NEW ADVERTISEMENTS.

On no occasion will the names of Old Advertisements be inserted here.

Notice—Charles Billings, Town Clerk.
Auction Sale—Hector McLean, Auctioneer.
Annual Pic-Nic of the Queen Fire Company.—P. Favereau, Captain.
Bay Stud Horse Stolen—William Sayers.
Her Majesty's Theatre—John Townsend.
Tinsmiths Wanted—Esmonde Bros., Sparks Street.
Notice of Journeymen Bakers—Wm. Jamieson.
Card—Dr. C. Leggo.

ADVERTISING AGENCY.—*Messrs. S. M. Pettengill & Co., 54, Park Row, New York, and 10, State Street, Boston, General Advertising Agents, are hereby authorized to receive Advertisements for the* OTTAWA TIMES.

THE

Ottawa Daily Times,

(Published every morning, Sundays excepted.)

George Cotton, Publisher and Proprietor.

THE DAILY AND WEEKLY TIMES NOW enjoys the LARGEST CIRCULATION of any paper published in the Ottawa Valley—issuing of the Daily over 2,000! and Weekly over 4,000! making a total circulation in the week of over 18,000! thus outstripping all competitors, and affording the best medium for business men to advertise in.

ADVERTISEMENTS are inserted in the Daily at the following rates:

Business Cards of from 3 to 6 lines, per annum—payable in advance only.......... $6 00
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All subsequent insertions, per line,.......... 2c
Yearly advertisers specially contracted with, and a liberal allowance made.

THE

Ottawa Weekly Times,

(Published every Friday morning.)

George Cotton, Publisher and Proprietor.

An addition of from 30 to 50 subscribers is added every week to the subscription list of the Weekly.
Advertising in Weekly, for first insertion, per line,.......... 10c
All subsequent insertions, per line,.......... 5c

The Daily Times is delivered every morning at Kemptville, Spencerville, and all Stations on the Ottawa and Prescott Railroad, at an early hour, and at Prescott by 10 a. m. It can be had at Mr. Witherall's, at Kemptville, and at Prescott at H. M. Ormiston's News Depot. Down the river, per Steamer *Queen Victoria*, Capt. A. Bowie, it reaches Grenville and L'Orignal by noon, thus placing in the hands of those living at a distance of from 20 to 60 miles from the Capital, all the latest news of the day, at almost as early an hour as that of residents.

JOB PRINTING,
FROM THE
Smallest Card to a Mammoth Poster,
Furnished in the neatest style of the Art.

With fast presses, and all the appliances of modern material, competition in this branch is defied.
All orders from the country specially and promptly attended to.

EXCURSION!
THE STEAMER
QUEEN VICTORIA
Will, during the Session of Parliament, convey Passengers to Grenville, and return same day, at HALF FARE—$1.25. 152-tf

The Ottawa Times

OTTAWA; JULY 10. 1866.

The *Saxonia* arrived at New York on Sunday evening, with Southampton dates to the 27th ult. The news, of which a full telegraphic summary will be found elsewhere, is highly important.

In the House, yesterday afternoon, Mr. McGivern gave notice that he would test the sense of the House on the fiscal and financial policy of the Government. The arrangement is a judicious one, as none of the ex-Ministers who grace the front seats, on the Speaker's left, would care to connect their names with a motion of the kind, without a reasonable prospect of being able to command, at least, a respectable minority. Some eighteen or twenty private and local bills were advanced a stage, and the discussion on the second reading of the Grand Trunk and Buffalo and Lake Huron arrangements bill commenced about five o'clock, being resumed again in the evening, and lasting until eleven o'clock, when the second reading was carried by a majority of 22. A few private and local bills were advanced a stage, and the House adjourned at half-past twelve.

The framers of the new Constitutions, Federal and Local, have assumed a heavy responsibility in drawing so largely on the public men of the country. Not only have they opened up a wider field for the exercise of statesmanship, but they have increased, to an alarming degree, the number of our legislators. The Confederate Parliament will absorb seventeen new men, besides giving a seat to every elected member at present sitting in the two Houses. The Lower Canada Assembly will require sixty-five, the Upper House twenty-four, while the single Chamber of Upper Canada will draw into it no less than eighty-two. Here then we have an immediate draft of 17, 65, 24, and 82—188. One hundred and eighty-eight bran new Legislators to be created by the votes of the free and independent electors for immediate active service in the year of grace 1867! Can the country stand the draft? We say nothing of the Lieutenant Governors, and other permanent officers, required to administer the Local Constitutions, as doubtless they can be found without much difficulty, but it is rather a serious question, whether at this time, so many new hands should be immediately drawn into the active duties of legislation. Without calling in question the talent of the country, or the will and ability of twice that number of people to devote themselves to its service, were the duties required of them of a far more dangerous character, we doubt the wisdom of such a sudden draft upon what must necessarily be to a great extent inexperienced talent, and that too at a time when the greatest amount of prudence and moderation will be required in the harmonious working of a new system, which, however carefully and wisely framed, must be exposed to considerable danger of collision between the different degrees of authority it creates, especially during the first few years of its operation. True, there are many ex-members of Parliament throughout the country; there are also a certain available number of crown appointed Legislative Councillors, besides the host of incipient legislators schooled in the working of the Municipal system, especially in Upper Canada; and to the ranks of these classes we may be referred as the place whence the occupants of the new Legislative seats may be drawn. But the Municipal system will continue to absorb as many men of leisure and intelligence as formerly; the gentlemen accustomed to sit in the Halls of Legislation by the Queen's pleasure will hardly condescend to the turmoil and excitement of a popular election, and it is a melancholy fact that for public or private reasons very many of the other class mentioned will not be able to find their way back to active political life. We must rely mainly, therefore, for the discharge of the vastly increased duties of Legislation under the Confederate system upon those at present engaged in public life, or upon new and untried men.

Would it not be wise under these circumstances, especially at the beginning, to constitute the members of the Confederate Parliament, for Upper and Lower Canada, the representatives of their own constituencies in the Local Assemblies of the respective Provinces? This, as a preliminary step to establishing the new system on a harmonious basis, would be productive of the most satisfactory results, as these gentlemen would bring into either House the experience acquired in the other, and thereby tend to prevent any risk of a conflict of authority. Besides, it is to be supposed that a very great majority of them will be those who have sat in this Parliament, one which has been more fruitful of profitable lessons, through the extraordinary party and political changes it has witnessed, than any of its predecessors, and they will be therefore especially qualified for the double duties of the Local and Confederate Parliaments, not only because of these lessons, but because it has been their especial study to frame a sound system of government, applicable to the new relations upon which the country is about to enter.

As the Local Governments are presumed to hold authority under the Confederate constitution, there can be no rational objection to the first members of the Confederate Parliament constituting a sort of local Provisional Parliament in their respective Provinces, for a limited period, of say two years, after which an election might be held, and the electors be left free to confer the double duty upon one representative, or to send another man to the local Parliament, according to their choice. By this means the people would be relieved of the excitement of too many elections coming on them at the same time, the local constitutions would be put practically in running order by those who may be presumed to understand them best; the surplus talent of the country would be reserved for a time, and applied, perhaps, to no less useful purposes, while the ambition of those who are aiming at local fame, would only be asked to delay its gratification for a couple of years. The election for the Confederate Parliament will furnish matter sufficient for political excitement throughout the country, without adding to it that for the Local Legislatures, for the people appear to have enjoyed the calm which followed the formation of the Coalition, and it is not desirable that it should be rudely broken by throwing upon the electors the serious responsibility of electing untried men to work a new Constitution, when by the arrangement we have indicated, the best experience in the country may be made available for the duty.

LOCAL NEWS.

ST. PATRICK'S LITERARY ASSOCIATION.—This association, we understand, propose holding their annual Pic-Nic, at Mr. Wright's, Hall, on the 18th inst. Full particulars will be given in a day or two.

HOW IS IT?—We regret to learn that the stakes for the Foot Race, ran on Friday last, and which has been admitted to have been fairly won, even by Forsyth, Brown's opponent, has not yet been handed over. How is it?

CORRECTIONS.—A typographical error made us say, yesterday, that Patrick Smith was about to lose his leg; it should have been Patrick Sinnott. In our Saturday's police report we omitted the $10 fine, on Dan Goode for selling liquor without license. It was not heard.

ARTISTIC.—We had the pleasure yesterday of inspecting four new flags, painted by Mr. Colborne Lang, of this city, for the following Orange Lodges: No. 33, Fitzroy; No. 69, Gouldbourne; No. 470, Pembroke; and No. 653, Winchester. They are being finished in a most artistic style, and give strong evidence of Mr. Lang's ability as an artist of note. They are to be ready for the 12th.

I. P. B. S.—The President of the Irish Protestant Benevolent Society has, in consequence of the Regular Quarterly Meeting of the Ottawa Loyal Orange District Lodge No. 4, of the County of Carleton, and the concert in aid of the English Church, Sussex street, taking place to-night, postponed the meeting of this Society until Tuesday next, the 17th inst., then to be held in McCarthy's Hall at 8. p.m.

BOARD OF TRADE.—The council of the Board of Trade met yesterday afternoon in the City Hall, when Mr. Francis Clemow was appointed official assignee for Prescott and Russell. It was also resolved to call a meeting of the Board to meet at three o'clock next Wednesday, to consider the tariff, and a sub committee, consisting of Mr. A. Scott, Mr. Perry and Mr. Thomas Patterson, to draft resolutions to be submitted to the meeting.

FIRST ANNUAL PIC-NIC.—The Queen Fire Engine Company, Capt. Paul Favereau, announce their first Annual Pic-nic, at Hull, on Monday next. This company, seeking, as they now do, public patronage for the first time, have a special right to anticipate a hearty response. Let it be remembered that when

The city slumbered o'er her mighty walls,
Night's dusky mantle soft and silent falls;
Sleep o'er the world slow waves her wand of lead,
And heavy torpor wraps each sleeping head.
The young forget their sports, the old their cares,
Sweet is the pillowed rest of beauty now,
And pleasure smiles upon her tranquil brow;
When hark! oh! horror—what a crash is there;
What shriek is that which rends the midnight air?
'Tis fire! 'tis fire! She wakes to dream no more;
The hot blast rushes through the blazing door;
The Hall is dimmed with smoke, and hark that cry:
"Help—help—will no one aid? I die! I die!"
She seeks the casement, shuddering at its height;
She turns again—the fierce flames mock her night.

It is in such an hour that we look for the aid of such men as comprise the Queen Company, and have never looked in vain. They are ever ready to be judged by their actions; and we trust that those of our citizens, on this occasion, will demonstrate, to a certainty, that their services are fully appreciated.

ROWDIES.—It appears that a crowd of roughs are in the habit of standing near Hunter & Rose's printing office, about 10 o'clock at night, and assaulting persons passing, frequently trying to get up fights, and on Sunday night they visited the residence of Thomas Huson, when one of the cowardly ruffians struck him a blow on the mouth, and threatened to set others upon him to beat him within an inch of his life. Steps have been taken, however, to deal with them according to their deserts. One of them should take warning by his brother's fate, lest a worse befall him.

POLICE COURT.—Patrick Dunford, charged at the instance of Mary Marcotte with assault, and attempt with others to make forcible entry into her house for an improper purpose. The alleged offence was committed on the 27th May, last. Since then the delinquent has kept out of the way; adjourned. Samuel Bingham and James O'Neil were charged with committing the offence of dragging Angeline Michaud into the bush near the R. R. Station, on the night of the 4th inst. The complainant told the same story as she did when Rooney and McLaughlin were before the court on the same charge. One of the former defendants was made a witness, but everything failed to elicit any evidence against the prisoners. The case occupied a large portion of the morning, and of the afternoon. At half past five o'clock time was given to produce another witness for the prosecution but when at six the officer returned unable to find him, his Worship very properly discharged the prisoners.

PROVINCIAL PARLIAMENT.

FIFTH SESSION.

LEGISLATIVE ASSEMBLY.

MONDAY, July 9th, 1866.

The SPEAKER took the chair at 3 o'clock.

A large number of petitions were received and read.

Several bills were reported from the private bills, and other Committees.

The following bills were introduced and read a first time:

Hon. M. C. CAMERON.—To amend 25th vic. cap. 40, entitled an act to confirm and establish certain roads in the Township of Reach and to extend the provisions of the said act to certain other roads.

Mr. LAJOIE.—To render valid certain acts of deceased notaries.

Mr. IRVINE.—To remove doubts as to the legality of Canon of the Synod of the Diocese of Quebec, respecting the Chaplains within the parish of Quebec.

Mr. KNIGHT.—To incorporate the Crystal Lake Cemetery Company.

Mr. WALLBRIDGE.—To amend chapters 114 and 124 Consolidated Statutes of Upper Canada, respecting appeals in and returns of cases of summary convictions before Justices of the Peace.

On the orders of the day being called,

In reply to Hon. Mr. Holton,

Hon. Mr. GALT said it was his intention to move the House into Committee of Ways and Means, on the resolutions imposing the tariff, on to-morrow (Tuesday,) at 3 o'clock.

Mr. CORNELLIES—To amend the Municipal Act of Lower Canada.

Dr. PARKER—To amend the Medical Act of Upper Canada.

Attorney-General CARTIER—To amend the Acts relating to the incorporation of the City of Montreal.

Attorney-General CARTIER—To incorporate the Institute of Canadian Artizans, of the City of Montreal.

Mr. McGIVERIN gave notice that it was his intention to test the policy of the government, both in reference to their monetary scheme, and the tariff, as well as with regard to the excessive expenditure proposed.

Hon. A. T. GALT thanked the hon. member for the timely notice given (a laugh.)

The following bills were read a third time:

To enable the Trustees of St. Paul's Church, Montreal, to sell certain Real Estate.—Hon. Mr. Rose.

To Amend the Act incorporating the Mercantile Library Association of Montreal.—Hon. Mr. Rose.

To attach a part of the Township of Aylmer, to the Parish of St. Vital de Lambton, in the County of Beauce.—Mr. Taschereau.

To attach a part of the township of Broughton to the Parish of St. Frederick, in the County of Beauce.—Mr. Taschereau.

To incorporate the College of St. Jerome in the town of Berlin.—Mr. Bowman.

To divide the Township of Wawanosh into two separate Municipalities.—Mr. Dickson.

To confirm the will of the late Robert Jackson, of the Township of Scarborough.—Hon. Mr. Cameron.

To incorporate the Montreal Club House.—Hon. Mr. Rose.

The following bills passed through Committee of the whole and ordered to a third reading for another day:

To authorize William John Bickell to construct a Bridge over River St. Charles (and amendments.)—Mr. Huot.

To incorporate the Town of St. Ours (and amendments).—Mr. Perault.

To amend the Act 27-28 Vic., chap. 71, intituled "An Act to incorporate the Board of Trade of the City of Hamilton" (and amendments).—Mr. Magill.

To incorporate the Rossin House Hotel Company (and amendments).—Mr. Macdonald (Toronto).

To incorporate the Canadian Rubber Company of Montreal (and amendments).—Hon. Mr. Rose.

To amalgamate the Western Counties Permanent Building and Savings Society with the Huron and Erie Savings and Loan Society, or with any other Society of a similar character (and amendments).—Hon. Mr. Carling.

To incorporate the Ottawa City Passenger Railway Company (and amendments).—Mr. Currier.

To incorporate the Bothwell Tram Road and Bridge Company (and amendments).—Hon. Mr. Carling.

On the motion for the second reading of the Hon. Mr. ROSE'S bill, "To legalize a certain agreement between the Buffalo and Lake Huron Railway, and the Grand Trunk Railway Company of Canada," several members desired it to be delayed until the evening, to allow the unopposed measures to be disposed of. This was opposed by others, and,

Hon. Mr. ROSE, in moving the second reading briefly explained the provisions of the bill, which he said he understood to be the same as those of the bill on the same subject introduced last Session. This he said was not the time to enter on a discussion of the bill, as that would properly take place before the Railway Committee.

Mr. McFARLANE said he would assume the responsibility of opposing the second reading of the bill, finding as he did that there was a strong feeling against its principle, both in the House and in the country. After a few further remarks he moved, seconded by Mr. McKenzie that it be read a second time this day six months.

Hon. M. C. CAMERON said the principle of railway amalgamation had already been sanctioned by the solemn action of the Legislature, and he saw nothing in the particular case before the House that should cause this bill to be denied the common courtesy of going before the Railway Committee. It after that it should be found to contain anything contrary to the interest of the public he for one would be ready to oppose it; but it ought not to be refused the opportunity of being fairly discussed in the Railway Committee, where he understood amendments were to be introduced to protect several interests hitherto supposed to have been in jeopardy. He regretted to have heard the hon. mover of the six months, hoist, object to the bill because it did not contain something which he thought it should contain. He did not like to see measures treated merely because of their probable effects upon certain interests of particular friends, without reference to the justice or injustice of their provisions. Influences were at work, and perhaps, on both sides, which he did not approve, to sway the decision of the House, but he hoped that a measure to legalize an agreement which has already worked for two years ought not to be condemned merely because one of the parties to it was the Grand Trunk Railway. The hon. member for South Oxford who would now oppose the second reading of the bill had given his consent to its second reading and going before the Railway Committee last session at Quebec, and he (Mr. C.) knew of no reason why that hon. gentleman should change his course on the question, except that he had crossed from one side of the House to the other. The province had paid a large sum of money towards the construction of that road, yet it has received advantages which more than repaid it for the cost, and he felt sure that it the choice were now set before the country to get the money back and surrender their advantages, the country would rather let the money go. He hoped his hon. friend from Perth would not press his motion for the six months' hoist.

Mr. McKENZIE took the floor, but it being six o'clock, the Speaker left the chair.

Evening Sitting.

The SPEAKER took the chair at eight o'clock.

Mr. McKENZIE resumed the debate on the Grand Trunk Railway Amalgamation Bill. He said were the bill one against which there was no objection to the principle, he could see the justice of the demand that the bill should be allowed to go before the Railway Committee. But when the principle was the chief objection to the bill, and when the second reading was to be made a test of that principle then it was quite proper that the second reading should be resisted by the opponents of the bill. He objected to it because it gave the Grand Trunk Railway Company a large and wealthy Corporation, the absolute control of another railway. He was opposed to placing more power in the hands of large Corporations as a general principle and they had already had sufficient experience of the influence wielded by the Grand Trunk Company. Should it unfortunately pass the second reading he should consider it his duty to endeavour to the best of his ability to make the best of a bad bill. They had found the Grand Trunk Company very powerful in this House, and throughout the country as well in Municipal matters as in contests in the electoral divisions. It was entirely on the ground of opposition to the strengthening of the influence of this Company, and not to the detail of the bill, that he resisted its second reading. He admitted now as he had two years before, that the Grand Trunk had been a blessing to the country, and he believed it had repaid, or it would hereafter repay all the money it had cost. He was not opposed to the company but he did object to increasing its present powers, for if this bill were passed the next step would be a bill amalgamating with the Great Western, and so on until it absorbed all the railways in the Province. He thought at all events the bill should have been held over, to be dealt with by the Local Legislature.

Mr. DICKSON said the mover of the six months' hoist gave three reasons, first that the travelling community would not be so well accommodated, second that the interests of Brantford would not be protected, and the third in regard to the principle. As to the first, the amendments to be proposed would meet, the second might be satisfactorily arranged before the Railway Committee, while with regard to the third he was astonished to hear the remarks of the member for Lambton at this stage of the bill, when last year a very similar bill had been sent to the Railway Committee unopposed. As to the question of amalgamation, he felt sure that if carried out properly and with a good arrangement for interchange of cars between the different roads, he was sure the people of the counties he represented would be greatly benefited by getting off their produce with more punctuality. He was sure the agricultural community would be glad to see the bill go before the committee, with the view of securing greater facilities for the removal of their produce.

Dr. PARKER said he had almost learned to oppose the bill from the hon. gentleman who had just sat down, and now to his surprise he found him speaking in favor of it. He had also learned that the hon. gentleman could make an admirable speech on both sides. He (Dr. P.) did not think, however, that the House would take from the hon. member for Montreal Centre a bill that it had refused last session, when it was in the hands of the member for Montreal West. He did not oppose the bill in the interests of the Great Western, nor in opposition to the Grand Trunk Company, but he opposed it in the interest of the people of Western Canada, which would be injuriously affected by its passage. He believed it would be detrimental to the interest of the commercial and agricultural classes in the section through which the Buffalo and Lake Huron road passes, and he opposed it also on the general principle that he disapproved of the Grand Trunk Company obtaining the control of the whole carrying trade of the country. Another reason for resisting the increase of power in the hands of this Corporation, was the political power which it had been known at times to wield to a degree that it had sometimes overshadowed the Government. For the reason he had stated he should consider it his duty to oppose the bill in all its stages.

Mr. WOODS said that if the bill were opposed on the principle of amalgamation, he desired the hon. gentleman who had last spoken to point out the clause.

Dr. PARKER entered into explanation.

Mr. WOODS said he had not answered the question. His speech was certainly a very good one, but it would do just as well against any other bill; in fact it was quite clear that the hon. member had never read the bill at all. (Laughter.) He (Mr. W.) had discussed this subject in all its bearings, and he found the truth of the adage frequently illustrated among its opponents

"That a man convinced against his will,
Is of the same opinion still."

As to the circumstances which had led to the arrangement between the Grand Trunk and Buffalo and Lake Huron, the latter Company had been carried on for years at an immense annual loss to the shareholders, amounting in the aggregate to £1,250,000 sterling, and at last they had got tired of it and stopped the road. A proposition was then made to the Great Western to work the road, but that was objected to because it would have established a monopoly on the Western peninsula. By this agreement with the Grand Trunk Co. what was the result? Why, that between Buffalo and Detroit were two distinct lines, open for travel and traffic. There was the Great Western from the Suspension Bridge to Detroit, and there was the amalgamation companies from Buffalo to the same point, a clear case of healthy competition, and if the hon. member who had last spoken, were really opposed to monopoly, he would support the bill. I had been held *in terrorem* over his head, that if he did this, that, or the other thing, for the Grand Trunk, he would suffer all sorts of opposition at another election, but he considered the bill for the interests of the country, and he would support it. As to the political influence of the Grand Trunk Company, he would be better pleased to have its opposition than its support in any constituency, with the exception, perhaps, of some of the large cities. He again challenged the hon. member to point out the amalgamation clause in the bill, and said there was no such clause in the bill. (Hear, hear, and laughter.) There was a clause which said that the Companies might work together for twenty-one years, but there was no provision for amalgamation. If hon. members would look to the Statute-book they would find that amalgamation had been provided for by the Legislature, and had been in operation for the past sixteen years. As to the interests of the town of Brantford, if he thought they would be injuriously affected by the bill, he should consider it his duty as its representative to vote against the bill, but he feared no such result.

Mr. STREET said every member of the House was well aware of the power of amalgamation which existed in the Statutes, and he did not see why these companies could not have made their arrangement under the existing law, without troubling this House for new powers. He was not afraid of the great power of the Grand Trunk Company which had been spoken of, and he should be sorry to see any misfortune befall it, but he did not wish to permit other railway interests to be injured by combinations of the kind which they were now called upon to consider. The hon. member for Brant had urged the passage of the bill, because there was a clause in it to enable the Grand Trunk Company to raise money to build the International Bridge. But did anybody believe that the Grand Trunk could find the means for carrying out every enterprise in the country? The International Bridge Company meant to raise the means themselves, and would no doubt succeed in building their bridge, but their name was only used in this bill as a blind to help to carry it through this House. If the Company could raise money he desired to see it expended in completing and improving their own property, and he should be sorry to see it saddled with another undertaking which would further draw upon its means. It was not as a question of interest to one company or the other, but to that of the people at large, that they as the people's representatives should look, and he contended that the best way to serve the people's interest was to leave the several railways precisely as they are, and allow each to work out its own fortune by its own means. He hoped the bill would be rejected on the second reading.

Hon. G. BROWN said the hon. member for Ontario had pressed very strongly the point that amalgamation had been provided for already by statute, and could not be objected to in this bill, whereas the hon. member for Brant denied that there was any amalgamation between the companies.

Mr. WOOD—I said not in the bill.

Hon. G. BROWN read a clause shewing that the act vested all the rights and powers of the Buffalo and Lake Huron company in the Grand Trunk company, and it that was not amalgamation he knew not what it was. The act clearly authorised an agreement between the two companies which gave one of them the whole control of the other for a period of no less than a thousand years, and surely that was equivalent to amalgamation. He had been exceedingly surprised to hear the hon. member from Huron and Bruce speaking in favor of this bill, for he had been one of its most strenuous opponents. Then, again, that hon. gentleman had said the people of these counties were not opposed to the principle of amalgamation, when there was before the House a petition from the United Counties' Council of Huron and Bruce, which the hon. member himself had presented, which strongly objected to the passage of the bill. The people of Brantford were also said to be in favor of the bill, but it was in a very particular way—provided they could make a profit out of the money which they had borrowed out of the Municipal Loan fund. With regard to the principle of railway amalgamation, he did not care whether it was on the statute-book or not, it was a bad principle and ought to be abolished at once.

Mr. FERGUSSON (South Simcoe) said that to his knowledge, no attempt had ever been made to amalgamate the Northern with the Grand Trunk. Another charge that had been made against the Grand Trunk was, that it had interfered with municipal as well as parliamentary elections. Now, in fact, it had been seen that along the line of the Grand Trunk, opponents to that Company had been returned—at Cornwall, Brockville and Toronto. As to the present arrangement of the Grand Trunk with the Buffalo and Lake Huron road, he had been assured, by many of the constituents of his hon. friend, who had moved the six months' hoist, that their interests were much better served now than they ever had been by the Buffalo road before the amalgamation had taken place. He (Mr. F.) knew the wants of his hon. friend's constituents, better than that hon. member did himself. All the stations north of Stratford profited largely by the arrangement; they were making now 10 cents a barrel on flour more than they did before, and they would not thank their member for trying to wrest these ten cents from them.

Mr. McFARLANE asked how was that the case.

Mr. FERGUSSON—Because, since the amalgamation, as everybody knew, the charge for the transhipment had been abolished. As to the general subject of amalgamation;—already several companies had been amalgamated and no injurious results had yet taken place. He trusted that the Ottawa and Prescott Company would enter into some arrangement with the Grand Trunk, so that the travelling community might not be detained four hours at Prescott. (Hear, hear.) He had also been very much surprised to hear the member for North Wellington speak as he did on the subject of amalgamation. He had always considered that hon. member consistent in his views, but he thought he had been very inconsistent to-night, and would have been very much at a loss to know the reason of his conduct had he not heard that his friend had got a new office; he was now a Director in the Great Western Railway, (laughter) and therefore he must come here to speak against the Grand Trunk. The hon. member for South Oxford had also been very friendly with that Company, if not a Director he had been a contractor.

Mr. BROWN denied it.

Mr. FERGUSSON continued to explain the advantages the Grand Trunk conferred on the country, and the benefit to parties shipping produce on the line of the Buffalo and Lake Huron, by being relieved of the charge for transhipment, since the arrangement between the two companies came into force.

Hon. A. T. GALT would like to ask gentlemen opposed to this bill, into what position do they wish to throw the Buffalo and Lake Huron road? Do they wish to throw it back to the condition in which it was before the arrangement was made, a condition of insolvency? If they mean anything, they must mean that that road should be made insolvent and sold to the highest bidder. There was no new principle involved in the bill, which had passed, a second reading in this House last year, with the consent of the hon. member for South Oxford, who was then on this side of the House. At that time hon. members on the opposite side had no reason to oppose the second reading of the bill; they allowed it to pass and go before the railway committee. It was carried through that committee and brought back to the House, though now they refused it even a second reading. This was not the time to discuss the principle of the bill, it was the practice always to send private bills to a Committee, and afterwards to discuss the principle when they came up for a third reading.

Hon. J. S. MACDONALD said the position of the Buffalo and Lake Huron had been in such a position that it must fall either into the hands of the Great Western or of the Grand Trunk. The Great Western was more of an American Company; it gave a daylight passage to travellers and freight from one point in the States to another, whereas the Grand Trunk was essentially a Canadian road, and so far had his sympathy, but he confessed it had not been worked to the satisfaction of the country. It had enjoyed great power over the Government of the country, every Ministry had been its friend, his own had even tried to do something for it. (Laughter.) He would follow the same course this session as he had done with regard to the amalgamation bill he once introduced himself, allow the bill to go before the Railway Committee to have its errors corrected and its objectionable features exchanged.

Col. HAULTAIN addressed the House against the second reading.

Mr. GIBBS spoke in favor of the second reading. He argued that there was a struggle between the Great Western and the Grand Trunk, as to which of them should get possession of the Buffalo and Lake Huron road, and that it was the interest of Canada that the Grand Trunk should get it. (Hear.)

The members were then called in, and the vote taken, when the amendment was lost.—Yeas, 44. Nays, 66.

Mr. Morris did not vote, having paired with the member for Argenteuil.

The bill was read a second time, on the same division.

The following bills were also read a second time:

To amend the Act to amend and consolidate the provisions contained in the Acts and Ordinances relating to the incorporation of and the supply of water in the City of Quebec.—Hon. Mr. Cauchon.

To amend the Act Incorporating the Quebec Marine Insurance Company.—Hon. Mr. Alleyn.

On motion of Hon. Mr. CAMERON the House went into Committee on the bill to incorporate the Canada Vine Growers' Association. Committee rose and reported the bill.

Mr. DICKSON'S bill to legalise By-Law No. 7, appropriating a certain sum of money for the construction of several roads and harbors in the County of Bruce was read a second time.

On the motion for the second reading of Hon. Mr. CAMERONS' bill, "To provide for the sale of the Rectory Lands of this Province," a long discussion took place, Hon Geo. Brown opposing, and Hon. J. A. Macdonald and J. H. Cameron, and Messrs. Dunkin, Fergusson, (S. Simcoe,) Irvine and others supporting it.

Hon Mr. BROWN moved the three months' hoist.—Lost.

Yeas. Messrs. Brown, McKellar and McKenzie. Nays. 77.

The bill was read a second time on the same division.

Hon. Mr. HOLTON asked the Minister of Finance when the House might expect the report of the Trade Commission.

Hon. Mr. McDOUGALL replied that the matter was now in the hands of the printer, and would be brought in as soon as possible.

In reply to Mr. Holton,

Hon. Mr. GALT said the education bill was in a forward state of preparation, and would be submitted at an early day.

Hon. J. S. MACDONALD addressed the House on the subject of the recent calamitous fire at Portland, and suggested that the House should express its sympathy with the sufferers in some marked and formal manner.

Hon. J. A. MACDONALD agreed with the hon. member, that it was the duty of every one to sympathize with the sufferers.

A few unopposed private bills were read a second time, and the House adjourned at half-past 12 o'clock.

TELEGRAPHIC

(Per Montreal Line.)

Arrival of the S. S. "Saxonia."

Resignation of the Ministry Tendered.

Her Majesty Refuses to accept the Resignation.

First Engagement between the Prussian and Saxon Troops.

Heavy Battle between the Italians and Austrians.

Both Wings of the Italian Army Repulsed

The Battle still Fiercely Raging.

Prince Amadons and many Generals Wounded.

The Italian Army Defeated.

NEW YORK, 8th.—The steamer *Saxonia*, from Southampton, June 27th, arrived here this evening, with four days later news from Europe.

In the House of Lords on Monday, June 25th, Lord Russell announced that in consequence of the hostile vote of the House of Commons on that day week, the Ministry had felt it to be their duty to tender their resignation, but the majority having invited them to reconsider their determination they awaited a result of an interview with the Queen on Tuesday, before declaring their definite course. For these circumstances he proposed an adjournment until Tuesday evening, which was allowed.

In the House of Commons on the 25th, Gladstone announced that he had the Queen's permission to acquaint the House that on account of the vote of Monday week, and the debates which preceded it, Lord Russell, and his colleagues had tendered their resignations, but Her Majesty had not deemed it advisable to accept them without the advantage of personal communications.

The Queen was now on her way to London, and would give Lord Russell and himself an audience on Tuesday.

He proposed that the House should adjourn till Tuesday evening. The House accordingly adjourned.

PRAGUE, June 22nd.—The Prussians have passed across the heights of Holleodorf, when they had an encounter with the Saxon troops. They have seized 12 locomotives in Planen.

NEISSE, June 20th.—Hostilities have been commenced by the Prussian army corps in Silesia.

Yesterday three Prussian detachments were sent out to reconnoiter towards Senskmantel, Friedbern and Fruvalden. The last of these detachments between Breitenfust and Sandsubel, came upon an Austrian regiment of Hussars.

The Prussian needle gun was very effective, and enabled the 10th Fusileer Regiment to repulse the charge of the Hussars. The Austrians lost 8 killed and 15 wounded.

It is officially announced that two attempts have been made by the Hanoverian army to break through the Prussians between Essenach and Golba.

The bold attempt which was made, notwithstanding the truce agreed upon on 5th instant, was repulsed by the 4th Regiment of the Prussian Infantry.

The Prussians sustained no loss.

GOTHA, 24th.—The Commander-in-Chief of the Hanoverian troops has declared himself willing to capitulate to the Prussian troops if the Hanoverian officers are personally convinced that the Hanoverian army is completely shut in by the superior number of the Prussian troops. It is believed that the officers will be permitted to withdraw with all honors of war, together with their arms and horses, and that a free choice of a future residence will be left to the King and crown Prince of Hanover.

GOTHA, 25th.—It is stated on good authority that negotiations for y capitulation of Hanoverians remain without result, the King insisting on free passage of his troops into Bavaria, to aid Austria against Italy.

PARIS, 25th.—The *Moniteur* says the Hanoverians have succeeded in reaching the territory of Meiningen, after having eluded the different Prussian corps by which they were surrounded.

GAITO, 23rd June.—The Italian army crossed the Mincio to-day, without meeting any resistance from the Austrians.

VERONA, Saturday, 10 p.m.—At two this afternoon the Austrian pulse brigade reached the outlying forks of Verona without loss, having been pushed back by a greatly superior force of Italian cavalry, which, however, did not charge.

VERONA, Sunday, 2 p.m.—A great battle has been in progress since morning between the Italians and Austrians. Both wings of the Italian army have already been repulsed. The battle still continues.

BERNE, Sunday, June 24th.—The Austrians have occupied the heights of the Selvio. Garibaldi is near Lake Garda.

ITALIAN HEADQUARTERS, Sunday evening.—A desperate engagement has just taken place in front of Verona, lasting almost the whole day.

The first corps which was intended to occupy positions between Perscheera and Verona, did not succeed in the attack. The 2nd and 3rd army corps were unable to deliver the 1st from the assault, and it had to sustain against an overwhelming force.

MILAN, 25th.—An Austrian detachment has occupied Bormio, in Lombardy.

AUSTRIAN HEAD-QUARTERS, Sunday, 24th.—The Austrian army while advancing towards the Mincio, was attacked by the forces under Victor Emanuel. Our army carried Montevante by assault, and Custosesia at the close of the engagement, at 5 p. m.

Our forces took several cannon and many prisoners.

The King employed in the attack the 3rd corps of the Mincio, and the reserve.

Prince Amadens and many generals were wounded.

Second Official Despatch.—AUSTRIAN HEAD-QUARTERS, June 25th.—The Imperial troops have repulsed the enemy at all points, after a hot fight, not without considerable losses.—Custorgas was taken by storm, which caused a fresh struggle before that position, in which 2,000 Italians were taken prisoners.

Third Despatch.—The Austrian flotilla, on the Lago Delyarda, numbering six gunboats, have cannonaded the enemies' entrance on the Lombard shore without sustaining any losses. On 23rd, the enemy, in great force, crossed the Po at several points below Peesello; the Imperial forces withdrew and came upon a reconnoitering party upon the line of Curtalore, which they drove back, taking a great number of prisoners.

The Italian army recrossed the Mincio yesterday.

The battle by Arch Duke Albrecht, is called the battle of Custora.

FLORENCE, June 25th.—The Italian fleet left Taranto on the 23rd. Its destination is unknown.

PARIS, June 25th.—The *Moniteur* of this evening says, the advance of the Prussians into Bohemia, will have the effect of preventing Gen. Benedek from entering Silesia. That an engagement will shortly take place in Bohemia, appears inevitable.

BERLIN, June 25th.—The three divisions of the Prussian army commanded by the Prince Royal, Prince Frederick Charles and General Herworth, continue to advance into Bohomia. Up to the present no serious engagement has taken place.

LOMBARDY, June 23.—The official *Stoats Auzeafer* of to-day says, after the entry of the Prussians into Electorate of Hesse, the King of Prussia again made fresh endeavors to come to an understanding with the Elector.

On the 25th inst., the Prussian minister offered an alliance on the basis of the Prussian proposition for the formation of a new confederation and constitution. That Elector should have a ministry, which should guarantee the observation of the constitution of 1831. Had this been accepted the possession of his throne and his sovereign rights would have been guaranteed.

LATER.

LEIPSIC, June 26.—A Prussian army corps destined to operate against Bavaria, arrived here to-day, and will proceed to-morrow in the direction of Hof.

BERLIN, 26th.—It is again positively announced that the Hanoverian army is completely surrounded, and that the attempts by some detachments to escape have been repulsed.

FLORENCE, 26th.—The Florence papers are unanimous in proclaiming the resolution of the country to make every sacrifice in prosecuting to their utmost the war until the complete liberation of Venetia by the arms of Italy has been accomplished.

PARIS, 26th.—According to a telegram from Madrid in *La France* a proclamation had been issued by Marshall O'Donnel, in which he announces his determination to repress with vigor every attempt at disturbance.

The telegram adds that two Generals died from the wounds they received during the fighting in Madrid.

The *Arenis National* contains a letter from Madrid dated 24th, which stated that 1,750 prisoners were made during the recent revolt, 137 of whom have already been shot. It adds that the total number of killed are 1,000.

FRANCE.

LATEST.—The *Moniteur* says that the Italian troops who were at Como, have passed through Lecco on their way to the Tyrol.

A telegram from Madrid, of yesterday, says that the 5th regiment of Foot Artillery and a regiment of Horse Artillery revolted without their officers. The barracks they occupied were, however, taken, and after an obstinate resistance the rebels surrendered at discretion.

LATEST AMERICAN DESPATCHES.

NEW YORK, 9th.—The thermometer reached 98 degrees yesterday.

Thirty-three cases of sunstroke are reported, twenty-seven of which resulted in death.

Two deaths from cholera were reported yesterday.

Senor Losiano, private secretary to Santa Anna, died yesterday.

BALTIMORE, 9th.—The *Sun* publishes the following account of a rumored revolt in Cuba, which they received especially from Captain Reynolds, of the steamer *Cuba*, which arrived yesterday from Havana with dates to the 4th inst. A few hours previous to the sailing of the *Cuba*, a citizen of Havana received a letter from Porte Principe, giving an account of a serious revolt that took place. The Cuban officials had not made public any account of the affair, but the statement of the writer of the letter is said to have created intense excitement in Havana. The substance of the letter is to the following effect:—About the 29th ult., information was sent by the civil and military authorities of Porto Principe, to the Captain General of Havana, that in that place as well as in the neighborhood, a spirit of revolt was observed for some time past, and treasonable language used openly in public.

The authorities at Havana, however, paid no heed to the warning, until news came that a portion of the people of the Island had broken out in open revolt, and declared for the independence of Cuba, and separation from the Spanish Government.

On the 1st instant a Spanish force, consisting of five companies, stationed at Porto Principe, was sent against the insurgents to bring them to order. A fight ensued, in which the commander was killed and two other officers mortally wounded, while three companies of the Spanish soldiers went over to the insurgents. The latter, now reinforced, and numbering near 7,000 men, proceeded to the mountain region. The moment the news was known in Havana, three steamers were despatched with troops to the place of revolt, but before they were fairly on their way, which was on the third, the stirring intelligence arrived that four steamers, with 2,000 troops on board, had made their appearance near Nuervitan, bearing the Chilian flag, and effected a landing in that neighborhood. All the discontented thereupon proceeded to the place of disembarkation, and it was believed that the revolt had its ramifications throughout the whole Island.—Among those who left Porto Principe, were about 1,000 negroes who, it is asserted, were armed by their owners to join the insurgents. The whole affair was looked upon as a general revolution of the natives to free themselves from the Spanish rule.

HARTFORD, CT., July 9.—During a tempest of thunder and lightning, at 6 o'clock last evening, the lightning struck the house of Chas. Whiting, in Forestville, instantly killing Mr W. and his son. Mrs. Whiting was seriously injured, and though she still lives, it is doubtful if she will recover. She and Mr. W. sat on a sofa, and her son in a chair near by.

NEW YORK, 9.—The *Post's* money article says, prominent to be seen on Wall street today is the large foreign orders for Government securities. The demand from the interior is also large. Loan markets easy, but more active at 5 per cent.

LITTLE FALLS, N. Y., 9.—The Valley House and Waller Wager's cabinet shop were destroyed by fire yesterday a. m. Loss $1,500. Par- Aspinwall, brings Havanna dates of the 1st, and tially insured.

PHILADELPHIA, 9.—The rope works of Pleable & Pitey were destroyed by fire last night. Loss probably $150,000, with little or no insurance.

NEW YORK, 9.—The steamer *New York* from $13,000, in gold chiefly. Potosi and Bolivia are said to have formed a league against Spain, and an application was made to Venzuela and Columbia to join the allies. The three first named are to furnish money, and the others men, while hopes are entertained of assistance from the United States, by the emigration of Southerners through Florida.

Advices from Bogola announce the installation of the new priest Mosquedra. He disapproved the act of Congress making certain annuities to nuns, in consideration of the confiscation of their property.

The Senate insisted on carrying out its measure, and the result was that an armed mob paraded the streets, entered the Senate Chamber, and compelled Congress to sanction the veto of the priest.

This was thought to be the first step towards Mosquedra's declaring himself permanent Dictator.

Everything denotes a speedy revolution throughout the Republic, but if Mosquedra does not die he will probably fight his way through.

Matters look gloomy along the south coast. Great dissatisfaction exists in Chili. A change of Government must soon take place.

Peru seems on the verge of a revolution.

Central America remains tranquil.

Costa Rica still suffers greatly from fever.

NEW YORK, July 9th.—A telegram from Berlin, says it is officially announced that the Prussian alliance has been accepted by all the German States except Hanover, Hesse and Nassau. Hungarian deserters have come into the Prussian outposts with their horses and accoutrements. A depot has been formed of them at Glogan. A telegram from Florence, June 24th, says Baron Picasole received today a deputation of citizens of Tyrol, who presented addresses, expressing the wish of these people to be united to Italy.

BOARD OF SCHOOL TRUSTEES.

The Board met on Thursday the 5th inst., at seven o'clock, p.m.

Present—Messrs. J. D. Slater, Chairman, Abbott, May, Kirby, Scott, Cunningham, and Workman.

The minutes were read and approved. An account from Mr. Robertson, Teacher St. Georges Ward, was presented.

Moved by Mr. Cunningham, seconded by Mr. Workman, that the account of Mr. J. P. Robertson be referred to the Finance Committee.—Carried.

An offer for sale of Lot No. 4, on corner of Bolton and Carlton Streets, and fronting on Cathcart Square for a school site, was read, and reserved for further consideration.

The Local Superintendent presented his half yearly statement of attendance of pupils in the several schools under the Board, which was read and ordered to be placed on file.

The meetings of the summer months are changed from seven to eight o'clock, p. m.

JAMES JOYNT,
Secretary.

COMMERCIAL

GRAND TRUNK RAILWAY OF CANADA.—Return of traffic for week ending June 30, 1866:

Passengers,	$48,018
Express Freight, Mails and Sundries,	5,800
Freight and Live Stock,	66,026
Total,	$119,844
Corresponding week of 1865,	116,317
Increase,	$3,527

JOHN HICKSON,
Secretary and Treasurer.
Montreal, July 5, 1866.

LATEST ENGLISH MARKETS.

Liverpool, June 26.

LIVERPOOL COTTON MARKET—The evening cotton sales of Monday and Tuesday were 28,000 bales. Market buoyant with an advance of ⅛ to ¼, but closed with less firmness. Manchester market quiet.

BREADSTUFFS—Flour quiet, but firm. Wheat firm. Corn less firm.

PROVISIONS—Beef firm and upward, with an advance of 2s per bbl. Pork firm, and advanced 5s per bbl. Bacon firm. Lard very dull. Tallow quiet and steady.

London, 26th.

Consols closed at 86⅞ to 86⅞ for money. 5.20's 64 to 64½. Erie 38 to 39.

OTTAWA MARKETS.

(Compiled expressly for the Times.)

OTTAWA, July 9, 1866.

FLOUR—Extra	$9 00	@ 10 10
No. 1	7 70	@ 7 75
No. 2	6 50	@ 6 75
Bags—Fall per 100 lbs.	5 00	@ 0 00
" Spring "	3 87½	@ 0 00
Oatmeal—per 200 lbs.	5 00	@ 5 50
Indian Meal "	3 75	@ 4 00
Rye—per bushel 56 lbs.	None offering.	
Barley " 48 lbs.		
WHEAT—Fall—per bushel, 60 lbs.	2 00	@ 2 10
Spring "	1 50	@ 1 60
CORN—Per bushel, 56 lbs	0 80	@ 0 90
Peas " 60 lbs	0 85	@ 0 90
Oats " 34 lbs	0 27	@ 0 35
Beans " 60 lbs	0 00	@ 1 50
PORK—Mess—per barrel	23 50	@ 24 50
Prime Mess per do.	61 40	@ 18 40
Hog per 100 lbs	9 00	@ 10 00
Hams	0 15	@ 17 00
Beef	9 00	@ 10 00
Mutton—per lb by the qr.	0 9	@ 0 00
Veal— " "	0 10	@ 0 11
Geese—Each	0 60	@ 0 65
Turkeys—Each	0 87	@ 0 95
Fowl—Per pair	0 50	@ 0 60
BUTTER—Choice Table	0 18	@ 0 20
No. 1 Firkin	0 12½	@ 0 14
No. 2 do	0 00	@ 0 00
Eggs	0 14	@ 0 15
VEGETABLES, &c.—Potatoes	0 37	@ 0 40
HAY—Per ton	11 00	@ 0 12
WOOD—Per cord	3 50	@ 0 00
GREEN PEAS—per Peck	0 46	@ 0 00

Monday's Montreal Markets.

Montreal, July 9.

FLOUR—Super Extra	$8 50	@ 9 00
Extra	8 00	@ 8 50
Fancy	7 50	@ 8 00
Welland Canal Superfine	6 75	@ 6 80
Bag Flour	3 65	@ 3 75
WHEAT—Super No. 1 Canada	6 75	@ 6 85
No 1 Western	0 00	@ 0 00
No. 2 "	6 30	@ 6 50
Canada Wheat	1 50	@ 1 52
Western "	1 45	@ 1 50
OATS—Per 32 lbs.	36	@ 37
BARLEY—Per 48 lbs.	50	@ 55
BUTTER—Dairy	16	@ 17
Store-Packed	15	@ 16
ASHES—Pots	5 40	@ 5 45
Pearls,	7 70	@ 7 75

New York Markets.

New York, July 9.

STOCKS—Active and higher. Money on call 5 and 6 per cent.

GOLD—Opened at 153⅛ and closed at 152⅞.

COTTON—Dull at 36 for middling.

FLOUR—Dull, and in favor of the buyer. Sales 6,200 barrels at $6.50 @ 7.90 for super State; $7.70 @ $8.70 for extra State; $8.80 @ 10.13 for choice do; $6.50 @ 7.50 for super Western; $9.55 @ 9.90 for common to good extra Western, and $8.55 @ 10.20 for common to good shipping brands, for R. H. O. Canadian flour heavy and sales 250 barrels at $9.00 @ 10.35 for common, and $10.10 @ 13.90 for good to choice extra.

WHEAT—Receipts 72,629 bushels. Market dull heavy at 1c @ 2c lower for common. Sales 22,000 bushels at $2.40 for choice new No. 1 Milwaukie; $2.15 for new No. 2 Milwaukie, and $1.85 for regis-

RYE—In fair request. Sales 16,000 bushels at $10.2½ @ 10 3.

BARLEY—Quiet.

CORN—Receipts 598,171 bushels, market opened 1c lower with a moderate business. Sales 190,000 bushels at 85c @ 89c for unsound new mixed.

OATS—Opened 1c @ 2c better, and closed quiet at 1c advance. Sales at 51 @ 54c for new Western extra.

LATEST.—Flour closed dull and in buyers favor. Wheat closed very heavy at 1c @ 2c lower. Corn closed 1c lower. Pork closed firmer; new mess $32.00 @ . Lard closed dull and heavy at 19c @ 20c.

BIRTH.

In this city, on the 8th instant, the wife of Mr. D. McLennan, of the Militia Department, of a son.

SPECIAL NOTICES.

PERRY DAVIS' VEGETABLE PAIN KILLER
☞ Beware of Counterfeits and WORTHLESS IMITATIONS.
March 5, 1866.

Mortimer's Remedy for Cholera and Diarrhoea.

We certify that Mr. G. Mortimer's "Cholera Remedy" has speedily removed several attacks of Bowel Complaint and symptoms of Cholera, with which we were lately seized."
N. GERMAIN, Sussex Street.
D. McGRATH, York Street.
For sale at 41, Sussex Street. 129-3m

Davis' Pain Killer.

DEGRAFF, Ohio, June 13, 1863.

Gentlemen,—It is with pleasure that I recommend the use of your Pain Killer. It is all that is required of it. In a household it is invaluable. I have used it in my family for the last three years, and at all times found it a sure cure for Cholera morbus, Pain in the stomach, diarrhea, and all such complaints. I have always found it a specific. No family should be without it in the house.
Respectfully,
172a JAMES HOLMES.

THE BRITISH NAVY.—The question has been often asked whether the navy of Great Britain, mounting as it does over six thousand guns, and manned by 75,000 sailors, exceeds the navies of France and the United States, of France and Russia, and were it not that we might be considered a little egotistical, we should say it did exceed them altogether; but it is useless speculating upon this when there are other questions that do not admit of any doubt. No one after using the "Canadian Pain Destroyer" doubts its being the very best thing for the cure of coughs, colds, sore throat, diptheria, pains in the stomach, sides and back, spinal affections, &c. Sold by all Medicine Dealers at 25cts per bottle. 172a

MOTHERS! MOTHERS! MOTHERS!—Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth! If so, go at once and get a bottle of Mrs. Winslow's Soothing Syrup. It will relieve the poor little sufferer immediately—depend upon it: there is no mistake about it. There is not a mother on earth who has ever used it, who will not tell you at once that it will regulate the bowels and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Price 25 cents. Sold everywhere. 154-d

To Rational Invalids.—A few plain, earnest words, with such of you as suffer from **Indigestion**, and its usual accompaniment, **Habitual Costiveness.** You want relief without prostration, a rapid cure without pain. The means of obtaining that relief, of accomplishing that cure, is tendered to you in **Bristol's Sugar-coated Pills**, the only cathartic and alternative in existence which re-opens the obstructed passage of the bowels without a qualm or a pang, and restores to the stomach and liver the vigor stolen from them by disease. This genial aperient never enfeebles any organ, or reduces the general strength. On the contrary, it infallibly renews the *natural health* of the digestive and secretive functions. Rarely will it be necessary to call in a physician, where this safe and all sufficient family medicine is kept in the house. The vials contain seven doses each, and the pills have this great advantage over all ordinary purgatives—time does not impair their properties. In all cases **Bristol's Sarsaparilla** should be used in connection with the Pills. 172a

Mothers Read This!—Holloway's Worm Lozenges are a certain and safe remedy for Worms in Children and Adults.—As it is a well-known and melancholy fact that one great cause of death among children is from Worms alone, it cannot be too deeply impressed upon the minds of parents the necessity of closely watching their children. By so doing and understanding the symptoms and true cause of the disease, thousands of children might be saved from early graves. SYMPTOMS OF WORMS.—The following are a few of the very numerous symptoms and diseases which are caused by Worms: deranged appetite, emaciated extremities, offensive breath, frequent picking at the nose, grinding of the teeth during sleep, hardness of the belly, with frequent slimy stools, and sometimes convulsive fits; itching of the arms, pain in the head and stomach, unquiet sleep, faintings, tremblings, coughs, indigestion, low spirits, frightful dreams, and a gradual wasting away of flesh.

They are palatable and self-administered to the child—drive out the worms thoroughly without pain and completely cleanse the stomach—thereby doing away with the necessity of administering Castor Oil or other unpleasant cathartics—as is the use of other Worms.

☞ Each box contains the fac-simile signature of NORTHROP & LYMAN, Newcastle, C.W., who are the sole proprietors.

N. B.—Ask for *Holloway's Worm Lozenges*, ☞ and take no other. ☞ Sold by all the druggists in Ottawa, and medicine dealers everywhere. 144-6m