers of the vast extent, and terrific power of the tremendous fires which have been raging round Ottawa for some days past, filling the hearts of the people of the capital with consternation and awe. We reprint this morning a very graphic description of the great days of the conflagration from the Ottawa *Times* of Friday last, from the details of which may be gathered a fair conception of the frightful devastation wrought by the flames, and at least an approximate estimate of the loss in life and property. Now that immediate danger to the city seems past, and the panic has subsided, the proximate duty will be for the relief of the unhappy sufferers. Thousands are represented as having been left houseless and homeless, and actually, men, women and little children, in want of the absolute necessaries of life. The call of crushing misfortune such as theirs ever meets a prompt and generous response in Canada, and we are sure will not to-day appeal in vain. The calamity has been so comprehensive, so overwhelming, so unsparing, that it is difficult at first to realize its full horrors. There is no difficulty however in interpreting their cry. Relief, prompt and ample, is looked for from the whole country. The losses of one frightful night are beyond our power to repair, and in part alas beyond all human power to console. But we can, at least to some extent mitigate the first pangs of their attendant misery and privation. In our own province we have had too sad an experience of such calamities as to be insensible to the sufferings they entail. In the present instance the extent of the devastation recommends it with special force to the benevolence of the whole country. The city of Ottawa single handed cannot cope with the distress surrounding it. It will, we are confident, do its share or even more. But it must not be left unsupported in a work that recommends itself to the Christian charity of the whole Dominion. For co-operation in that work it has no need of elaborate appeal. The only appeal necessary, the appeal most touching, most pathetic, most convincing, is printed in our columns to-day. It is only necessary to read there the story of the calamity to become at once aroused to the necessities it entails. And it must be remembered that the story is but half told. It is the story of Wednesday night and Thursday only. Of what followed on Friday, our Saturday's despatches gave some outline. When we come to read in full of the sufferings and losses inflicted on the people of Aylmer, Hull, the Gatineau villages, East Templeton—all of which are within our own Province, we will be made better aware of the true exigencies of the hour. But we have already known enough to know that they are imperative. With this knowledge we can make no error in giving practical expression to our sympathy without delay. When we have done that there will be no difficulty in gathering further evidence to satisfy our judgment that it has been by no means sentimentally led astray.

## The Opposing Navies

POSITION OF FRANCE AND PRUSSIA AS MARITIME POWERS.

From the London Times.

Few people realize the existence of war forces in foreign countries, and fewer still their meaning and their power. We, for instance, are accustomed year after year to know that so much money is voted to keep up our army and navy, but few of us realize what the expenditure of that money means. Most of us associate the income tax rather than war with our army and our navy, and to many there is a more genuine feeling of delight at hearing of the remission of a penny in the income tax than that our military and naval forces are in a thoroughly efficient state. Yet one word is enough to dispel those illusions. The whisper, the possibility, the threat of war, throws these ideas at once to the winds. The income tax may take care of itself then, and our only anxiety is in the efficiency of our weapons of attack and defence.

In the terrible struggle which now seems imminent, it is interesting to know what is the condition of the combatants. France and Prussia may not be what are known as maritime powers, but few people are aware how extensive are their maritime interests. France, since the Crimean war, has devoted her attention in the most unremitting way to commerce. Not only has she been able to offer the world the product of her own markets, but her import trade has steadily increased year by year. So remarkable is this that in the course of ten years the value of imports into France has almost trebled. The French merchant navy has also so greatly increased that, while in 1853 there were only 14,000 vessels, there are now nearly 16,000; and, if statistics are worth anything, they prove that France has gradually during the last twenty years, devoted herself so steadily to the pursuit of commerce that it has led to the increase of the merchant navy, to the increased cultivation of a sea life among the people, and, consequently to the increased strength of the Imperial navy.

In Prussia the same influence have been at work. Little is known, comparatively speaking, of the rapid and extraordinary strides in commerce which have been made by the North German Confederation since the acquisition of Schleswig Holstein but proportionally they are greater even than in France. Less still is known of the extraordinary means which Prussia has taken to benefit by her newly acquired property and establish a powerful war navy.

During the last few years Prussia has done her best to strengthen her in the Baltic and North Seas. On both these she has an important and uninterrupted sea coast. On both coasts she has endeavored to establish ports which might be useful either in time of peace or war. On the Baltic Prussia has three ports—Dantzic, on the extreme east; Stralsund, midway between Memel and Holstein; and Kiel, the most important, which is established in a fine bay in Holstein. Of these three ports Kiel is so important that Russia has been represented as sore on the subject. The most superficial glance on the map will show the importance of Kiel to the Prussians. When complete, it is so well situated, both geographically and locally, as to show that it may easily be the Cherbourg of the Baltic. It is said that when it is finished the Baltic will be merely a Prussian lake, and that Prussia will then, without any difficulty, not only be able to close the entrance to foreign fleets, but will possess the most complete power over Copenhagen. Since she has been at peace Prussia has endeavored, by every means in her power, to establish a strong navy. Money has been her only obstacle, but this has not prevented her making every year large additions to her ships and her ports. For instance, though we have only hitherto spoken about the ports in the Baltic, the port of Jade, in the North Sea, has been established and extended with such spirit that already a million and a half sterling has been spent upon it. Its situation is most tempting, for it is the first point on the North Sea coast which a hostile fleet could approach. But in ships as well as in establishments Prussia has been using great energy; so much so that at this moment she has seven iron-clads at least either completed or being built, of which six are now complete. One of these, the Konig Wilhelm, is one of the finest in the world. It was built originally for the Turkish navy, but was bought by the Prussians, after it had been offered to this country and refused. Her other iron-clads are the Freidrich Karl and Kron Prinz, which are broadside vessels, and the Arminius and Adelbert, which are turret-ships. Besides these there are 33 wooden vessels of various sizes. It is hardly worth while at the present time mentioning what the intentions of the Prussian government were at the beginning of the year, but during the the next seven years it was intended to increase the navy materially, according to a definite plan.

The French navy has the advantage of age, tradition, and size on its side. The ports of Prussia are important, perhaps more so than those of France; but the German ships are not numerous enough to protect her merchandize efficiently. On the other hand, if the ports of France are not so important as those of Prussia her navy is far stronger, and her ships far more numerous.

The war fleet of France consists at the present moment of about sixty iron-clads, including floating batteries. Large, however in size as is this war fleet, its strength is not in proportion to its size. Compared with the Prussian navy it can only oppose satisfactorily one ship to the Konig Wilhelm. The Rochambeau, which the French government bought from America in 1867, is a most powerful vessel. It is a ram, but carries its guns broadside, and has a burden of 5,090 tons. Four very powerful vessels at least, the French navy can oppose to the two turret-ships of the Prussians—the Taureau, the Beller, the Cerbere, and the Boule Dogue. These four are steam-rams, and have a speed of about fourteen knots each. They each carry one gun of twenty tons, and each is covered with a cylindrical ball-proof dome. The remaining fifty-four iron-clads may be divided into nine classes. First there are the Magenta and Solferino, which are large but are old-fashioned; then the Gloire, Invincible and Normandie are slightly smaller but are not much better than our Warrior. The Couronne then stands alone, being better plated and protected than those we have mentioned, but in ordinance being on a par with them. Then comes the vessels built on one uniform system, to carry 36 guns and of 900-horse power. Then the Belligueuse is a remarkable vessel, which stands in a class by itself, and is known to us chiefly in connection with its recent voyage round the world. It carries 10 60-pounder guns. Then there are two turret vessels on a modified form, the St Jean d'Acre and Atlanta, and four vessels which are small in size and unimportant. These form the sea-going war fleet of France. Besides these, for the protection of the coasts, there are twenty-seven floating batteries and four coastguard vessels, built to carry heavy guns, but having no great speed.

As regards ships, then, there is no comparison between the French and Prussian navies, except that, while the French navy includes a large number of vessels of no importance and out of date, every warship or iron-clad in the Prussian navy is powerful and important. The ordinance of both navies has, previous to the present year, undergone great modifications. Both Prussia and France found out their ordnance was unsatisfactory two years ago. Admiral de la Ronciere in France and Krupp in Germany have given great attention to ordnance, and have introduced great improvements, but though both navies possess guns of great power the ordnance of both is now very incomplete.

But while in ships and ordnance France can compare to a great extent with France, in men there is no comparison. While the French navy, in time of war, raises 17,000 men, it has only, at the outside 4,000 men, whom the Government can rely on. Men are numerous in favor of the discipline, the bravery and skill of both officers and men are in favor.

TIGHT BINDING