several times to disturb the proceedings of the meeting. In one instance they had insulted a young lady in attendance at the meeting while she lingered upon the skirt of the camp meeting. At another time they created a disturbance in front of a tent in which religious worship was being held. Yorick had met some members of this party in his perambulations through the woods and had remonstrated with them for their conduct. Hard words ensued, and one of the party, Warren by name, swore that he would have Yorick's life. Yorick thought nothing of the threat until he saw Warren, much under the influence of liquor, approach him with a large carving knife. As soon as he got up to him the man drew the knife and plunged it three times into Yorick's body, inflicting the injuries described.

The murderer was too drunk at the time of the commission of the deed to know what he was about. The sight of blood and of a dying man seemed to bring him to his senses. As soon as he realized the extent of his crime he turned and fled, and owing to the excitement which prevailed at the time he managed to escape.

At last accounts he had not been arrested. Vigorous efforts are being made to secure him, and large rewards are offered for his capture.

NEW ADVERTISEMENTS

House Wanted—Address J. M. TIMES office.

The Ottawa Times.

Office: 38, Sparks Street.

SATURDAY, SEPTEMBER 17, 1870.

Hon. Mr. Dunkin will leave Montreal on Monday morning for Ottawa.

The contract for the Grenville Canal repairs has not yet been awarded.

We understand that the Minister of Public Works has received the official report of the Government Surveyor appointed to survey the line of the Canada Central, and that he expresses a most favourable opinion as to the condition of the road.

The Wellington, Grey & Bruce Railway was opened to Fergus on Tuesday last. A large number of persons from Hamilton and elsewhere participated in the proceedings. Mr. Adam Brown, the President of the line, was presented with three very handsome bronze statuettes, valued at $200. So the good work of developing our Canadian railway system goes on.

An official despatch has been received by the government from Mr. Dawson at Fort Garry, in which particulars are given of the progress of the expedition from Fort William to its destination. All the men composing the expeditionary force worked together admirably, the boats answered the purpose for which they were intended and are still serviceable, while the conduct of the *voyageurs* was beyond all praise. That a force of this kind should have been taken through a comparatively unknown country without a single accident not only reflects credit upon the officers and men who composed it, but also on Mr. Dawson whose route has been followed throughout the entire distance.

THE INTEROCEANIC RAILWAY AND BRITISH CONNECTION.

There were two very important and noteworthy features connected with the opening of the Canada Central Railway to which we desire to draw attention; one was the unanimous conviction that seemed to be impressed upon the minds of every one present that an Interoceanic Railway was an absolute necessity of our immediate future, the second was the desire expressed with equal unanimity for a maintenance of the existing connection with the Mother Country. The annexationists in disguise who talk Independence, would have been considerably disgusted had they been present at Sand Point on Thursday, for they would have found that the people of the Ottawa valley appreciate and understand how much grander and more brilliant a future lies before us, if we succeed in developing the resources of the northern portion of this continent as a portion of the British Empire, than could possibly be ours if we were nominally "independent," but in reality dependent for our national existence upon the generosity and forbearance of the American Republic.

The two questions, British connection and the construction of the Interoceanic Railway, are very intimately connected; we believe that to a greater or less extent they are dependent one upon the other. When we go to British capitalists and ask them to furnish the necessary funds for the construction of a road through our territory across this continent, we shall not only be able to offer them a certain amount of land as security, but also the means of controlling the Chinese and Japanese trade with more certainty than they can at present hope to do. We can offer them a secure road to India and the East, which would be available at all times when the overland route, by way of Alexandria, might not be so, and the passage by way of the Cape of Good Hope attended with dangers and delays. Thus the capitalists of England when they are asked to furnish means for the construction of this road, are offered something more than a mere ordinary investment with a fair prospect of direct pecuniary return; they are at the same time afforded an opportunity of conferring a substantial commercial and political benefit upon the Mother Country.

We are convinced that if this matter could be placed before the people of England in its proper light; if they could be made to understand the fact that we own the shortest route from the Atlantic to the Pacific ocean, even the London *Times* would cease to urge the abandonment of Canada to its own resources, and would recognize as clearly as we do, the importance of preserving the colonial connection. Canada must either remain British, or she must become American. At present, at all events, there is no intermediate course possible. We might start on an independent career, and for a year or two might pursue it, but eventually we should become Americanized, and our independent nationality would cease to exist. Supposing that our independence were guaranteed by Great Britain and the United States, what would our position be if those two powers were at war with each other, and it is a mistake to suppose that because Canada no longer formed a portion of the Empire such a war would be impossible? Let us imagine what the condition of Belgium would have been to-day if her independence had only been guaranteed by France and Prussia, and we may then form some idea of how we should be situated under such circumstances. No doubt an Intercolonial Railway will be built at some time or other whether we remain as we now are or become annexed to the Republic. The advantages which the Canadian route offers are so considerable, and the necessity for the construction of the line in order to the adequate development of the North West is so obvious, that it may be regarded, humanly speaking, as a certainty of the future. It is for the British people to decide therefore whether they or the Americans shall obtain the control of the Asiatic trade by means of this road. It is for them to say whether "this Canada of ours" the future home of many millions of the English speaking race, shall become, as far as they are concerned, a foreign country, or remain as now, as thoroughly British as the Mother land herself. Mr. Graves in the course of his very eloquent speech on Thursday told us that the people of the United Kingdom appreciate the connection with Canada, and so far as the great majority are concerned we believe that his opinion is correct. But let him and those Englishmen who like him have had an opportunity of seeing what this country is, and what are the feelings which animate its people, tell the people of England what they have heard and seen, and then they will learn to believe, as we do, that the future glory and welfare of England depends as much upon the retention of Canada as an integral portion of the Empire, as it does upon the defence of Cornwall or of Kent. We cannot conclude this brief notice of this important question without thanking Mr. Graves for his cordial expressions of sympathy and good will, and for the assurances which he gave us of the kindly and fraternal feelings with which we are regarded by our fellow subjects in Britain. We would that those words of his could be heard or read in every Canadian home, so that the people of this country from Halifax to the Pacific, might know, that in spite of the teachings of *doctrinaires*, the hearts of Englishmen still beat in unison with ours, and that they are yet animated by feelings of pride and affection for their kinsmen across the sea.

UNCALLED FOR ATTACK.

Our contemporary the *Citizen* has been indulging in strictures upon some remarks on Republicanism which appeared in the TIMES a few days since. The *Citizen* quotes the two following separate paragraphs from our columns:

"Republican revolutionists are always bloodthirsty and brutal."

"We do not mean to say that every man who prefers a republic to a constitutional monarchy must of necessity be dishonest and badly disposed."

"Only bloodthirsty and brutal; that's all," says the *Citizen*, evidently thinking that the two opinions here expressed are contradictory.

Surely, however, it is quite possible for a man to "prefer a Republic" without being a "Republican revolutionist." We believe that John Bright does so, but we would be sorry to compare him to Robespierre, who was a "Republican revolutionist." As to the truth of our assertion that "Republican revolutionists are always bloodthirsty and brutal," we would simply refer our contemporary to the teachings of history. Two other paragraphs from our columns the *Citizen* is kind enough to quote, the following being the first:

"If a dozen or two of blackguards were to congregate at any point in London, &c., &c., it is highly probable that a mixed up crew of Fenians, pickpockets, *West-end tradesmen*, &c., &c., may have met together, &c., &c. It seems that on Sunday last in London a few persons of this class met together, and indulged, &c., &c."

Whereupon the *Citizen* remarks sarcastically—"Very complimentary to the tradesmen!" We did not believe that our contemporary would have been guilty of publishing a garbled extract of this kind, What we really said was:—

"It is highly probable that a mixed up crew of Fenians, pickpockets, and West-end tradesmen *whose affection for the Queen depends solely upon the amount of money which they can make out of her and her court*, may have met together and disgraced themselves by hissing our beloved Queen."

This it will be seen makes an entirely different thing of it, our allusion having reference to those individual West-end tradesmen who have on several occasions indulged in disloyal manifestations on account of the Queen's frequent absence from London. Finally the *Citizen* quotes from the TIMES as follows:

It is quite possible that the attacks which the London *Times* has lately chosen to make upon her (the Queen) may have furnished arguments for social misrule and political disorder, *the very things which the members of that plutocracy which the Times represents have most to dread.*"

On this the *Citizen* remarks "Why, the dickens, then, did the *Times* (*i. e.* the London *Times*) do it?" We can only account for it on the supposition that large journals as well as small ones are liable to make mistakes, as we cannot help thinking our city contemporary did when he gave place to such an aimless attack upon us as that to which we have just referred. We notice that it is published as a communication. For the credit of the Canadian press we are glad that no member of it was the author of an uncalled for attack of this nature, in which vulgarity and stupidity are so equally blended; but "why the dickens," our contemporary inserted it is more than we can understand.

"BLUE AND CHERRY."

We have no doubt that the result of the late great boat race will cause considerable disappointment in Canada, because a majority of the native born Canadians, while regarding the Tynedale men with naught but the most kindly feelings, could not help wishing that in this friendly contest with the Mother Land, Young Canada would be able to give Old England the go by if only by half a boat's length. There is no reason for any one to feel sore, however; the race was manfully contested throughout, and the St. John's men rowed with a pluck and a determination which would have certainly given them the victory over any other crew save the one to which they were opposed. Canada has been beaten, but not by a foreign crew; she only yields the palm of supremacy to that people whose

"March is on the mountain wave,
Whose path is on the deep."

We hope that this will not be the last of these "aquatic tournaments," and that next year we shall once more see the blue and cherry coloured favours fluttering upon the banks of the St. Lawrence, and the representatives of British pluck in the Old and New Worlds again contending for the palm of victory.

Post Office Reforms.

To the Editor of THE TIMES.

SIR,—I think it high time, in these days of reform, that a very important alteration should take place at the Post Office. It is a very great annoyance and loss of time to the merchants and others to have to wait while the mail is being assorted; those letters which are ready should be delivered during the time. It was formerly the case in Toronto, but the citizens became indignant and an alteration was the result. The same ought to be done in the capital. After many years satisfactory working in the former place, I trust these few lines will have the desired effect.

STRANGER.

To the Editor of the TIMES.

DEAR SIR,—Among the names of those mentioned yesterday at the *dejeuner* at Sand Point, as having been instrumental in the timely and satisfactory completion of the first link in the Canada Central Railway, there was one omitted which, had an opportunity afforded me, should certainly not have been so, that of one who has done practically as much, if not more, than any other individual to bring the work in so short a period into the state of forwardness which has to day enabled us to open the line for traffic.

Whether laboring among the snows of winter, or toiling through the burning swamps of last summer he was ever at his post, and held every gang in hand from one end of the line to the other, giving them instructions and supplying their needs, and to his firm and at the same time prudent sway, I attribute the happy absence among so many men of everything in the shape of insubordination or rioting.

Having failed in bringing his name forward yesterday, I take this method of publicly conveying to himself and his friends my own appreciation of his services. He is William Stephenson of Almonte—the Contractor's chief foreman.

I am, dear Sir,
Yours truly,
D. STARK,
Chief Engineer, C. C. R.

SPECIAL NOTES

They had frost in Kentucky.

It is said that the Penobscot River is ower than at any period for forty years.

It is said the author of the words of "Shoo Fly" has gone mad. We thought he was so long ago.

Buffaloes are unusually abundant on the Plains.

New Zealand has 150,000 inhabitants, and a public debt of $150,000.

A lock of Schiller's hair is to be raffled for at at the German fair in Chicago.

An old citizen of Hartford remembers seeing men whipped and nailed in the stocks in State House yard, sixty years ago.

A man at Hagerstown, Md., had starved himself to death, under a religious delusion. He fasted 960 hours, shown a most remarkable tenacity of life.

The first Christian marriage between Chinese persons has recently been celebrated in California, by Rev. S. C. Dwinell, of the Congregational Church. The happy couple were Som Hing and Gul Quill.

The average consumption of soda water in New York during the past summer is estimated at 100,000 gallons daily.

During the month of August, 312,071 letters were received at the dead letter office in Washington.

A "Society for the Encouragement of Young Men Desiring to Marry" is organizing among the young ladies of Rondout, N. Y.

A current of wind or heated air passed over a South Carolina cotton field the other day, and within a few hours the whole crop had witnered and died.

The French Yacht Club has given half a million francs for the French wounded.

Every attention and every courtesy are shown to the Emperor, who is at Wilhelmshohe, near Cassel.

The Australian Government is expediting the land telegrahic system, to connect with the India Cable.

It is believed that Strasbourg Cathedral took five hundred years in building, and was built by Germans. The bombarders will endeavor not to destroy it.

The iron bridge across the Rhine at Kehl, which was blown up at the commencement of the war, cost $1,000,000.

PERSONAL.

The news that Mlle Nilsson is in danger of losing her voice has lately startled the musical world.

Alexander H. Stephens is slowly recovering his health, and is busily engaged in writing a school history of the United States.

President Roye, of Hayti, is going to make a tour of the United States.

Chief Justice Chase is now reported by his physician to be out of danger.

It is mentioned as a curious fact that Baron Von Moltke, in his long life of war, has never commanded a regiment in the field.

The £100 prize offered by Mr. James Mason for the best managed farm in Oxfordshire, England, has been awarded by the judges to Mrs. Mary E. Millington.

On August 19, in London, the Earl of Orkney was adjudicated a bankrupt.

Commodore Vanderbilt has fifteen children by his wife, eleven of them daughters.

Our readers will regret to learn that Sir Edward Landseer is lying seriously ill at Stoke Park, England, the residence of his friend Mr. E. J. Coleman.

King William of Prussia was born in 1797. He was at the battle of Waterloo, and was then eighteen years of age.

Madam Lopez has received letters of administration in London in the matter of the estate of the President of Paraguay.

The Marquis of Westminster will receive the Order of Knight of the Garter, made vacant by the death of the Earl of Clarendon.

Mrs. John Adams, of Washington, a daughter-in-law of President John Quincy Adams, and formerly well known in Washington society, died a few days ago in New Hampshire. She had been on a visit to the White Mountains. Her age was sixty years.

Herr Joseph Strass, composer, was buried at Vienna on the 25th ult. He was accompanied to his last home by thousands, including all his relations and friends, the only one among the former who was not present being his brother, Johann Strass, who was himself lying on a bed of sickness. The violin of the deceased was laid, with broken strings, in the coffin with him.

Latest by Telegraph

BY PEOPLE'S LINE.

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

Latest from the Seat of War.

This Morning's Despatches.

BERLIN, Sept. 16th.—Duke William of Mecklenburg's official report says: The capitulation of Leon took place on the basis of that of Sedan, arms to be laid down, Guards Mobile to be discharged on parole, and the line infantry to guard escort to the city. Many officers, including the French commander, remained in the citadel. When the last man had passed the gate, two powerful detonations were heard in quick succession, powder magazine, shells, cartridges, and mine exploded, and all in the yard were buried under the ruins. There was fearful destruction, but the losses cannot be ascertained.

The Crown Prince has issued an eloquent proclamation to the German people to create national funds for the invalids.

DRESDEN, Sept. 16.—The following is the text of a despatch of the Czar to the King of Saxony conferring decorations on the Crown Prince:—

"To do honor to the successes of your brave soldiers, I venture to confer on your son, the Prince Royal of Saxony, the Cross of the military order of St. George, of the second class, which he has nobly merited. He will receive it, I hope, as a new proof of my respect and friendship."

FLORENCE, Sept. 15.—It is reported that the Pope has left Rome.

The Italian headquarters are ten miles from the city.

A skirmish took place, four miles from Rome, between national troops and Papal Zouaves. The latter were forced to retire after suffering some loss.

The Italian forces are expected to enter Rome to morrow.

The Italian fleet has arrived in the vicinity of Civita. National demonstrations are made on the approach of troops.

After the occupation of Papal States, Italy will instantly summon a new Parliament, to be chosen by universal suffrage.

PARIS, Sept. 16.—Advices received by the Minister of War, show that sharpshooters and free corps are capturing many Prussians in suburbs.

Megy who was condemned by the high court to a long term of imprisonment under the old regime, has been liberated.

The Minister of War is in receipt of late despatches from General Ulich, commandant at Strasburg. He reports that bombardment is constant and precise. The city has been badly damaged. He adds that he has not surrendered.

This morning, the corps of army of occupation left the city for the purpose of attacking the advanced guard of the Prussian army, positive information having been obtained by Gen. Trochu, by means of subterranean communication with the suburbs of Paris, that the outhouses of the Prussian rear were burnt on the north east and south east of the capital.

Several Uhlans were arrested this morning in Paris, disguised as citizens, and were immediately taken to the office of the Minister of the Interior.

The Prussians, to-day, took possession of the railroad station at Chantily, capturing a train, delaying the passengers, and confiscating their baggage; another train which was in at the time when the Prussians entered the station was fired on by the French troops, but succeeded in escaping.

The military headquarters at Tours is rapidly organising a large army, to be known as the army of the Loire. It is to be formed of contingents from the Western Departments and those bordering on the Pyrennees. In the Departments of Bouchas on Rhine and Garde the volunteer enrolments exceed 50,000; in all France over 1,000,000 have been enrolled.

PARIS, Sept 16—11 a.m.—A false alarm was raised here last night, which put the city into great excitement. The Mobiles were out by thousands, in the quarters where they lodged. Cries of "To Arms," was heard in every street, and women were rushing to doors and windows, and flying through the streets. The Nationale Gardes were dispersing themselves everywhere.

It is reported that the Prussians are attacking Joiness and Clarendon.

In the Rue Viennese at 11 o'clock, access to the Place de la Bourse was stopped by the Garde Mobile.

The sewers are being inspected in consequence of a report that a quantity of petroleum was thrown in.

An attempt was made on the part of the dangerous classes recently expelled, to reenter Paris by force, but they found themselves wedged between the forts and the Prussian advance.

The National Guard defeated an attempt yesterday by some 600 Prussians, who appeared at Clamont, within gunshot of the Fort of Vavusan. They had crept in under cover of the woods on the heights. These woods join those of Versailles by those of Meadon, Sevres, and Verronplay. They were too green to more than burn imperfectly. The advance guard of Germany has also been signalled at Creteil, within shot of the fort of Charounne, and within four kilometres of Charendau. Barricades are being erected here by the Garde Mobile. The population has gone.

Ten prisoners were brought to the Champs Elysees last evening, among whom were some spies taken in the neighborhood of Creteil by Coionel Lafour, of the 1st Corps of Scouts.

Rothschild, the youngest member of the eminent banking firm, has shouldered a chassepot, and is daily doing dury on the ramparts of the city, alongside of laborers.

The Garde Mobile are constantly arriving in great numbers to swell the army of defence.

All the newspapers printed in the city appear this morning curtailed to half their usual size.

Emile Girardin, to-day, announces through his journal that he desires no elevation to any office under a Republic.

25,000 chassepots were delivered to the troops in the city yesterday.

The Paris journals to-day persist in stating that defence is possible.

The Prussians are massing their troops at some distance from the city.

Measures of defence at Paris are now so great that it is expected the Prussians will act strongly in favour of peace.

A Paris correspondent writes to the *Times*:—"There are those who think it possible that the French would give up a portion of her fleet pay the cost of the present war, raze the walls of Strasburg and Metz, abolish conscription, and accept a limitation of the army, as the price of peace; but nobody believes they will cede a foot of territory.

YESTERDAY'S DESPATCHES.

LONDON, Sept. 16.—From despatches, received from Florence, it would seem the Italians have surrounded Rome by this time, if the programme of the government has been faithfully followed.

PARIS, Sept. 16.—The Prussians having captured a railroad train at Seules, travel in that direction stops immediately.

Fifteen thousand Prussians are at Joinville.

LONDON, Sept. 16.—The *Times* this morning, has a special telegram from Berlin, the following summary as presenting the latest intelligence on the subject of mediation; Mr. Bancroft denies having invoked American intervention.

Prussia is satisfied with the reserved attitued of England, as defeating the French hope for armed intervention.

Germany demands the cession of Alsace and Lorraine.

PARIS, Sept, 16.—The city is declared in a state of siege. All non combatants will be expelled.

It is reported that American ships have arrived at Toulon with 5,000 American volunteers and 7,000 rifles.

The forests around the city are now entirely consumed.

BOUILLON, September 16.—Canrobert's forces, which lately cut through the Prussians at Metz, and are now marching towards Paris, were 6,000 strong. Bazaine himself has gone to Sedan.

The Prussian headquarters on Friday were at Meaux.

ST. PETERSBURG, September 16.—The *Journal*, of this city, the official organ, regrets the refusal of the Prussians to confer only with the French Emperor for peace.

The *Journal* says as Napoleon cannot again reign in France, he cannot, as a consequence, enforce a treaty.

LONDON, September 16—3 p. m.—The advance of the Prussians is at Bretteul Neuilly Sur Marae, and their scouting parties have occupied Curbul and Clavmonte, and throngs of people are escaping from Paris.

AMERICAN NEWS.

No Great Force of Prussians Directly before Paris—Soissons Resolutely Refuses to Surrender, &c., &c.

NEW YORK, Sept. 16.—The *World's* correspondent telegraphs it does not appear the Prussians are in any great force directly before Paris. Their main body seems to be stretched in a kind of semi circle from about Villiers Cotteret, on the northeast to Melun, and Fontaine Bleau, on the southeast of the capital, and from Chateau Thierry in the rear of Mieux, to Provins, on the railway to Troyes.

The resolute refusal of Soissons to surrender certainly embarrasses their operations for the time.

There is a rumor of the escape of Canrobert from Metz, and of his advance upon Sedan and Mezieres, menacing Rheims and Laon, and the Prussian flanks.

It is not expected that the Prussians will attempt for some days to begin the serious bombardment of the works of Paris.

Numbers of women and children are still permitted to leave Paris.

Gas has been cut off; it is so little used in Paris houses that this makes much less trouble than was expected.

Many of the Paris journals are moving their offices to Tours, but the chief papers are still to be published in the capital.

NEW YORK, Sept. 16.—The *Times'* Washington correspondent telegraphs that there is excellent authority for the statement that the English mission was offered a week ago to a prominent western politician, and that his letter of acceptance is now in the hands of the President. It is generally believed that Judge Orthe, of Indiana, is the gentleman selected. He is a leading member of the Foreign Affairs Committee, and one of the strongest men in Congress.

TORONTO.

TORONTO, Sept. 16.

A public meeting will be held to-morrow to inaugurate the relief fund for the sufferers by the Ottawa fires.

The members of the Laymens' Institute met yesterday afternoon. The theme of what was christian work was discussed. Mr. Burnett, of Chicago, and Rev, Messrs. Punchon and Stewart delivered addresses.

Mr. Wilkie, Secretary of the Y. M. C. Association, uged upon the ladies to form a Christian Association for young ladies.

At the evening session the subject of religion in the family was discussed.

The closing meeting of the session will be held this evening.

MONTREAL.

MONTREAL, Sept. 16.

Captain Morgan of Oswego, and Mr. Hamilton of the Lachine Boating Club, were the official time-keepers in the great race at Lachine on Thursday.

The City Passenger Cars did a great business yesterday. Those that went to the exhibition carried each through the course of the day from 800 to 1,000 passengers. The loads for a considerable time were 50 to 75 on board a street car at once. The day previous was equally good, and we suppose every car belonging to the Company must have drawn from $40 to $50 in each of these days.

Many were the narrow escapes and incidents which fell to the lot of the thousands of spectators who, after the regatta was over, were left to find their way home as best they could.

The night was pitch dark, and the rain poured down in torrents, rendering the homeward journey one of great hardship, Thousands returned by the road, walking the whole way into the city. The steamers also carried many thousand spectators back with them, but they were all detained in the canal locks and did not arrive in Montreal until after midnight, and one or two of them much later.

The visitors to the Exhibition to-day have been but few, and at noon contributors began to remove their goods. The horses and cattle, and nearly all the live stock were taken away by 3 p. m.

Flour market very firm, holders asking higher figures, but business mostly of a retail nature.

Choice baker's flour growing more scarce.

Gold, 114; Exchange, 9¼.

QUEBEC.

QUEBEC, Sept. 16.

The Mayor has called a public meeting for Monday evening next, for the purpose of discussing the North Shore Railroad enterprise, to be held in the Music Hall.

Arrived—*Nordhaave-t, Lake Constance*, and steamship *St. Andrew*.

A boiler explosion in a saw mill occurred last night, at St. Catherines, 20 miles from Quebec, on the line of the Gosford railroad. The buildings were much damaged, and three men, named Francisco Davids, Jacob Picard, and Etienne Rheaume were killed. Two others, Magloire Boivin and Alphonse Boivin, were seriously injured. One Thomas Rheaume was badly scalded, and F. Falardeau got his limbs dislocated, and was burnt slightly. Doctors Moffatt and Stanefield were in immediate attendance. The coroner left at noon for the scene of the catastrophe.

ST. JOHN.

ST. JOHN, N. B., September 16.

The citizens of St. John, N. B., challenge the Tyne crew to row a six mile race in smooth water, at Lachine, in the United States, or New Brunswick, for four thousand dollars.

The Great Race.

We are mainly indebted to the Montreal *Gazette* of yesterday for the following:—

THE START.

Presently a gentleman whose badge proclaimed him a member of the committee came forward with the announcement:—"Race takes place at half-past five, if the Tyne men will row; St. John's umpire is ready." That settled the question in the minds of every one; for that the Tyne crew would be "ready" no one doubted. The confidence was not misplaced. In a few minutes the crew were seen carrying their boat to the water, and in a few minutes more they were opposite the buoys, their appearance, white shirted and red blue capped, eliciting tremendous applause. A few minutes after came the St. John's crew, recognizible only by their boat, and they had on coarse blouse shirts. They pulled up amid great cheering from the thousands of enthusiastic throats on the banks, steamers and barges; and leaving their boat embarked on that of their umpire, there pulling off their blouses and disclosing themselves in their pretty scarlet and pink; the transformation being greeted with hearty loyal cheering. Next the Tyne men, as if fully awake to the work before them, and as if determined by all fair means to win, stripped off as well; stripped however, completely, as to shirt and cap, exhibiting a muscular development which made the backers of St. John feel that their friends had a tough road before them. Some minutes before the time announced they were at the starting point, and on the words "ready—go," made a splendid start. The St. John's crew first took the water, and shot ahead, giving their backers a momentary feeling of confidence. It was but momentary. The Tyne men with their splendid long stroke, soon overtook their rivals, and passed them, so that before they were out of sight of the steamer they had not simply made up the lost distance. Looking at the two boats from the steamer, the Tyne boat seemed almost to foul its opponent, apparently crossing its bows. Just at the moment of the start the wind, which had almost given place to a dead calm, sprang up again from the west, blowing for the moment a stiffish breeze, and raising a higher wave than had been seen during the day. Speculations, on the flag boat, were various as to the effect of this, but the general verdict was that it was against the short stroke of the St. John's crew. It lasted but a few minutes, and had ceased before the boats returned

"WELL ROWED ENGLISHMEN!"

If ever human flesh and blood and sinew was trained to perfection it was so trained in the four men who swept up under our eyes champions of the fame of England, with arms and torsos more like marble than anything softer or less cool. There is no hyperbole whatever in the statement that their figures brought irresistable reminder of the grace and power and symmetry embodied in the early Greek conceptions of Lacoon or the Discobolus, of Antenor or even of Apollo. Nor was there the slightest evidence of hurry or extraordinary exertion to spoil the force of the comparison. Each long measured stroke fell naturally and easily, and the boat moved through the water, now still once more, very much as a swan glides. Its propulsion was by the most exquisite of mechanism, as incapable (as it seemed) of fatigue as a steam engine. They were pulling but some 36 or 37 strokes a minute here, but they were strokes, and each one of them fell twenty-two feet ahead of the proceding. There never was seen on this continent before such magnificent form, and it may be that none of those looking on yesterday will live to see it excelled. The young gentleman pulling our bow oar (he is intensely English) greeted them in passing with an enthusiastic "Oh, well rowed, well rowed, *Englishmen!*" And it was pleasant to see the gratified smile with which they responded to the sweet accents of an insular inflection. From the island behind us there rang out a hearty cheer, prolonged until its echoes had caught and complimented, and let us hope consoled, the men in scarlet rowing behind. These, the St. John crew, here, as we have already said, four lengths astern, pulled shorter, sharper, as it were incisive strokes; and pulled them evenly and well, but no man who contrasted both styles could doubt of the issue. And then they had slipped away, neither making great apparent speed, so long, that is, as amateurs refrained from attempting to keep them in view. Off Bushy Island the St. John men steered wildly to port, and, unless thereby taking advantage of some unknown eddies, must have lost three, if not four, good lengths more by the blunder. They were going right for the east end of Isle Dorval while the Tyne men were well out and laying their course straight for the buoys. It was all up then, if never before, and we knew it and groaned. No. 3, who has recently come down from Red River, wept profusely,

THE COME IN.

Twice there came from the west the report as of guns, and we said, "Now, they're rounding the buoys; now, they're coming home." The shots coming close together, and an absurd impression gaining ground that they marked the turn of the two boats respectively, the hopes of St. John backers began to rise, and it seemed as though some unlooked-for miracle had intervened to save their dollars. (The shots followed speedily, we knew afterwards for a simple reason. They were fired from a revolver, that was all.) But, when the boats came fairly in view once more, that hope died. A great spurt has been put on; that much is certain. But to no avail. Tyne led by at least twelve lengths, and pulled easily, laughingly. This time both boats were well over to the left bank of the river, so that it took quite a considerable stretch to cross them. Taylor turning his head back, holloed, "Clear the way!" and it was cleared. And then down the swift flood worked the splendid human machinery of so many years, again France—a Sovereign alone—the head of the German people, warring against another Napoleon? His Majesty looked in very good spirits, although he feels, and repeatedly laments, the dreadful losses which have occurred before Metz. As to Count Bismarck, a few weeks—nay, days I should write—of campaigning have produced on him the effect of a draught from the fountain of youth. He wore the undress of a Major of Cuirassiers—great jackboots, dark frock with yellow facings, and flat white cap with a band of the same; his eye is even keener and more "twinkly" than usual; his manner gayer and lighter. When the King had embraced his son affectionately, he walked with him a part, and conversed in the midst of the circle of officers before the Crown Prince's quarters for some time, while the great Count strode about amongst his friends, chatting and laughing cheerily, receiving their congratulations, shaking hands with the principal officers, and altogether giving the impression of one who was well satisfied with the present aspect of affairs about him. The Duke of Coburg and the various Princes, Mecklenburg-Strelitz, Wurtenberg, Leopold of Hohenzollern, &c., in the Crown Prince's suite, were all recognized and spoken to by the King, who had brought with him a small Staff, among whom I failed to recognize Generals von Moltke and von Roon, though I was told they were present. The *cortege*, which was not gorgeous or imposing, was preceded by an infantry escort, consisting of a picked man from every regiment in the Prussian army, and a very splendid body it was—about 250 strong, I should think—every man young, straight, and six feet high. These passed through the town an hour before the King came, as the carriages were delayed on the road from Commercy by the Bavarian columns outside Ligny, and instead of arriving at eleven o'clock did not come in till two o'clock. The King was in an open landau, drawn by four horses. He was attended by Count Moltke, a train of four or five open and similar carriages with Staff officers, the whole escorted by a body of cavalry, also chosen from all the regiments of the service. His Majesty started for Bar le Duc at three o'clock.

A Night Before Strasbourg.

Auerbach, the celebrated novelist, writes from before Strasbourg under date August 25th:—

Strasbourg burns! In the very crowded all the horrors, terrors, agonies of heart we experienced in the past night. My eyes yet smart from the fire flames, my hand trembles still. So was it to be—for such was the one just punishment—detestation to be graven in history, not through fault of ours, the innocent must needs deck their heads with glory on their heads alone lies the blame. The worst injury an enemy can inflict upon a man, upon a people, is to force them to acts from which they recoil with sorrow. We are in the position of a man who declines a duel and yet is compelled to shoot down his adversary. Unhappy must be done. But yesterday we offers to the commandant of Strasbourg to come out, or send a trusty officer to convince himself that resistance was hopeless and that we could only with the most pain bring ourselves to fire on our own Strasburg. He replied—not a word of our position would be considered as the probability of surrendering the place. He had, however, resolved to defend to the last man and the last cartridge. It was said yesterday, and the broad flashes of smoke testified that Kehl was opening fire by the French. We kept quiet till the break of evening, the red glare of Kehl flared up wide, menacing towards, and incessantly were bombs hurled thither from the citadel. Now began on our side the fire of defence. Below for blow for blow, they were returned with interest. There, the citadel blazes up; the fast-falling night revealed every fire-flash. Bombs soared aloft and descended. No the city was on fire north from the cathedral. It must have fallen on inflammable material, for instantly the flames shot heavenward. From this point who can paint the scene? Here and there it blazes up. We saw four, five such glares, united, and presented a vast burning furnace. The wind blew from the west, and fanned the flames, they darted up in tongues of fire. A spectator cried out "See how the Cathedral towers distinct in the clouds of smoke, how venerable, solemnly threatening and reposing, the towers who hurl reckless flames against each other." "If the Cathedral can be remain unharmed," was the cry that ran from mouth to mouth, and meanwhile fresh of deep compassion were expressed those within the city. In spite of the transported among those now sitting in cellars, as they heard the thunder of guns, ignorant where the fire was raging, perhaps even their own home. In the streets the fires must be left to burn unchecked. Who could stirs to quench them while each minute further darkened were falling. How many dry eyes for own dear ones, seek them, and in beings bewildered in their own home. What shrieking, what misery! If we could but compress together the throbs of the people, far louder, quite mightier must be the stroke that the roar of the guns, which incessantly charged, lift up the gloom, here—then till the eye could no longer follow. night had set in before we decided to home. We could see each other in full moonlight. The fields, the vineyards, were *lit up*. The church Indescribable calm in Ligny; after nine o'clock a silence as of the grave fell on the town—not a light twinkled in the windows, not a lamp shone, and the only bright spots visible were the spikes of the sentinel's helmets as they paced up and down before the Crown Prince's quarters, and caught the one ray of a candle which glimmered in a military lantern above the courtyard. What a contrast to the tumult of the Bavarian march, the end of which only came with a vast string of waggons at sunset.

I have already in the letter of yesterday said a few words about these troops. The French are very angry with them. They say it was "unnatural for the Bavarians to ally themselves with those who fought against them in '66, that a Roman Catholic people should aid a Protestant King in an invasion of France. And the Bavarians have cogent arguments in reply, the most potent of which is, perhaps, that they are in France, and that Prussia was their neighbor. Bavarian officers are not quite satisfied with the condition of their own army and its appearance, and certainly they do not bear favorable comparison beside the Prussians; but they look better than the Wurtemburgers. The Badenders I have not seen, but they will soon be relieved at Strasbourg by the Landwehr, Phalsbourg—the walls and guns and garrison are all that remain of it—still holds out. So does Bitche. So does Toul, although it has suffered a cannonade, and is the worse of it. The latter place interrupts the completion of the railway from Nancy, the other two are very much in the way, and heavy guns will be brought up to reduce them if their commanders do not listen to proposals which are about to be addressed to them, explaining the hopelessness of aid, and the futility of further resistance. One division of Landwehr, about 14,000 men, have, I think, arrived before Strasbourg already.

When the King came to the Ligny yesterday, no doubt he recognized the town he visited so many years ago, for it has changed but little. The old castle of the Montmorencys, where Luxemburg was born in a stone *cachot* during a siege by the "*damoiseaux*" of Commercy; the houses where the allied Sovereigns lodged,—what reflections must have passed through his mind as he found himself, after the lapse of so many years, again France—a Sovereign alone—the head of the German people, warring against another Napoleon? His Majesty looked in very good spirits, although he feels, and repeatedly laments, the dreadful losses which have occurred before Metz. As to Count Bismarck, a few weeks—nay, days I should write—of campaigning have produced on him the effect of a draught from the fountain of youth. He wore the undress of a Major of Cuirassiers—great jackboots, dark frock with yellow facings, and flat white cap with a band of the same; his eye is even keener and more "twinkly" than usual; his manner gayer and lighter. When the King had embraced his son affectionately, he walked with him a part, and conversed in the midst of the circle of officers before the Crown Prince's quarters for some time, while the great Count strode about amongst his friends, chatting and laughing cheerily, receiving their congratulations, shaking hands with the principal officers, and altogether giving the impression of one who was well satisfied with the present aspect of affairs about him. The Duke of Coburg and the various Princes, Mecklenburg-Strelitz, Wurtenberg, Leopold of Hohenzollern, &c., in the Crown Prince's suite, were all recognized and spoken to by the King, who had brought with him a small Staff, among whom I failed to recognize Generals von Moltke and von Roon, though I was told they were present. The *cortege*, which was not gorgeous or imposing, was preceded by an infantry escort, consisting of a picked man from every regiment in the Prussian army, and a very splendid body it was—about 250 strong, I should think—every man young, straight, and six feet high. These passed through the town an hour before the King came, as the carriages were delayed on the road from Commercy by the Bavarian columns outside Ligny, and instead of arriving at eleven o'clock did not come in till two o'clock. The King was

Dr. W. H. Russell's Letters.

LONNEY, Aug. 25.

In my last letter some of the news in which will be probably anticipated by the remarks I am about to write, I told you of the great impression produced by the news of the evacuation of Chalons, and of the arrival of the King, attended by Count Bismarck, yesterday at the Crown Prince's head quarters, *en route* to Bar-le-Duc. The account of the state of things inside the works at Metz is pitiable. The town is filled with wounded; hospital gangrene, that dreadful addition to the torture of the wounded, has made its appearance, and typhus rages in the camps. The bitterest enemy must pity the condition of brave men in such a state. To complete the misery of the invested army there is a scarcity of good food. Fresh meat must be impossible. This is what I hear of the one hundred thousand men, and of the twelve thousand or fift en thousand wounded, shut up in the great French stronghold. The imagination cannot deal with the details of such wretchedness, and I almost hope the picture is overcharged. The *france-tireurs* have made their *debut*. They have shot four men belonging to the 4th Cavalry Division near Chalons. Instructions have been sent to the Corps Commander to deal with them most severely—in other words, they will be shot if taken with arms in their hands. No doubt the French will retaliate, insisting on the legitimate character of *france tireurs* when a levy *en masse* has been ordered, and thus we may drift into a war of reprisals, which, again, may become a war of "no quarter." This, however, is an anticipation of the worst, and the two leaders of civilization in Europe will surely stay their hands. The shooting of a few dragoons cannot decide the