

The Russian Ultimatum.

A few days ago a very exciting news telegram was received here. It stated that Russia had delivered its ultimatum to Turkey, giving that Power ten days in which to accept or reject it. The ultimatum, it was asserted, demanded that the Sultan should cede the island of Crete to Greece and place on a footing of political equality all the Christians within his borders. Failing to comply with this very modest demand of a sincere friend and admirer (who doubts that Russia admires Turkey?) war was to be declared at the end of the ten days of grace. This telegram was dated London, 10th September. A subsequent despatch of the 11th stated that great anxiety was felt in London lest the Sultan, relying too much upon the friendship of France and Great Britain, should decline to accede to the Russian demands. These two telegrams bore on their face an aspect of plausibility, and might have been swallowed without the addition of the customary grain of salt; but, unfortunately for the reputation of the newspaper (the New York Tribune) that first gave them publicity, a despatch dated Constantinople, September 14th, came to hand on the 16th, in which not the slightest allusion was made to the ultimatum; but which stated that Turkey had refused, in answer to a note from all the Western Powers, to appoint a mixed commission to inquire into the affairs of Crete. Had the ultimatum been presented on the 10th inst., it is hardly to be believed that on the 14th—scarcely four days afterwards—Turkey would have declined to appoint a commission, when to have appointed one would have secured it the sympathy, if not the support of a majority of the signers of the note; nor does it appear possible that between the 10th and 14th the Governments of Great Britain and France could have been communicated with, answers returned, and the Porte placed in a position to act with so much freedom in the affairs of the unfortunate island. The report of the presentation of the ultimatum is very improbable. It is, indeed, "very like a whale"—one of the rook-bait species, which the New York press are too much in the habit of publishing, with the object of creating a sensation, and which we have always advised our readers to receive with caution. The affairs of Turkey are in a deplorable state, no doubt. But the Sultan has promised, as the only plan by which he can prevent absorption by Russia, to introduce reforms and correct abuses, to discourage religious intolerance and persecution, and to call around him a Cabinet of advisers composed of Christians and Moslems in equal number. The world has reason, therefore, to hope that if these promises are but half fulfilled, a new era is about to dawn in Turkey, and that the obstacle that will prevent the further advance of the Russians towards the Mediterranean, will be the happiness and contentment of the Turks in place of the bristling bayonets of allied armies.

Volunteers vs. Fleet.—The Score.

Table with columns for 200 Yds, 300 Yds, 150 Yds, 250 Yds. Rows include names like Wm Daniels, Ed Chamberlain, Robt Lawson, etc., with scores for Bull-eyes, Centres, Outers, and Misses.

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IN OUR LAST ISSUE we announced the death of Mr Alexander Lecharme; to-day we have to announce the death of Mrs Mary Margaret Lecharme, who departed this life yesterday morning at half past twelve. The same day saw them die, after they had shared the same lot for thirty-six years. All friends are respectfully invited to attend the funeral which will take place to-day, at 11 o'clock, from the residence of the deceased, on North Park street.

FOR HONOLULU.—The British schooner Henry Wootton, laden with lumber and shingles, will sail to-day for Honolulu, Sandwich Islands.

The Overland Wagon Road.

A deputation composed of some of our most respectable citizens had an audience by appointment with His Excellency yesterday, at 12 o'clock, on the subject of an overland route. The deputation consisted of H. Rhodes, Esq., G. J. Findlay, Esq., and E. Graciani (merchants), Dr Heimcken (Speaker of the late House of Assembly), Dr Tolmie, Chief Factor of the Hudson Bay Company, Dr Powell, M. D., Lamley Franklin, Esq., ex-Mayor of Victoria, and J. Hepburn, Esq. The object of the deputation was to insist on the necessity of opening an overland route by railroad, or if that were impossible for the present, by wagon road. In the course of a long conversation, Mr Rhodes remarked on the steady perseverance with which Mr Waddington, who had thoroughly studied the question, had been spending his time and fortune in trying to open the Bute lalet route, and the confidence and encouragement he deserved. But His Excellency, to the astonishment of the whole deputation, not one of whom had heard the first word on the subject, observed that a grant had been made to J. J. Southgate, Esq., before leaving for Europe, for a road by the Savanna Ferry and the Boat Encampment, to connect with Yale and New Westminster. This route, which His Excellency seemed to think preferable, would, besides other inseparable objections, have to go by Howe's Pass, 6347 ft. above the sea (something like that of the Simplon, in Switzerland); and as to connecting with Yale, Dr Heimcken observed, that it was simply impracticable, from his own personal knowledge. Dr Powell mentioned that the Canadian Government had commenced at their end of the road, and that it was mere that we should do as much in British Columbia. To this His Excellency replied in the affirmative, that he was willing to confirm Mr Waddington's charter and grant him the same privileges as those already granted to Mr Southgate; but would Mr Waddington make anything of it in England? and that the whole matter had already been very troublesome; to which Dr Heimcken replied, that heavy matters like heavy bodies are set in motion slowly; and Mr Rhodes added, that every member of the deputation would be willing to give himself any amount of trouble in order to have the road opened. Finally, His Excellency said he had desired Mr Waddington to point out the alterations he wished in his last communication, rather than re-open the whole question, as he had done, and the deputation withdrew, the result having been to very little purpose. The Governor, however, admitted, that he had been hindered by other important matters from giving a great deal of attention to Mr Waddington's applications. Poor Mr Waddington!

THE U. S. EXPEDITION TO SITKA.—The John L. Stephens is expected to leave San Francisco about the 23d inst., with General Jeff. C. Davis and two companies of troops, for Sitka. Colonel George H. Weeks goes up as Quartermaster. The steamer will touch here on the way. General Davis will command the new District of Alaska, which is attached to the Department of California, commanded by General McDowell. General Rosseau goes up as Commissioner on the part of the United States to receive the ceded territory. He left New York on the 30th of August, and with the Commissioner on the part of Russia, will leave San Francisco about the 23d inst. on the U. S. steamer Osage, which, it is believed, will also touch here on her way up. Colonel Scott is on General Halleck's staff, and Maj. Hoyt on General McDowell's staff. They will return to San Francisco after the departure of the Sitka expedition from this port.

ANOTHER BOOBY ACCIDENT.—Yesterday noon while a two-horse carriage, in which were seated His Excellency Governor Moore, of Washington Territory, Mrs Moore, Mr E. C. Holden, and three children, was being driven along Government street, when one of the wheels of the vehicle ran off when opposite Norris' drug store, and precipitated the occupants into the roadway. The horses dashed down Government street, but Mr Holden, with much presence of mind, retained the reins and managed to turn the animals into the sidewalk opposite Mr Weissenburger's office, where they were secured. Mrs Moore sustained a slight sprain in one of her ankles, and the children were all slightly bruised. Governor Moore and Mr Holden escaped unharmed.

AIDING A CRIMINAL TO ESCAPE.—Charles Levy (Kerryman) and D W Chaudney, carpenter, are held to answer a charge of aiding and abetting the escape of Charles Schlessinger, the alleged forger, who he fled to Washington Territory. Two other men are accused of complicity in the same offence, Schlessinger having divulged the names of the parties who ferried him across the "dark and angry water."

THE SAANICH SHOOTING CASE.—Peter Lind appeared on remand yesterday in the police court, to answer a charge of having shot John Smith in the leg with a revolver. Mr Bishop claimed that the shooting was done through mistake, Lind having fancied that Smith was a highwayman. The magistrate, after a few pertinent remarks upon the illegality of persons carrying firearms, ordered Lind to enter into security to be of good behaviour for twelve months—himself in the sum of \$500 and two sureties in the sum of \$250 each.

PETTY THIEVING.—Our attention has been directed to numerous small bands of Indians, who enter the town at early daylight and steal every small thing that they can lay hands upon. The rascals know well the hour at which the police return to their quarters, and take advantage of the fact to commit their depredations. If an officer were detailed to walk through the outskirts each morning and drive the Indians back to their lodges, most of these petty thefts might be prevented.

THE OPPENHEIMER ESTATE.—At a meeting of Messrs Oppenheimer & Co's creditors, held yesterday, which was largely attended, it was resolved that the estate should be wound up as soon as practicable. A motion in conformity of the acts of the Trustees up to the present time was carried unanimously. We hope to have no occasion to chronicle any future failure in this colony.

RIFLE SHOOTING.—We learn that a Russian gentleman, at present in this city, has made a wager of six baskets of wine with an English friend that he will score more points at the butts of the Rifle Corps, with an English rifle, than were scored by the second best volunteer marksman at the Naval butts on Thursday last. The wager will be decided this afternoon at 2.

THE GAS REDUCTION MOVEMENT.—The notice of the gas consumers which appears to-day is signed by about 100 consumers, who pledge themselves to discontinue the use of gas except a very considerable reduction shall be made. We hope the Gas Company's Directors will reconsider their resolution arrived at the other day, and make an effort to meet the wishes of the public.

BENEFIT OF MISS SOLEDAD.—This charming young actress will take a benefit this evening. The Bianchi Opera Troupe will take part in the performance and will give selections from "Traviata," "La Sonnambula," "Lucrezia Borgia," &c. Miss Soledad will sing several new ballads and give favorite dances. We hope to see a crushing house.

THE VORTIGERN.—By a special telegram received here we learn that the ship Vortigern, Capt Raynor, arrived at San Francisco on the 17th inst., after the quick run of six days from this port—having left here on the 10th.

BASE BALL.—A match will be played to-day on Beacon Hill, between the "Pretty Boy" and the "Ugly Beauty" nines of the Olympic Base Ball Club. The game will commence at 2 o'clock. The contest will be for an oyster supper.

SERENADE.—Gov. Moore, of Washington Territory, who is stopping at present at the St. George Hotel, was serenaded last evening by the Volunteer Band.

THE GOVERNOR RETURNED ON THURSDAY evening from New Westminster, in the gunboat Forward.

An Orange Row in Upper Canada.

The anniversary of the battle of the Boyne was celebrated in Kingston in the usual enthusiastic manner by a grand procession. The day was an exceptionally fine one, and crowds came to the city to witness the celebration and take part in it. The country lodges from the adjoining townships mustered in great numbers and entered the city from the different points in procession about 9 o'clock. The lodges from a distance were relieved of the attendance here, and held their own celebrations. About half-past nine o'clock, the city lodges formed in procession in front of the City Hall, and were joined by their country brethren. The whole being formed up, the procession then awaited the arrival of the Lodges Nos. 1 and 100 from Brockville, which came up by a special train on the Grand Trunk Railway, and were brought into the city station, and then took up the line of march along the customary route through the streets to the cricket ground, where about noon, inspiring addresses were delivered by the Rev. Mr. Ryckman and Bros., Wm Shannon, Dawson and Nimmo, and others. The speeches were loudly cheered and greatly pleased the brethren. The procession, if not the largest, was the most respectable which has taken place on the same day in Kingston since the visit of the Prince of Wales. Its respectability was very marked, and the decorum observed in the ranks was unusually good. The number of lodges was about twenty-four, and very many more banners were borne, though no new ones were particularly noticeable. Four brass bands accompanied the procession—the Brockville band accompanying the visiting brethren from that place; the Picton band, led by Mr. Jacobs, which was engaged for the occasion; Messrs Fraser and Hindmarsh's city band, and Mr Scott's band. Besides these were innumerable file and drum bands, without which the procession would be incomplete. The music discoursed was, as usual, not of the most pleasing, though inspiring nature. The Wolf Island Lodge did not take part in the procession on account of a split in its ranks. The Grand Marshal, Mr George Brown, was assisted by Bros. Chas. Livingston, District Master of Kingston; William Makins, County Director of Ceremonies; and by John Irvine, James Marshall Phair, and Hugh McCaugherty, the Assistant Grand Marshals. The steamer Watertown brought a small crowd of excursionists from Millen's Bay.

England at Paris.

The following list of awards in one of the most important classes at the Paris Exhibition, has just been published, and may be taken as a very fair index of the position England occupies in the classes generally:— Gold Medals awarded for Agricultural Machinery. 1st, J. and F. Howard, Bedford. 2nd, Albaret & Co., France. 3rd, Clayton, Shuttleworth, and Co., Lincoln. 4th, J. Fowler & Co., London. 5th, R. Garrett & Sons, Leiston. 6th, C. H. MacCormick, Chicago, America. 7th, Ransomes & Sims, Ipswich. 8th, Walter A. Wood, America. 9th, H. F. Eckert, Prussia. 10th, C. Gerard, Vierson, France. 11th, Usine D'Everum Sweden. 12th, J. Pinet, France. 13th, M. Cumming, France. 14th, F. R. Lotz, France. 15th, R. Hornsby & Sons, Grantham.

revolver and fired it off as an intimation that he was not to be interfered with. The other Lodges now marched on, filling the vacancy in the ranks, but several of the country Lodges refused to pass under the flags. The city lodges and the more respectable country lodges joined the main procession, which walked quietly through the city and dispersed.

The excited Orangemen now assembled in a riotous way in front of Capt. Gaskin's house, and demanded that the flags be hauled down, and they be allowed to proceed, as they would not walk under the flags. Some of the most ignorant members mistook the large rose for the sham rock, and no argument could induce them to alter their opinion of the design. Brother Phillips and Assistant Marshal Livingston used every exertion to quiet the Brethren, but their efforts were found to be useless, the great cry being "down with the flags." Capt. Gaskin, who is a consistent Protestant, was present, but very properly refused to lower the flags, which were not in any way objectionable, and had every right to fly. The scene soon became one of danger. Stones were hurled at Captain Gaskin's house, and two large missiles crashed through his windows, nearly striking his neck, who was standing in one of them. Stones were also fired at the flags, and persons in the crowd had narrow escapes from being struck. One man received a cut in the head with one of the missiles, and Capt. Gaskin was struck a heavy blow on the knee. The sword-bearers in many instances flourished their weapons. At last the infuriated crowd resolved to tear down the flags, but not daring to trespass on private property, they found this a matter of difficulty; but, procuring a rope they put a stone at the end of it, and after two or three unsuccessful attempts got it over the rope, and about twenty of the excited mob hauled down the flags, amid the sturdy cheers of the rest. During the whole of the operation the cheering was kept up with spirit. The flags down, and in the grasp of the mob were soon torn into shreds. The Turkish flags and one or two nondescripts alone escaped their fury. In hauling down the rope suspending the flags, a portion of the chimney of the Misses Rice, to which one end was attached, was pulled down, and the bricks came tumbling down from the roof, through the shade trees, dropping into a crowd of women and children, none of whom, strange to say, were seriously hurt.

Commencement of Work on the New York Elevated Railroad. The New York Times, August 6th, says: The construction of the Elevated Street Railway was commenced last week and the work is now being rapidly pushed forward. It is the intention of the directors to complete the lower section first, in order to allow the public to judge of the merits of the enterprise as a whole. Workmen at present are engaged in excavating the earth in Greenwich street, and several foundation blocks have been built. The process of excavating will be in readiness for the erection of the pillars and the laying of the rails. The original design contemplated the erection of two rows of pillars, but it has been decided to dispense with the inner row, a single row being thought sufficient to serve the purpose of the Company. The pillars will be highly ornamental in pattern. The public are cautioned against forming an opinion of the railway at the present stage of the work. As yet nothing is to be seen of it but deep piles in the street, loose earth and stones piled up in heaps and some rude mason work. The railway is known as the Westside Railway, constructed on the elevated plan and is not to be confounded with the Metropolitan Transit, or three tier railway. The public will probably have an opportunity of witnessing the working of cars on the lower end of the route in about four or five weeks' time. The motive power, as has been announced in previous descriptions of the road, will be obtained from stationary engines, erected at the distance of half a mile apart. The cars will be drawn over the rails by means of a rope passing over a drum and attached to the car. The machinery will be ready to be put up by the time the rails are laid.

THE jury proceeded in this way. The exhibitor whose machines, in their opinion, possessed the highest merit was placed first on the list of awards; the next second, and so on. The Bedford firm is the only English one placed before the great French maker Albaret, whom the French jurors strove hard to put at the head of the list, but were successfully resisted by the other jurors. In other branches of engineering, the English have carried off a very small share of the honours. The only English agricultural machinery exhibited as a trophy at the Palace of Industry, where the distribution took place, was selected from that shown by Messrs. Howard.—Bell's Messenger.

THE POWER BEHIND THE TURKISH THRONE.—The Paris correspondent of the Court Journal gives this curious bit of gossip: The Sultan's egeria has arrived from Marseilles to assist at the preparations made for his private accommodation, and has suggested improvements, which were, of course, immediately attended to. This lady, although never very handsome, and no longer very young, is considered the real light of the harem, as it is by her own brilliant intellect that the Sultan is guided in all things. The exact country which gave the lady birth is a mystery. Her mastery of languages is so perfect (and herein lies the secret of her power at the Turkish court) that no business is ever transacted with foreigners without being submitted first of all to Madame Egeria. Wise in her generation, too, she has adopted the Bosphorus itself as the place best fitted to hold her secret conferences with his highness. The Sultan's caïque rows out au large, and is soon met by a small unpretending little cockle-shell, and the splendid rowers, all covered with brilliant colored stuffs and cloth of gold, lay upon their oars, while the little caïque, with its modest pair of rowers, comes alongside, and then sweet compliments are interchanged, and from beneath the lady's veil much information is given concerning the English ambassador and the Pasha's daughter, and M. de Lesseps and the Suez canal—in short, all that it behoves his highness to learn the little caïque slowly steers away, and the brilliant one darts across toward Dolma Bache, enough knowledge has been imbibed to get the state ship safely over the breakers for that day at least. The Sultan would as soon venture into the jaws of a western lion without a copy of the Koran as without his fair adviser, and what is strange is the universal idea of his being perfectly right in his decision.

EFFECT OF ALTITUDE ON PHTHISIS.—The beneficial influence of the light atmosphere of elevated localities on phthisical patients is becoming generally acknowledged. The Peruvian Government has established a military hospital in the valley of Jauija, 10,000 feet above the level of the sea, to which soldiers thus affected are sent from the sea-coast and from Lima. It appears from statistics (London Med.-Chirurg. Review) that nearly 80 per cent. of such patients are cured. Phtthisis is remarkably common and fatal in Lima and on the coast of Peru, causing nearly 23 per cent. of the entire mortality in the capital. The native Indians are singularly prone to it—a fact which has been observed on the Pacific coast of North America, especially where they are brought within the restraints and indulgences of civilized life. The editor of the Medical Chirurgical Review is in raptures over the reputed Elysian charms of the Jauija valley, which he thinks is the valley described in Rasaelas; and he congratulates his readers on the possibility of reaching it almost without changing vessels, when the Americans carry out their project of running a line of steamers 2500 miles up the Amazon.—Pacific Medical Journal.

GOOD OLD PORT.—Jerrold's Joke about the old port and the elder port will be unpleasantly recalled to "crusty" drinkers by the following paragraph on the manufacture of Portuguese wine, from a note by the British Secretary of Legation at Lisbon: All port wine hitherto exported for the English market is largely mixed with brandy, and is composed almost as much of elderberries as of grapes. The way in which what in England is called port wine has hitherto been manufactured for the London market is this: The Piaze de Venhiteiro abounds in elder trees; the berries of these trees are dried in the sun or in kilns. The wine is then thrown on them, and the berries are trodden (as previously the grapes) till it is thoroughly saturated with the coloring-matter of the berries. Brandy is then added in the proportion of from three to 16 gallons to every pipe of 115 gallons. This is the composition of all the port wine hitherto drunk in England. No pure wine, no wine not thus specially adulterated for the English taste was allowed by the Government Committee of Tasters to pass the bar of Douro before the year 1855.

INFORMATION WANTED. AS TO FATE OF WRECKAGE OF THE HARBARTH (or GEORGE) HANSEN, a Norwegian by birth, who is supposed to be connected with some of the Coal Mines on this coast. Any information left at this office will be thankfully received. sold in

The Gas Company and the

If the Directors of the Gas Company (Limited) in their generation" as them to be, they will least, to meet the demands of their commodity. The Victoria Gas Company formed in 1861, at a time oil cost \$2 50 per g their charter the maxim \$7 50 per one thousand feet by the Legislature, and the Company have charged the hard times and flush over cost of the works and plant. Upon this amount the Directors now realize only interest. What interest was times past is not general, but we have reason to be was considerably higher present, owing to the number of consumers. If days from '62 to '65 had were realized, they were grudging. Money was easy, every enterprise in the yielding a handsome return when the Company began their mains, coal oil was 50 per gallon, and when the cleaning lamps and the supplying chimneys were gas at \$7 50 per thousand cheapest light that could be. Now, however, the relation of the commodities is. Coal oil has fallen to 65 per gallon, while gas remains same figure as in 1861; a ple, who have seen rents a tithe of the rates formed; who have seen the price of the city decrease from 90,000 souls; who have to every enterprise in which were invested an absolute instead of realizing even the interest claimed by the Gas and who own on every buildings that are a bill of their owners, are naturally save every dollar of unaccounted. Hence they ask the pany to share with them a burthen they have borne complacently. The demand made in good faith by consumers of gas. The Company announced a slight reduction, however, that does not in meet the demand. The sumer will save from three on each one or two thousand ed by him weekly; while consumer, who is scarcely even the lowest possible cure a reduction must be quantity he now burns. The consumer now burns worth of gas per week, the quantity to \$7 50 in insure a reduction of the the larger amount! Now want to be understood as dictate to any man or men as to the manner in shall conduct their business take the liberty of advising pay to consent, as a matter to a considerable reduction present rate. The question public is simply one of economy have calculated the relation gas and oil, and have favor of the latter. The price oil to-day fixes the market artificial light, and as in 1867, paratively low rate charged caused it to be preferred 1867 the cheapness of oil the preference over gas. Many must therefore see the phtthis (in number and quality the consumer) discount the commodity, they abandon to manufacture they must supply the remainder at a considerable matter how low may be the feet of gas made, the expenditure (except in the item just as heavy as though was five times as large. I follows that, if the investment only 1 1/2 per cent per month the event of so important in the consumption as is the works can only be covered very heavy pecuniary loss other hand, if a judicious rate were made, and a reduction effected in the expenses of the concern, the consumers would, more than the dividends continued same as now; which, the circumstances of the Colony it would prove a very satisfactory

THE DIANA, with a pleasure started for San Juan yesterday evening.

H.M. Surveying steamer Beported to have arrived in Es last evening.