

Chignecto Post.

SACKVILLE, N. B., OCT. 27, 1870.

The Intercolonial—Section No. 4.

Messrs. Smith & Pitblado's Section (No. 4) commences about a mile from Amherst Corner and continues to River Philip, a distance of 27 miles. The road from Amherst takes a general southerly course until it reaches the Little Forks River (13 miles) when it turns to the east and follows up the left bank of the latter river for two miles, which it then crosses, and still continuing an easterly course strikes Black River (a branch of the River Philip, nine miles distant). The first 13 miles is through some of the finest marsh and upland farming lands in Cumberland. This is well settled and there is every indication of wealth and rural comfort. The latter nine is through the "forest primeval." From Amherst the road is graded to Bonnets Post Road, nine miles, except a heavy embankment (50,000 cubic yards) at Amherst Ridge. The earthwork on the rest of the Section is being pushed forward—over twenty gangs being at work. The contractors estimate the amount of earthwork already done at 200,000 cubic yards, and the amount of rock cutting at 8,500 yds.

The first bridge on Section No. 4 is over the Nappan River. It is proceeding under the superintendence of Mr. T. Jarline. The stone is quarried at Wood Point. It is intended to have one span of 100 ft. The foundation of the first abutment is laid. The contractors intend to make the second one this fall. The next piece of masonry is a culvert over the Halfway Brook (a branch of the Maccan River, midway between Nappan River and Little Forks River). It has a 10 ft. arch, and the work is of a most substantial character. There is a wide ravine at the bridge over the Little Forks River. The earthwork approaches are nearly completed. The span of this bridge will be 80 ft., and about 24 ft. above the bed of the river. The stone for the bridge is being hauled nearly five miles, from a new quarry, over a wretched road. From here through to Black River is the heaviest and most difficult part of the section. The cuttings, embankments and culverts to be made will make this end very expensive. About three hundred men are employed here in burning, stumping, cutting, and on masonry work. At Black River is another large ravine. The dump on either side of the river is 35 ft. high. Mr. Fleming proposes to place a viaduct here of twenty ft. arch; proposed cost \$17,000.

Further on is a culvert, 12 ft. arch, over Johnson's Brook. It is a most substantial structure, and we venture to say there will be few handsome pieces of masonry work on the Intercolonial, when completed, than this. Indeed, as far as appearance goes, to the unprofessional eye, the masonry on Smith & Pitblado's Section is deserving of the highest praise. We would not confine the word of commendation alone to their masonry, for their earthwork is very substantially made, and is in a forward condition. There has been so much humming about the Intercolonial, so many disastrous failures made, so much pretence for little performance, and so many attempts to deceive a deluded and now rather skeptical public, that it gives us pleasure to find one Section making good progress. As a favorable symptom, we found the laborers along the line were generally satisfied with their position, and appeared to work with the conviction that they were to be paid for their labor. They have heretofore suffered so much from defaulters, it is satisfactory to find their confidence restored. As evidence of the work done, we give the following figures, which we have obtained on reliable authority, if such an article exists on a railway: Smith & Pitblado had, last month, 140 horses and about 700 men employed. They have done 200,000 cubic yards of earthwork and 8,500 yds. of rock cutting. They have also done 1800 yds. of first class masonry, and 900 yds. of 2nd class. Their masonry is about one-third done. They have put in 21 culverts, and have 30 more either in hand or to commence. Last month they expended and drew from the Commissioners \$30,500—one-eighth of the whole sum expended on the Intercolonial.

The mismanagement and extravagance of the Commissioners appear to be a common matter of talk among the people. While it would be unjust to charge the commissioners with waste of the people's money on no better authority than rumor, we would not be a faithful chronicler in withholding all that is said. It is charged that men are placed on the road without possessing any technical knowledge of their work; that new offices are created simply for the purpose of accommodating the pretensions and quieting the clamorous demands of the commissioners. In one case, it is said, the commissioners disagreed as to which of two followers was to have the spoil of a certain office. Both commissioners were solemnly pledged, each to his respective follower. The very heavens should fall before either would prove recreant to his word. However, their practice in creating offices made them superior to every difficulty. The problem was ingeniously solved. Both parties were appointed. This is exceedingly satisfactory. The commissioners both kept their promises, and both parties draw full pay and divide the duties. Could anything out of a novel be more equitable or lazier? In addition to the engineers on the line, there are said to be Inspectors of Abolitions, Inspectors of Masonry, Inspectors of Fences, Inspectors of Sleepers, and other officials, whose duties are said to consist chiefly in depleting the Dominion Treasury. Amongst other dignitaries are two land valuers. They have been two seasons at their work and still they are indefatigably performing their duties, which, in the point of pecuniary remuneration, still look highly promising. It was suggested they might have different duties, such as laying off or surveying lands, or making abstract calculations, &c. But, no; we were informed "they simply go over the line and decide upon how much per acre each piece of land is worth."

The commissioners during their last tour of inspection over the Intercolonial via steamship to Shediac, and through Cumberland, by an express coach travelling the post road, must have gained a remarkably intimate acquaintance with this great public work, and no doubt, in their forthcoming report (brought out at a cost of several thousand dollars of people's money) they will describe expensive structures they have never seen, and assure the public as to the satisfactory character of work that they know nothing of.

The mismanagement and extravagance of the Commissioners appear to be a common matter of talk among the people. While it would be unjust to charge the commissioners with waste of the people's money

on no better authority than rumor, we would not be a faithful chronicler in withholding all that is said. It is charged that men are placed on the road without possessing any technical knowledge of their work; that new offices are created simply for the purpose of accommodating the pretensions and quieting the clamorous demands of the commissioners. In one case, it is said, the commissioners disagreed as to which of two followers was to have the spoil of a certain office. Both commissioners were solemnly pledged, each to his respective follower. The very heavens should fall before either would prove recreant to his word. However, their practice in creating offices made them superior to every difficulty. The problem was ingeniously solved. Both parties were appointed. This is exceedingly satisfactory. The commissioners both kept their promises, and both parties draw full pay and divide the duties. Could anything out of a novel be more equitable or lazier? In addition to the engineers on the line, there are said to be Inspectors of Abolitions, Inspectors of Masonry, Inspectors of Fences, Inspectors of Sleepers, and other officials, whose duties are said to consist chiefly in depleting the Dominion Treasury. Amongst other dignitaries are two land valuers. They have been two seasons at their work and still they are indefatigably performing their duties, which, in the point of pecuniary remuneration, still look highly promising. It was suggested they might have different duties, such as laying off or surveying lands, or making abstract calculations, &c. But, no; we were informed "they simply go over the line and decide upon how much per acre each piece of land is worth."

A very high wind from the south commenced to blow on Tuesday morning, and before the day closed had increased to a gale. At high water the dykes were carried away at Anlae. The Fort Lawrence marsh, and the marsh to the eastward of Cole's Island, were flooded; the latter about four feet. A boy crossing the marsh in the evening had a narrow escape from drowning. The railway in one place was slightly damaged.

The tides appear to be encroaching, season after season, upon the marshes. A few years ago no difficulty was experienced in keeping the dykes in a good state of repair; now, however, every tide of unusual height, or every unusually high wind from the south, makes a breach in our sea walls, notwithstanding the fact that for two years at least our farmers have been repairing and building them of unusual strength. The most rational conclusion to be drawn is that some local influence of an unknown character is either producing a rise in the water of the Bay or is lowering the marshes. The latter seems most reasonable. The question of the utmost importance is, will the tides continue to wash away the dykes and flood the marshes? A season or two more of the same misfortunes, and our farmers will be compelled to relinquish to the sea their hold upon the marshes. The expense of keeping up long lines of dyke has lately been burthen-some enough, and if it has to be incurred year after year, and every year with an increase corresponding with '70 over '69, or '69 over '68, abandonment is the only alternative.

A half-mile of dyke was washed away at Anlae on Tuesday. This year it cost the Anlae body \$10 per acre for dyking; in '69 it cost but 60 per acre. If the cost increases at the same rate, or even continues the same, the proprietors of this body will have fruitless labor in attempting to dyke.

The Judgeship.

The vacancy caused in the Judgeship of the County Court by the death of Judge Chandler, has been filled by the appointment of Bliss Botsford, Esquire. As a near relative of the Editor of this paper was an applicant for the office, we withhold any comments we would otherwise make. The appointment having been made, we trust Judge Bliss Botsford will justify the highest expectations of his friends, and prove the Government have exercised a most wise judgment in selecting from the Bar of New Brunswick a gentleman whose only politics have been hostility to the Dominion.

Amherst Agricultural Exhibition.

The Amherst Agricultural Exhibition came off on Saturday last. It was well attended by farmers in the vicinity and a number from Westmorland and Sackville. There were 211 entries. In some departments the show excelled the Sackville and Westmorland Exhibition, and in others the show was small but creditable, considering the almost infant state of the Society. Six pairs of working Oxen were on the ground; they were all large and well formed. The first prize was taken by a pair owned by Mr. F. Black; they weighed 7 ft. 3 in. and weighed 3,700 lbs. The second prize by Mr. Henry Le Denier, Fort Lawrence, whose cattle weighed 7 ft., and weighed something over 3,300 lbs. The two-year old Steers also were fine, looking cattle. —1st prize by Mr. Douglas-Pugsley, 2nd by Mr. Jos. Coates; about six pairs were on the ground. There were but few one-year olds, and calves were scarce; but those present looked well. There were two half-bred Durham Bulls and two yearling Bulls. The number of Colts, one, two and three year old Horses, was not large. Fifteen Carriage Horses were exhibited and driven around the square. In this a great deal of interest was displayed. The first prize was taken by Mr. Douglas-Pugsley, and the second by Mr. Charles Bent. The show of Sheep was not nearly up to Sackville and Westmorland, either in number or quality. There were only a few Milin Cows, but they had the points of good milchers. The Manufactures, &c., were placed in the Drill Shed; the building is large and the products small, so the building looked rather bare. The Carpentry and Leatherings were generally admired; about a dozen of the latter were displayed. The show of Butter—the celebrated Cumberland Butter—was about the same as that at Sackville and at the late Provincial Exhibition. The first prize for tub butter was obtained by Mr. Joshua Black. The first prize for fakin butter was obtained by Mr. Torry Bent, Fort Lawrence. The show of cheese was very poor; 1st prize was obtained by Daniel Freeman. The roots were very fine. Mr. Samuel Harrison, of Maclean, exhibited quite a variety of garden stuff. His potatoes—Early Rose, Breeze's Prodigy, No. 2, Early Goodrich, Climax, and King of the Earths, all looked perfect in their development. He also exhibited a squash, weighing 7 lbs. Cauliflowers and more especially cabbages were large and full.

At half past three the Society and its guests sat down to a dinner at Hamiltons Hotel. The first toast was proposed by the President, Hon. R. B. Dickey, "The Queen." The "Agriculturist," by Torry Bent, Esq., the Vice President of the Society; and responded to by the Secretary, Hiram Black, Esq. "Sister Societies," by Hon. R. B. Dickey, responded to by J. L. Black, Esq., President, and Mr. Samuel Sharpe, Vice President of Sackville and Westmorland Society, and Mr. Hiram Humphrey, The "Press," by W. P. Cotton, Esq., responded to by J. Albert Black, Esq., editor of the "Amherst Gazette," who proposed the "Farmers wives and daughters," which called up the Secretary, Hiram Black, Esq. The "Judges," responded to by J. C. Carter, of Sackville.

The Amherst Society has a large field to work in, and abundant work to do. In the necessity that exists for performing the work, for introducing improved stock and breeds of cattle and for greater care in the selection of grains and seeds, will, we hope, prove a stimulus to the farming class to take a greater interest in these Agricultural Exhibitions.

Cattle Poisoning.

Through the eastern part of Cumberland several fine cattle have lately died from eating the plant called "toad stool," of which there appears to be an immense quantity growing on the commons this season. P. Colter, Esq., of Six Mile Road, Wallace, lost four head of very fine cattle, and several other farmers in that vicinity have also lost some, in all some ten or twelve head have died from this cause. On examining the carcasses it is found that when the organ known as the *mandible* is cut open it is one solid mass, all the intestines and cavities being filled with the glutinous matter of the "toad stool." Farmers, beware!

Job Work.

Bill Heads, Posters, &c., executed at this office, in a superior manner and on reasonable terms.

Sackville to Amherst.

The railway from the Missquash to Amherst has been the standing joke for some time on account of the rails. Everybody is anxiously enquiring where are the rails? The vessel laden with them is said to have been overdue weeks ago at St. John, and still the question is not answered, where are the rails? Is it not an outrage that an important connection link like the line between Sackville and Amherst should be delayed weeks and even months, because there are no rails. The commissioners knew when the rails would be required, they have ample funds to provide them, and are they not guilty of carelessness in not having them. The people of Cumberland are anxious to know, when will the rails arrive?

ALASKA.—Where on this globe can we go beyond the omnipresent Yankee? Landing at SITKA, we had walked but a short distance into the town when we reached the northern depot of Dr. Ayer's medicines in full display among the huts, shanties and courts of these boreal tribes. There the familiar, homelike names of his Cherry Pectoral, Pills, &c., salute us from the exterior and the interior of a store which shows more business than its neighbors, and proves that these simple but sure remedies are even more necessary to savage life than to our selves when they visit every fire-side. —[Correspondent Alexander Journal.]

FALSE CHARGE.—On Monday morning last, application was made to S. F. Black, Esq., by a young man named Fielding, for a warrant against a lad named Murray, an apprentice of Mr. E. D. Chase, who, Fielding alleged, assaulted and robbed him of a pair of pants, on the Fairfield road, on Sunday morning last. At the examination it turned out that the pants were the property of Murray; Fielding having taken them from Mr. Chase's house, where he slept on the night previous. Murray was honorably acquitted.

SAD ACCIDENT.—On Sunday last two sisters named Mrs. Timothy Carter and Mrs. Crawford were driving at East Branch, River Philip. The trace became unmanageable, and the horse ran away throwing the two women over a bridge. Mrs. Crawford was thrown on her head and is insensible. But slight hopes are entertained of her recovery. Mrs. Carter had her shoulderblade broken and her arm nearly severed. A child in the carriage escaped unhurt. Dr. Cove is in attendance.

CONTRACT.—The machine shops and main buildings of the Oxford Wooden ware Manufacturing Company were let by tender on the 20th inst., to Jas. P. Thompson, Esq., to erect and finish, for the sum of \$887. The main building is to be eighty feet long, thirty feet wide, and twenty-two feet high, with three floors; two floors being in the contract; to contain twenty-eight windows, and to be completed by the last of March next. The foundation and basement shops under a part of the building to be built of stone and hewn timber; height of post fifteen ft. three inches.

A YOUNG MRS.'S CHRISTIAN ASSOCIATION has been established at St. John.

NORWAY OATS.—Four and a quarter pounds yielded Mr. Richard Baikie, of Green Hill, 140 lbs. —*Eastern Chronicle.*

AS INCENDIARY named Boutillier, from Margarets Bay, gave himself up at Halifax, on 21st. He had burned a barn for revenge.

CONVICT.—Samuel Caldwell has been committed to jail at Windsor for trial at the Supreme Court, for causing the death of William Pielan.

TONGUES have been smuggled into Nova Scotia as cheese. A ton was smuggled the other day which had been smuggled into Annapolis.

A LABOURER named John Graydon, was run over, on 21st, and killed by a locomotive, at Richmond, N. S. At the same place a stevedore, named Robert Finlay, died from excessive drinking.

THE schooner "Mermaid," of Truro, N. B., was, a few days since, wrecked on Horse Head Pk., while on a voyage from Halifax to Miramichi.

LATE CUBAN DISASTERS.—The hurricane that swept over Cuba on Friday night 14th inst., caused immense loss of life and damage to property. Matanzas and Cardenas were submerged. Two thousand persons are said to have been lost. The interior of the island is desolated, and it is estimated one half of the sugar crop or perhaps 200,000 tons of sugar were lost. The details however are wanting.

Correspondence.

FROM OUR ST. JOHN CORRESPONDENT.

St. John, Oct. 26, '70.

Though not so constant a contributor as perhaps would be desirable, still the flattering progress in improvement evinced by the CHIGNECTO POST, since its initiation in the newspaper world, inspires your correspondent with additional zeal in resuming his pen to describe things as they are in the Commercial Metropolis of New Brunswick. The chagrin and disappointment attendant on the Great Boat Race, at Lunenburg, have died away and have in part been compensated by the prizes carried off by St. John crews at the Provincial Exhibition. The first boating prize and principal trotting stakes were carried off by St. John men; and to crown all, Fredericton, the home of Provincial Cricketers, lost the cricket match and with these three victories the usual complacent appearance of our citizens is nearly resumed.

The gaze of our people being at present slightly withdrawn from foreign affairs, our own Local Government is receiving a share of public attention. The last act of the Government in fixing the strength of the Executive at five instead of three, had it been on the score of economy, instead of being a acknowledgment of their inability to fill the vacant offices, would have been promptly ratified by public opinion. But the universal sentiment of St. John, which generally takes more interest in a local race than in any action of the Local Government, is undeniably that of supreme contempt. Why the Hon. Mr. Lindsay should have the control of the mines, minerals and forests of New Brunswick and the Hon. Mr. Kelly of the roads, public works and bridges, is more than most common-sense people can understand.

The people of Westmorland and Albert have become more than twelve months without the Petitcodiac bridge being repaired; one of the greatest public works in the Province. This is to be attributed to the extreme anxiety, probably that the honorable Board of Works has in keeping the stage road between Chatham and Shediac in repair, as the honorable Board is interested in that institution and the profits thereby go into its pocket.

The Hon. George E. King is highly esteemed in this city for his private worth as a citizen, but the opinion is that he has his hands full on the school question, and that the educational knowledge of the board of works and crown land officials is so limited a character that they will not assist the Government to any great extent; and that the present Local Executive will not last more than half a day after the House of Assembly meets. Such at least is the hope of all parties interested in the well being of the Province.

The recent County Court Judgeship is another source of trouble. Those few who can get it if they want it will not take it, while the large number who are applying for it the Government would rather not give it to any of them.

It never rains but it pours. The last Government appointment, that of Mr. Barnes as Registrar of Kings, does not please any one, so the Government are afraid to make any more appointments on that account. Another large omen looking up is the erection of new Parliament Buildings. The completion of the various parts of railways have made St. John about the most central place in the Province, and it is highly probable that a war on that question will be fought next session at the present House of Assembly is in a filthy and most untenable condition. Of course Fredericton would like to be the capital, as it is now something in the position of a Provincial soup kitchen, the recipient of public charity in the shape of Provincial Exhibitions, shooting competitions, and such like institutions. With the departure of the troops the glory of the ancient capital departed, and now the cheap imitations of swivel officers and the affected dames of the period betake themselves to keeping boarding houses at large prices, and finding employment by reading the books of the legislative library which they get for nothing. The modest inhabitants neglected the visitors to the Exhibition out of enough to keep them alive till another is held.

The social element of St. John is being stirred up just now. One of those *matrons à la mode*, wherein men of families and pious lights of the church do love to sequester themselves from the cares of this mundane sphere, has been exposed to the public gaze. A staid man of family, whose proximity to the mansion enabled him to see and hear what was going on, has revealed to the world his experience of the past few months, and the pious "News" and moral "Freeman" have been publishing with disgusting accuracy the details for choice family reading. The subject will be a nine days wonder, and then will resume its old position.

The Grand Division of the Sons of Temperance has been in session for many days, but has adjourned till January. The new hotel is rapidly going up, and when completed will be a credit to the city.

Letter from Cumberland.

To the Editor of the Chignecto Post.

Sir: In your last issue, speaking of the Stone Quarries of the Lower Provinces, you passed over without notice the most important freestone quarry in Nova Scotia, or perhaps New Brunswick—that of J. C. Ayer, Esq., on Wallace River. 'About two years ago this enterprising gentleman opened two new free-stone quarries, from which he has taken annually a very large quantity of excellent stone. He generally employs about 250 men, and has built a fine stone loading pier, furnished with the modern appliances for loading stone. He keeps a steam tug on the harbor and river, for the purpose of towing his vessels to and from the loading ground. He is driving a fine business in the American style, and by his fair dealing and business talents has won the respect and confidence of the country.

Cumberland, Oct. 21, 1870.

TELEGRAPHIC.

Special Despatches to "Chignecto Post."

LONDON, Oct. 26, p. m.

The new French loan is quoted at a premium in London.

The late Empress of France discomfited all attempts to restore the Empire or regency at present.

The report of a French victory at Châtillon la Rue is confirmed.

The German garrison at Sedan is now indicated by French troops.

The Emperor of Prussia has declared that he desires the close of the war, but he takes no measures to restore peace, and continues the work of preparation for war.

Gardiner is reported to have defeated the Germans in the Vosges. Gold, 112.

PRESS DESPATCHES.

FLORANCE, Oct. 18.—The Italians complain that Foreign Governments are tardy in instructing their Ambassadors to recognize the new order of things at Rome. The Italian Government will shortly make this matter a subject of earnest remonstrance. A Papal bull is soon expected dissolving the Eccumenical Council on the ground that there is no place where it can be freely held.

NEW YORK, Oct. 18.—There was a severe gale today throughout the Northern and Western States. Much property was destroyed and many lives lost. In Maine and New Hampshire, many buildings, fences, and telegraph poles were blown down.

LONDON, Oct. 19.—A letter from Paris 14th inst., by balloon says the squares and pleasure grounds have been planted with cabbage and cauliflower. There is no anxiety to make peace.

The battle of Bayneaux, resulted in such severe loss to the Prussians that they asked six hours' armistice to bury their dead.

The army of the Duke of Mecklenburg, 22,000 strong, entered the city of Solsona on Sunday. Fifty thousand rounds of ammunition were found. The bombardment lasted four hours.

There is no official news whatever from the two large armies now confronting each other near Orleans.

Stearns, "Idaho," which sailed today from Liverpool for New York, takes 200 Canadians, recently Zouaves.

A despatch from Berlin says the Prussians will be ready to attack Paris next week.

There are rumors of a conspiracy of the Bonapartists to impede the national defence in France and promote the triumph of Prussia.

Preparations have been made by the Germans to sever the communications around Tours, and that city may be cut off at any moment.

It is said that Thiers will urge at Tours the instant conclusion of peace. Alexander Dumas is at Dijon in a dying condition, from paralysis.

LONDON, Oct. 21.—A despatch from Metz states that Gen. Bazaine proposed to surrender all of his own army on the same terms as the surrender at Sedan, except that the regular garrison of Metz should continue to hold the fortress.

Von Moltke refused these terms because a reduced garrison could hold out no longer.

The entire surrender is expected early.

It is said that Keraty's visit to Spain is to seek an offensive and defensive alliance by representing that Italy will join France if Spain does; but it is thought he will be unsuccessful.

A boat was picked up off Innishannon Head yesterday afternoon, containing a sailor and the corpse of a girl.

The sailor stated that the steamer "Cambria" of the Anchor Line from New York, struck at 10 o'clock the night previous on Irishman Island and became a total wreck. Four other boats containing passengers left the steamer. The sailor reports that his own boat was upset, and all in it but himself were drowned. The agents of the Anchor Line at Glasgow have received a full confirmation of the loss. The sailor who was saved is Garland, a native of Omagh, Ireland. There are no tidings yet of the missing boat. M. W. Balfe, the musical composer, died today, aged sixty.

OTTAWA, Oct. 22.—The Minister are all here now, and a full Cabinet meets daily for the transaction of important business.

Among other matters before the House is the Bill of the County Court Judgeship, rendered vacant by the death of Judge Chandler, and the appointment of Bliss Botsford, Esq., is considered certain.

The Immigration Convention after a good deal of debate upon various questions has closed its sessions without having come to any definite conclusion upon anything.

Hon. Bliss Botsford has been appointed to the County Court Judgeship vacant by the death of Judge James W. Chandler.

The result of the Railway Tender will in all probability be announced on Thursday.

LONDON, Oct. 22.—A report comes from Metz that Bazaine has been shot in a mutiny of his troops.

Robert experts of peace-preliminary are contradicted.

Many skirmishes are taking place, but as yet no decisive battle.

A careful search has been made around the scene of the "Cambria" disaster, but no trace of any of the boats or passengers found. She has 127 passengers besides officers and crew.

A steamer passengers named Mc Cartland is the only known survivor. A Tour desparishes states there was a heavy lightning today between Vermilion and Cussy, which lasted from 9 to the morning until night. The result is not known.

Soldiers from Paris are frequent, keeping the Prussians on the alert day and night.

The "Times" contains a special telegram from Berlin stating that Prussia has repeated her willingness to grant an armistice if the prince of a cessation of territory be conceded. The mere dismantling of the fortress in Alsace and Lorraine, under European guarantee, is insufficient.

The Manchester "Guardian" has a despatch from Tours on the 22nd stating that an armistice for one month has been agreed upon in order that elections might proceed.

LONDON, Oct. 24.—The London "Times" this morning says that Bazaine, when offering to surrender, demanded for himself a position which would probably have enabled him to take a prominent part in the restoration of order in France after the conclusion of peace.

The French will attempt to retake Orleans.

Rumors that England is mediating with encouraging prospects of Peace are in circulation.

There are also rumors that Bazaine is about to capitulate in order to march on Paris and re-establish the Bonaparte Imperial dynasty.

Troops are leaving Mulrasse China.

The channel squadron has been ordered to embark as such provisions as can be stored under the hatches.

It is rumored that a defensive alliance has been framed between Turkey and Greece, against the encroachments of the Western Powers.

NEW YORK, Oct. 21.—The British steamship "Sapphire" was stranded on the Florida reefs and became a total wreck. The crew were all saved.

GREENOCK, Oct. 22.—Capt. Chenneth of steamer Ross, which arrived today, reported having passed through much wrecked matter off a Northern coast of Ireland, including portions of the cargo of the "Cambria," and fragments of her boats.

NEW YORK, Oct. 25th, p. m.—News by Cable today possesses no feature of special interest. It is generally announced in the German camps that the bombardment of Paris will begin on the 1st of November, and that 124 siege guns are already with the army before Paris, and 20 more are expected of the 22nd. On the other hand Peace negotiations through the mediation of England are said to be progressing favorably.

Postmaster General Crowell is spoken of as the new Minister to England.

A Washington despatch says the controversy in relation to American fishermen in Colonial waters is in a fair way of settlement.

WRECKED.—An obliging correspondent, at the Joggins, writes: "Scher, 'Eva,' Captain Chase, and 'Lokout,' Captain Deery, were blown ashore at A. Seaman & Co's wharf on Tuesday night, and are total wrecks."

OVER-EXERTION, either of body or mind, produces debility and disease. The usual remedy is to take some stimulant, the effect of which is to cause giving a tired horse the whip instead of oats. The true way is to fortify the system with a permanent tonic like the Peruvian Syrup (of proteoid of iron), which gives strength and vigor to the whole system.

ATTORNEYS.—Six students have been admitted and sworn as Attorneys this Michaelmas. Among them is P. A. Landry, Esq., M. P. P., for Westmorland.

The Moncton Steam Tannery appears to be flourishing, an addition of 1000 lbs has recently been made to the building.

The fishing schooner "A. N. Franklin," of Gloucester, has been captured and taken into Britain.