

The Weekly British Colonist, Wednesday, September 21 1870.

Geology and Electricity.

There are two items in the Terms of Confederation which appear to have excited very little interest, rather less, we are disposed to think, than their real importance may be presumed to justify. We allude to the Geological Survey and the assumption of the telegraphic system of the colony by the Federal Government. The Dominion Government, although now, unfortunately, deprived of the services of that eminent and veteran student of the rocks, Sir William Logan, possesses an efficient Geological staff. Having set aside one hundred thousand dollars of Federal revenue for the purposes of carrying on a geological survey, to be extended over five years, it is promised that our turn shall speedily follow admission. British Columbia may without presumption claim to be the most important mineral Province of the Dominion, and it is not unreasonable, therefore, that she should expect the immediate attention of the Geological Staff. The importance of such a survey may readily be inferred. As has already been intimated, British Columbia is presumably—indeed, we may say ascertainedly rich—extremely rich in minerals and the precious metals. But how little is yet known about the formations and the geography of her mineral system? How little of that knowledge so essential to the successful development of this enormous wealth is yet possessed? A little unscientific prospecting has been done in the few districts, and a disproportionately large amount of gold has been taken out. But the great store-houses of her mineral wealth still remain untouched—no hand has yet unbarred the door. Our mining operations have as yet amounted to nothing more than taking nature's pocket-money. We have never dived down into her viscera, never disturbed her stores. It has in fact, been mere surface scratching. And the reason of this is obvious enough. The country is a difficult one to prospect; and as for the larger and more scientific modes of operating upon ground and rock, we have had neither the men nor the capital for that. Thus it is that, with untold mineral wealth all around us, under our very feet, we are poor—as poor as Job's Turkey. A new era must, however, dawn, in fact, dawning now, and William Creek is to be the scene of the first scientific effort. Others will speedily follow; and the day may be nearer than many think when the clank of quartz mills will waken the echoes around Victoria. But in all this must be seen the importance of a geological survey. By it an untold waste of effort misapplied would be avoided, and the incoming thousands would be directed, as far as theory and science can direct, in the golden path. By it the confidence of capitalists would be greatly promoted; by it the mineral wealth of the country would be presented in a reliable and irresistible form in the centres of unemployed capital and labor. It is, in short, difficult to overestimate the importance of an efficient geological survey of British Columbia. It will have been observed that the Terms of Confederation contemplate assumption of the telegraphic system by the Dominion Government, which, of course, implies the maintenance of that system with Dominion funds. The superficial thinker might be disposed to gauge the importance of this condition by the ten thousand dollars a year the Government is now presumed to pay towards keeping up the telegraphic system of the Colony. The reader is invited to look a little deeper than that, however. The Dominion Government must have in view something more than the mere maintenance of the system as it now exists. If they had not, the matter would scarcely be one worthy of their attention. It must be clear that, in order to be of any value to the Dominion, the telegraphic system of this colony, extending, as it does, from the seaboard to the foot-hills of the Rocky Mountains, must connect with the telegraphic system of Canada. It is equally clear that a necessity for a transcontinental telegraphic system passing wholly over British soil is a contingency arising out of the extension of Confederation to the Pacific. The central Government at Ottawa must possess the means of instantaneous communication with every Province of its wide-spreading dominions, independent of foreign channels. It is the wire and the rail that must bind all these Provinces together. Indeed, we are not left without evidence that the Dominion Government has a realizing sense of all this, and that the telegraph is, as is proper, to be the forerunner of the railway which is to unite the two oceans. The latest Canadian exchanges inform us that the Dominion Government have already concluded arrangements with the North West Tele-

graph Company for the construction of a line to Fort Garry; and it is added by the Government organ at Ottawa that 'the work will be proceeded with at once.' Thus the telegraph and the railway are to follow hard upon the heels of the westward march of Empire. Let the telegraph line be completed to Fort Garry, and we shall not have long to wait for the ceremony of splicing the wire at the Rocky Mountains. Thus it will be seen that these two items, unimportant as they may appear alongside of others, are by no means to be despised.

The International Boat-Race.

The result of the great International or, more properly, Anglo-Canadian boat race which came off at Lachine on Thursday was telegraphed to this journal from Montreal yesterday, and will be found under the proper heading. It will be seen that the Tyne crew won by a good odds, six clear lengths—time 41 minutes and ten seconds. In the absence of any details whatever the Tyne crew is, of course, entitled to the full measure of credit implied by the abstract result; yet there are circumstances to which it may be neither improper nor uninteresting to refer. In the Paris race it will be remembered that the Canadians were victorious over all comers, getting in easily three lengths ahead of the London crew, and nearly twice that distance ahead of the Oxonians, the Germania Ruder Club coming in fourth. On that occasion the Canadian rowing was from 45 to 47 strokes to the minute. At the race between the St John crew and the Ward Brothers, in 1868, the distance was the same as upon the present occasion. In that race the Canadians got away with a quick, nervous stroke; but very soon they both settled down at 44 strokes a minute, the Canadians coming in thirty-five seconds ahead, making the distance in 39 minutes and 23 seconds, official time, although those who timed them on shore thought it a second or two inside of 39 minutes. In so far as the present race is concerned we, as yet, only know that the course was six miles, the time made 41 minutes and 10 seconds, and that the Tyne crew won by six clear lengths—at least, so says the telegraph. Be it so; it will at once strike the reader that the Tyne crew in this race did not make as good time as the St John crew did in the Springfield race by one minute and forty-one and a quarter seconds. The cause of this remains to be explained. Was it strong water, or wind? or is it not possible that the internal injury sustained by the stroke-oar of the St John crew may have had something to do with the result? These are points upon which we must await further information. If the telegraph speaks truly, and there appears to be no reason for doubt, England has snatched the twice won laurels from the brow of Canada. In this there is just ground for pride on the part of the former, but no cause for shame on the part of the latter. Canada best the world, and England best Canada; ergo, Canada is a great country, but England is a greater.

The Colonial Secretary has replied promptly to the presentation of the Grand Jury of Barkerville—the first instance, we believe, in which Grand Jury recommendations have received gubernatorial attention. The Secretary states that the suggested improvement of the road along the canyon will be carried out; the suggestion as to fees of the Supreme Court and Judicial matters will be submitted to the Supreme Court; authority for making additional provision for the Hospital will be asked; as regards the state of the finances permit the Fire Brigade will be aided; but in view of the approach of union, a change in the rates of postage is not deemed advisable.

New Westminster.—At a meeting of the Ride Corps Hon A T Bushby was chosen Captain, H V Edmonds First Lieutenant and Adjutant, F G Claudet Second Lieutenant. There were 47 names given in and there are a number of others to be added. Thirteen of Mr Armstrong's alleged requisitionists have signed a card repudiating that gentleman as their candidate.

The Show.—Nelson's circus tent has been secured by the committee for the Agricultural and Horticultural Show, and tenders are wanted by Mr Bales at his office for certain carpenter-work. A five band has been engaged for the two days and for the dinner and ball on each evening, and every effort is being made to secure an immense success.

The Boat Race.—The announcement of the result of the great boat race, as telegraphed exclusively to The Colonist yesterday, created some surprise in town. Odds had been freely given by the backers of the New Brunswick crew, who were the favorites, and considerable sums were paid over last night.

From New Westminster.—The steamer Enterprise arrived from New Westminster with Miss Harris, Miss Shelton, Mrs Schmiegel, Mrs Thompson, Miss Cowper, Dr Powell, W H Hamley, G Landvoigt, B Pichot, and Bernard's Cariboo Express with \$67,900 in gold, besides \$22,000 in private hands.

Police Court.—The only case before this Court yesterday was an incident of domestic strife. The case was too trifling to justify a penalty and was dismissed.

The Cricket Match.

Yesterday the conquering match of cricket between the Victorians and Fleet Eleven was played at Beacon Hill. The day was everything that could be desired and the ground was in excellent condition; but the playing was poor, and showed a want of practice on the part of both Eleven. The slow bowling of Mr Pearson, of the Fleet, was about the only noticeable circumstance of the match in the 1st innings Mr Pearson took seven wickets of the Victorians. Here is the score:

Table with 2 columns: 1st Innings and 2nd Innings. Lists names of players and their scores for both teams.

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Cariboo Mining Intelligence.

From the Cariboo Sentinel of the 10th inst.—WILLIAM CREEK.—The Cariboo Co washed up 77 oz for the week, the St George Co 260 oz and the Forest Ross Co 160 oz. The Independent Co have got their diggings in order again and have commenced to breast out.

STOVES GULCH.—The Macho Oro Co have struck pay and made over expenses for the week. The Taffvale Co washed 43 oz for the week.

CONKLEIN GULCH.—The Felix Co are about to sink another shaft.

FRANCO CREEK.—The North American Co who have a tunnel under the right bank who have struck a very good prospect this week on the side rock of the channel, which it would now appear stretches down the whole of the creek.

ELSON GULCH.—The Welsh Co are making over wages and the Jim Co are getting pay.

LOWERS CREEK.—The Black Bull Co intend to run their tunnel ahead to bedrock, pending the arrival of machinery. On Monday we saw a pan of decomposed rock. I gave about two bits' worth of gold. We understand that a prospect as good can be obtained from any of the decomposed quartz.

NELSON CREEK.—The First Chance Co have struck a channel which so far has paid \$12 a day to the hand.

LIGHTNING CREEK.—The Lightning Co made over expenses for the week. The Ross Co took out 26 oz in the first part of the week and then lost the bedrock. The Pine Grove Co have brought a ditch on to their bench diggings and commenced ground sluicing.

HARVEY CREEK.—R Scott & Co made \$300 over expenses last week. Big Mick is doing well. The Minnehaha claim is paying fairly.

ROCK CREEK.—Mr Landvoigt, from Rock Creek, reports that the Flume Company are about making another wash-up with excellent prospects. This claim is improving rapidly. The weather had been dry during the summer, but copious rains have fallen lately.

FATAL.—The injuries sustained by Mrs Allan on William creek, proved fatal, and the funeral was attended by the entire population of Barkerville. Much sorrow is expressed by Caribooites at the death of one so amiable and kind-hearted as Mrs Allan.

Governor MURRAY has been threatened with an attack of erysipelas at New Westminster, but is now better. His Excellency and Mrs Murray will visit Yale before returning to Victoria.

The S.S. CALIFORNIA, Capt Hayes, arrived at an early hour yesterday morning from Portland via the Sound with a few passengers and about 100 tons of freight.

Sailed for Victoria.—The schooner Lovet Peacock from San Francisco yesterday with a cargo of general merchandise consigned to Millard & Beady.

The fame of Cariboo has extended to New York. A Cariboo Hotel has been opened in that city quite recently.

A SHAMAN belonging to H.M.S. Zealous, at San Francisco, fell from the yard-arm to the deck and was instantly killed, on the 1st inst.

There is some talk of the steamship Idaho being sent on to Sitka in place of the G S Wright, now lying disabled at Nansaimo.

A new air-chamber for the G S Wright has been made at the Albion Foundry.

The steamship Idaho sailed from Portland yesterday for Victoria—due to-morrow.

The cranberry crop, this year, will be short, it is feared.

From Victoria to Portland.

EDITOR BRITISH COLONIST.—Thinking that a coup d'oeil at the various towns along the Sound; their prospects, the scenery, &c, might not be uninteresting to your readers, I forward you a cursory glance at the places which can bear any interest for them.

PORT TOWNSHIP.—We reached the next morning by daylight. The town itself shows but little life. Everything looked as gloomy there as a wet Sunday. It is composed of one street and the suburbs which look as though the houses were dropped in a shower of rain. As we steamed up the Sound, one would be calms of beauty who could not admire the grandeur of the scenery. The water was ruffled enough to show vitality, while huge forests extended on each side as far as the eye could reach, and high above all stood the towering Cascades, the summit of which is covered with the snows of ages, the brilliant light therefrom contrasting strangely with the sombre hues of the forests of pines and cedars which covered their sides. The first village or rather hamlet at which we called was

PORT DISCOVERY.—So named by Vancouver it being the first harbor which he discovered. From here we called at

PORTS MADISON AND LUDLOW.—Two thriving villages, and like the other Sound ports dependent upon lumber for a livelihood.

PORT GAMBLE.—Is the next way port, and here everything was life and animation. The busy hum of noisy mills indicated a business energy, and thrift was represented by the blocks of houses which were being erected along the water's edge. Large as the shipment appeared to be, the presence of several swift going, full-rigged ships verified its authenticity.

Is the next stopping place. This is supposed to be the future metropolis of the Sound, and its inhabitants are sanguine that it will also be the terminus of the Northern Pacific. They claim for it a central locality, the largest trade of the Sound; and a good interior country. Seattle possesses perhaps three thousand inhabitants of all shades of color. It has a large and constantly increasing lumber trade, and is the point from which the immigrants migrate to erect their future homes. Business at present is lively, but the market is overstocked with labor; and many are returning to Oregon and California.

SEATTLE.—Thirty miles from Seattle, is termed the 'Victoria' of Washington Territory owing to its dullness. The penitentiary is located there and contains at present, perhaps, forty prisoners. Owing to the poor structure of the building, being quadrangular in shape, built of wood and surrounded only by a low picket fence, many of the inmates escape. Three-fourths of the number at present incarcerated are in for murder. From what we could glean, your portly and efficient Inspector of Police with his shillings would be worth all the sheriffs and officials in the Territory. Proceeding up the Sound we next reach

OLYMPIA.—Situated in a little valley at the head of navigation. It is rapidly improving, some sixty houses having been erected within the last twelve months. It is the headquarters of the boats that ply between the various ports, several of which were hauled up to the wharves out of charter owing to the dullness of the times. There is little done there in the way of lumber manufacturing; its principal trade consists of its being the entrepot between Montreal and Victoria. It contains perhaps five thousand inhabitants, possesses several churches and good schools. From here we take the stage overland to

MONTICELLO.—A distance of ninety miles over one of the worst roads in America. Opposition is rife between the stage companies, and sooner than allow a passenger to patronize a rival, either will take him or her free. This course is disastrous to their business, but it matters not, they intend to continue the struggle until they become financially in the same condition that the Kilkenny cats were physically. At 3 o'clock in the morning of the rival stages start with a bound, and from there to the end of the journey the race is continued. The road is the old country one built by the military when the country was first explored under Gov Stevens. As it has never been repaired, it is consequently almost a series of deep holes, bounding and bounding, so low that the wheels are immersed in them to the hubs. Imagine then the feelings of the passengers when bounding over this at the utmost speed of four sturdy horses. We have seen stage companions weep for each other's misery, and the tears were made to flow more freely when their nasal appendages came violently in contact with each other. We pass on the road

OLAQUATO AND COWLITZ.—Two hamlets, the former containing half a dozen houses, while the latter is a French post for trading with the Indians in furs, peltries, &c. The rival stages in order to avoid the worst parts of the road, cut through the woods, each taking an opposite side, so that they wind spirally round each other. As we entered a piece of prairie a mile in length, both stages detached from their opposite paths, and new commenced a race to which the chartering of ancient Rome was but a child's play. Both drivers ply the whip, and over it course the almost maddened steeds, kicking and plunging. Both are trying to reach the regular road first, and he who does must win as the other cannot pass him. On we go like the wind apparently. At last one pulls a little ahead and now commenced strategy. No sooner was the lead gained than he tried to retard the other horses. Off sideways the rear one goes to avoid the momentum of the one in advance. He halts suddenly, and permits the leading one to continue his course. He changes from the right to the left side, but is finally checked over he can reach the road by the leading one who almost knocks down his leaders by striking them with his wagon. During the race, which must have been at the rate of thirty miles an hour, the passengers were as excited as the rival Jehus, and aided them in endeavor to win by screaming in a manner creditable to a band of Comanches. There are but few houses visible through the interior, but it must soon fill up with a good agricultural country. Where the woods had been destroyed by fire fine crops of clover had sprung up. The country seemed well watered by streams at all sides, from a river to a rivulet. Berries of all kinds are plentiful, judging from the numerous vines, and fruit grows in profusion. The flora is wealthy in variety and

luxurious in growth, while cryptogamous plants of all shapes and sizes seem to have found their most congenial abode. We reach Monticello the second day from Olympia, and from here we take the steamer for

PORTLAND.—Which we reached after a lapse of six hours by one of the most accommodating boats that every plied on any water. She stops at every mud bank with a stake inserted, to take aboard anything from a dozen of eggs to a lame dog. Portland at present is very dull owing to the assemblage of the Solons at Salem. Of course everybody is busy at the office, so everybody has gone to seek it, or to lobby for some new and useless enterprise. ESCORTS.

DR J. COLLIS BROWNE'S CHLORODYNE.

CAUTION.—Vice-Chancellor Sir W F Wood stated that Dr COLLIS BROWNE was undoubtedly the inventor of CHLORODYNE; that the story of the defendant, Freeman, being the inventor was deliberately untrue which he regretted and been aware to: witness Hospital Physicians of London stated that Dr J Collis Browne was the discoverer of Chlorodyne; that they prescribe it largely and mean no other than Dr Browne's—See Exam, July 12 1864.

The Public therefore are cautioned against using any other than Dr J Collis Browne's Chlorodyne.

This INVALUABLE REMEDY produces quiet, refreshing sleep, relieves pain, calms the nervous system, restores the deranged functions and stimulates healthy action of the secretions of the body without the aid of those unpleasant results attending the use of opium. Old and young may take it at all hours and times—no requisite. Thousands of persons testify to its marvellous good effects and wonderful cures, while medical men extol its virtues most extensively using it in great quantities in the following diseases:—

Diseases in which it is found eminently useful—Cholera Dysentery, Diarrhoea, Colic, Coughs, Asthma, Cramp Rheumatism, Neuralgia, Cough, Hysteria, &c.

The Right Hon Earl Russell communicated the College of Physicians and J T Daventry that he had received information to the effect that Dr J Collis Browne's Chlorodyne was a valuable medicine for the relief of Cholera. Dr J Collis Browne's Chlorodyne was administered, the patient recovered.

Extract from Medical Times, Jan 10, 1866—Chlorodyne is prescribed by scores of orthodox medical practitioners. Of course it is not to be regarded as a popular did it not supply a want and fill a place.

Extra. From the General Board of Health, London, 20th Dec 1865 in a recent case of Cholera in which Dr J Collis Browne's Chlorodyne was administered, the patient recovered.

See leading article, Pharmaceutical Journal, Aug 1, 1866, which states that Dr J Collis Browne is the inventor of Chlorodyne; that it is always right to use his preparation when Chlorodyne is ordered.

CAUTION.—No genuine without the words 'Dr J Collis Browne's' on the Government stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer, J T DAVENTRY, 35 GREAT RUSSELL STREET, BLOOMSBURY, LONDON. Sold in Bottles, 1s. 1/4, 2s. 9d., 4s. 6d., and 1s 1/2.

LEA & PERRINS' Worcestershire Sauce.

DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.—The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of 'Worcestershire Sauce' to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

ASK FOR LEA & PERRINS' SAUCE and to see that their names are upon the wrapper, label, stopper, and bottle.

Some of the origin markets having been supplied with spurious Worcestershire Sauce, upon the wrapper and label of which the names of Lea & Perrins have been forged, L and P give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their rights may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name Wrapper, Label, Bottle and Stopper.

Wholesale and for Export by the Proprietors, Messrs Lea & Perrins, Ltd., London, &c. &c.; and by Messrs Cross & Blackwell, London, &c. &c.; and by Messrs Rogers and Gillman universally.

NOTICE.

MORSON'S Harmless and Effectual Remedies.

INDIGESTION.—The popular and professional medicine in the most active principle of the gastric juice in Powder, Lozenges, Globules, and as Wine.

CONSUMPTION.—One of the greatest results of the chemical progress is the adaptation of the active principle obtained from the Panacea, and prepared as MORSON'S PANCREATIC EMULSION and POWDER. It enables the weakest stomachs to assimilate animal fat, and oil, essential to the constitution.

WEAK O DRINK.—In all cases where the elements for the formation of bone are imperfect MORSON'S WEAK PHOSPHATES have never been known to fail.

CHLORODYNE.—MORSON'S celebrated ANDRE'S is now being supplied to the Public. It is the purest preparation of this nutritious agent extant is MORSON'S.

All the above are carefully packed and shipped to orders which must be made payable in England.

SOLE MANUFACTURERS, TEOMAS MORSON & SON, MEDICALS and JURORS at all the Great Exhibitions, 81, 83, 104 SOUTHAMPTON ROW, RUSSELL SQUARE, LONDON. WORKS—HORNBY AND BOLTON.

By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

London, Sept 9.—Extreme agitation reigns in Constantinople where it is believed that Russia and Austria are negotiating with a view to partition of the European end of Turkey. The Russian fleet in the Black Sea exceeds the limits set by the Treaty of Islay. There is the greatest activity in Austrian dockyards at Pola and Trieste.

New York, Sept 9.—The World's Paris special says—We have no accurate information as to the whereabouts of the German advance. Reports are hourly brought in, most of them based on the appearance of scouting foragers or cavalry scouts from along the line of railroad. There is no authentic reason for believing that the enemy in force have ever reached Rheims up to this time. The impression here, even among soldiers, is that the Prussians will be in sight of Paris by Sunday morning next.

At an interview held yesterday at the office of the Minister of Foreign Affairs, Jules Favre assured Lord Lyons that the Republic did not inherit the wars of the Emperor, and that the Provisional Government would gladly conclude a peace as soon as possible on any terms not absolutely dangerous or dishonorable to France. Favre asked his lordship if the British Cabinet would interfere and suggest Terms of Peace, to be offered by Prussia, such as could be assured France would accept. Lord Lyons replied that although England would be delighted to help to bring the war to an end, yet he had no authority to say that she would undertake to suggest terms of peace to either combatants. Favre said that it would then be impossible for France to make such suggestion herself.

A deputation of nearly 500 persons went in a body to thank the American Minister for the prompt recognition of the Republic by the United States.

The World's London correspondent telegraphs that the impression there in high official circles that France will accept any terms short of the dismemberment her territory, in refusing which she is supported by Russia. It is believed that the Republican Government will consent to pay large indemnity, and to largely reduce the frontier fortifications, and to largely reduce the standing army. More than this will not be conceded. If Prussia should insist in the cessation of Alsace and Lorraine, or even Metz and Strasbourg, the war will assume a new and most terrible aspect. The general feeling in London is that Germany has military right to demand payment of the expenses of the war, together with reasonable guarantees for her future security, but she has no right to attempt to degrade and humiliate France. It is quite certain that if she attempts to do this, she will be met by one of the most formidable European coalitions ever formed, and that no man can predict the issue of the conflict.

London, Sept 10.—It is denied that Lord Lyons has gone to King William's head quarters.

Paris, Sept 10.—Certain Ministers War, Finance and Foreign Affairs will go to Tours at once. Gambetta, Minister of Interior, will remain here, but will send delegation to Tours. The Diplomatic Corps will go to Tours to day.

Some formidable gunboats arrived here from Toulon; they are ironclad and drilled little water and are heavily armed. They are to be used on siege.

A letter just received from Strasbourg states the condition of that city is much better than was supposed. The garrison has plenty of munitions and sufficient provisions to last for some months to come.

Paris, Sept 11.—Heavy rains for the few days have retarded the Prussian advance between Bethel and Rheims; the only railway can be moved over, the heavy rain and that with much difficulty. The German Mobile has attacked the Prussians at different points, killing, wounding and capturing a number of them. Gustave Flery is Paris.

Berlin, Sept 10.—The following despatches from the Prussian headquarters, Rheims, night, was received to-day: More than 25,000 French prisoners were captured from Sedan before the capitulation on the 23rd inst. On the capitulation 83 prisoners fell into our hands. Of these 14 were wounded. 400 field pieces, including mitrailleurs, 150 siege guns, 1250 horses, a large amount of war material were stored.

Ortita, Sept 12.—The General d'A has disarmed the insurrectionists and of Italy has guaranteed the maintenance of order.

Advices from Florence dated Sept state that the country is deeply agitated. Italian flags are everywhere displayed.

Madrid, Sept 12.—Demonstrations of pathy with the French Republic continue in the northern provinces. The Republic in Paris have signed an address demanding the consent of the Cortes.

Paris, Sept 11.—The Prussian war Tontou last night. Reports of an armistice in consistency. The Diplomatic Corps has deferred the departure from city.

Marseilles, Sept 12.—The Government hearing that two cruisers had passed the Straits of Gibraltar, ordered preparations to be made for repelling attacks.

London, Sept 11.—Orders are issued Government at Paris for the fortification Havre, Marseilles, Dunkert and other and large war ships are to be filled to utmost capacity and made ready to anchor at a moment's notice.

London, Sept 12.—The Tribune's from Carlsruhe says the Strasbourg army is constantly reinforced and now numbers nearly 70,000 men. The sorties here are being rapidly completed. Harvest grain placed in the nearest French sharpshooters are doing mischief on the upper railway at Biele and Friedberg. They repeatedly on Soblengens passenger trains—even and wounded.

Eight thousand Germans who have expelled from France, made for O. They are working people and were to leave. While passing through they were treated disgracefully, their and children, deprived of food, and in open cattle-car, disrespected and ed, arrived here half dead.