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The New Orleans Bee.

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THE LATE INTELLIGENCE FROM FRANCE.

The intelligence from the seat of war published during the last two days will have enabled our readers to understand—all evidence partially—the movement and objects of the two armies in the battles near Metz. We believe it may now be regarded as certain that the French communications from Paris to Metz are not, the Crown Prince having failed to prevent the corps of Marshal McMahon, whom he was pursuing, from forming a junction with the main body of the French army, it is probable that McMahon has taken part in the late battles. It is unnecessary to caution our readers against the assertions and speculations of London press, particularly those in the *Times*. Their animus is apparent. The English people ought to be ashamed of the spiteful and malicious falsehoods which daily emanate from their capital. That is a strange neutrality which exists itself in baseless statements to the French army and incessant sneers against the chief of the State. The philosophers are in many instances strikingly absent as in furnish to the unreflecting reader their own conclusion. It is evident to those who seek impartial truth there is every at the capital still at the head of the army. Certainly wonderful since the disastrous battle of Sedan, appearance the injury and inspiriting to the people of the California is entirely at stake.

We see that present writers are occupying themselves guessing at the probable terms of peace. The ceding of Alsace and Lorraine is talked about and the disposition of the Emperor. This is what we call cooking the large bird before it is caught. Whatever the Emperor Napoleon may be, in the eyes of the King of Prussia he is the Emperor of the French and a person of their choice. When the King of Prussia indulges in slurs against the French government and left people that to have a Bonaparte on the throne is a "curse" he simply loses and meddles with that that is no business concern. It is no compliment to French to say to them they have error whose existence is a curse over whose rules. The French people all such impertinence at the time. For the present they should do better anything else. The fact of their government is a matter of no considerations. It is quite certain that the King of Prussia will find it difficult to the French people a full rule over them, even although he had defeat their armies.

We not place any reliance in the telegram published in another column, but believe Bazaine to be master situation.

We express our acknowledgments to Mr. Marcot, proprietor of the Grand Hotel on the Gulf shore, for a pass to visit that popular watering. The steamboat D. S. Cage, Capt. Hatan, makes regular semi-weekly Grand Isle by way of Harvey's. The days are Tuesdays and Saturdays at 8 A. M. E. D. Cochran, 77 Carondelet street, is the New Orleans agent hotel. Persons who have visited the Isle speak of the surf bathing then organized terms of commendation.

SUN'S CHOICE.—Whoever attempts to grease with the old country proprietors, must choose between the Gas and the muddy coloring fluids. Dye, PATSON'S VITALIA, OR PATSON'S VITALIA, is the only in existence capable of changing to many natural shade; it strengthens, fragrant, harmless, and infallible. Sold all druggists and fancy goods.

SUMMER FRUITY.—Nothing tends to unusual happiness, than cheerfulness. Mrs. Winslow's Soothing Syrup is the great children's remedy.

Sold at War Railroads and Their Stations—Distance from Paris to Paris.

Following are the stations and distances on the Official German and railroads which intersect the seat of war in Eastern France. The Rhenish Railway runs in a northwesterly direction from the left bank of the Rhine parallel to the mouth of the Sahe River, having a length of ninety-five miles. The following are the principal stations on the railway, and the distances from the starting point, Bingen: Bacharach 8 miles, Oberwesel 15, Goar 16½ miles, Boyard 20, Capellen 35 miles, Coblentz 38, Vallendar 46½ miles, Andernach 52, Neuwied 58, Neu Bressig 62½ miles, Bennagen 67½, Kalenbreck 69 miles, Mehlem 69, Bonn 72½ miles, Beim 75½ miles, Sechtem 82½ miles, Brühl 85 miles, Cologne 90 miles.

Cologne is the Rhenish Prussian railroad stations and distances are: Neuenhof, Neuwell, 45½ miles; Lindenthal 47 miles; Worrin, 50 miles; Worrin, 50 miles; Bergheim, 55 miles; Bergheim, 55 miles; Buchel, 61 miles; Buchel, 61 miles; Gerdorf, 65 miles; Gerdorf, 65 miles; Gerdorf, 65