Messrs. JONES & HOLLARD,

NEWS AGENTS, ELGIN-ST.,

(Opposite the Russell House,)

Will receive orders for the delivery of the

DAILY "TIMES"

In any part of the city, at the rate of twelve-and-a-half cents per week.

Ottawa, Nov. 25, 1867. 598-3

NEW ADVERTISEMENTS.

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

Department of Marine & Fisheries—P. Mitchell.

Notice—Michael Maldoon.

Gold Lands in Madoc—J. T. & W. Pennock.

Special Meeting of the S. T. C. Club.

Anderton's Damper and Ventilator, &c.—Esmonde Brothers.

Ottawa River Navigation Co.—R. W. Shepherd.

Her Majesty's Theatre—Fanchon, or the Mother's Prayer.

The Ottawa Times

City and County Official Paper.

SATURDAY, NOVEMBER 30, 1867.

BELOW we publish another despatch which we have received from the Maritime Provinces on the subject of newspaper postage. The St. John papers have already expressed their opinion on the subject, and we may safely quote the following as the sentiment of the whole press of Halifax, Nova Scotia, both Union and Anti-Union. The opinion thus expressed is from one of the strongest friends of Union in the Province, and we hope the considerations advanced will not be lost sight of by the Government. We have some satisfaction in finding that the press of the Maritime Provinces have endorsed the views which we have already put forward with respect to this law, and we yet hope that the united influence of the press will be sufficient to cause the POSTMASTER-GENERAL to abandon his idea of extending the system of Newspaper Postage to the whole Dominion:

Special to the TIMES.

"HALIFAX, Nov. 28, 1867.

"In reference to the Postal Bill introduced into the Dominion Parliament, the *Evening Express* of yesterday morning says, by telegram to this paper, that the postage on newspapers will tend to make Nova Scotians more hostile to the Union. It says, it may be said that newspaper postage is exacted in Great Britain, United States, Canada, &c., and so it is, but so far our position is very different from theirs: they are in possession of a network of railways that penetrate every nook and corner in the country, by this means arrangements are made for conveying bundles of newspapers to different localities at charges almost nominal for each paper, that comparatively few newspapers pass through the British Post-Office, and this is proved by the fact that the whole number, including books, parcels, periodicals, last year, was only 53,000,000, being less than two papers a year to each person, probably not more than one to each. On the other hand the total number of newspapers that passed through the Nova Scotia post office last year was upwards of five millions, or nearly seventy-five papers to each person, and it is evident, therefore, that the contemplated post office rate on newspapers, would be extremely oppressive in the Maritime Colonies, both to newspaper proprietors and the public. They would suffer loss, and be subjected to great inconvenience, while there would be no corresponding gain to the Revenue. There is no likelihood that more than 250,000 papers would pass through the post office, if so many would pay the rate, which at half a cent each would yield $1,250, an amount which is only nominal, while inconvenience and loss on the other side would be very large indeed. We hope that a united effort will be made not only by those connected with newspapers, who are immediately interested, but also by the reading public, who are not less interested, so as to place the case in its real bearings before the General Parliament without loss of time."

THE BALL GIVEN BY THE SPEAKER OF THE SENATE.

Over 1500 Guests Present.

We do not remember ever having witnessed a more magnificent *coup d'œil*, than that presented to our view, Wednesday evening, at the Hall, or "At Home," given by the President of the Senate, in the Senate Chamber. While the body of the Senate Chamber was crowded to overflowing, the galleries were also most compactly filled with those who, not participating in the dances, were still anxious to witness the ceremonies of the evening. Below weappend, as far as we could get it, a correct list of the guests, but such anxiety was felt as the day approached upon which the ball was to be given, to procure invitations for it, that close upon two hundred invitations were sent out, or given to gentlemen for friends, of which only a very incorrect list was kept. We do not in this list publish the names of the Senators, or of the members of the House of Commons, all of whom were invited, with their ladies:

GUESTS INVITED.

Lord Monck, Lady Monck, Miss Monck, Col. and Mrs. Monck, Capt. Pemberton, Major Alexander, Lord Russell and lady.

A

Annand J., Archibald A., Audy, Ashworth, Ashworth, Armstrong, Averill General.

B

Blair A. J. F., Burrett Mr. and Miss, Bouchette, Barber, Baby, Brousseau, Beausette Mr. and Mrs., Burrowes, Blackmore, Bernard Col., Bliss Revd. and Miss, Buller Major, Bertle Lieut., Baswell, Blain Mr. and Mrs., Benson, Brunelle A.

C

Cockburn, Cassuit Col., Cartier, Clarconent, Campbell, Creighton W. L., Cassells, Carey Mr. and Mrs., Cotton Mr. and Mrs. J., Cotton Mr. and Mrs. H., Coffin, Cotton, Chesley, Coleman Mr. and Mrs., Connolly Jas., Cambie Mr. and Mrs., Compton.

D

Deshrats, Dickson, Drysdale, Drinkwater Donaldson, Duchesnay Col., Duvernay, Donaldson, Dionne (St. Ours), Dunn.

E

Edwards.

F

Friel, Ferland, Fellowes, Fellowes, Mr. Mrs. and Ladies, Fanning, Mr. and Mrs., Futvoye, Forrest, Major and Mrs., Fellowes, U. and B.

G

Galt, Hon. A. T., Griffin, Mrs. H., Godard, Graham, Gelinas, Griffin, Mrs. G., Goodwin, Gregg, Grayson, Genaud.

H

Howland, Haycock, Haycock, Haycock, Himsworth, Harington, T. D., Higgins, Mrs. M., Higgins, Mrs. C., Harper, Mr. and Mrs., Hill, Dr. and Lady, Hill, H., Henry, Dr. and Mrs., Hargrave, Hodder.

I

Irvine, Col. and Ladies.

J

Jones, Johnston, Mr. and Mrs., Johnston, Miss., Jones, Leslie.

K

Kenny, Hon. Mrs. E., Keefer, Mrs. Angus, Keefer, Mrs. T. C., Kirby.

L

Langevin, Hon. Mr., Lemoine, Lee, Lindsay, Lyons, Langton, Lajoie, Lauder, Revd. and Lady, Lafontaine, Judge and Ladies, Lindsay, Chas., Livingstone, Lepage, Lemoine, E.

M

Macdonald, Lady, Macdougall, Mitchell, Macdougall, Mr. and Ladies, Monck, Hon. Col., McGreevy, H., Meredith, Macdougall, Macdonald, Munroe, Mr. and Mrs., Morgan, McNab, Mr. and Mrs., Macaulay, Mr. and Mrs., Malloch, Dr., McCloud.

N

Napier, Noel, Mr. and Ladies.

O

O'Meara, O'Neill.

P

Provancher, Parent, Page, Powell, Powell, G., Patrick, A., Peachy, Powell, Col. and Lady, Pellant, Mr. and Lady.

R

Russell General, Russell, Reynolds, Reiffenstein, Russell A. J. and Lady, Renaud.

S

Street Mrs., Smythe, Sivinhoe, Simpson, Stanton, Scott Mr. and Mrs., Smythe, Spragge Mr. and Miss, Stuart Capt. and Mrs., Steele H. E. and lady, Stuart A. and lady, Stuart C., Smith, Stuart Capt. and Mrs., Sulte T.

T

Tupper Hon. C.B., Tilley Hon., Trudeau, Thomas C., Torrance J. A., Tetu Messrs.

V

Vansittart Mr. and Mrs., Vancourtlandt.

W

Wily, Worthington, Wickstead, Wiley Capt., Whailey Capt., Wade Mr. and Mrs., White, Whitcher, Wright Messrs., Whailey Mrs. Capt., Wylie, Willis, Wetherall.

THE DANCING.

About 9 p. m., the guests poured into the room in numbers that defied counting, and as they entered the quadrille parti s were formed. About half-past nine the splendid band of the P. C. O. Rifle Brigade, under the charge of their accomplished director, Mr. Millar, so famous for the musical concerts in Quebec last winter, discoursed the most exquisite dance music to the light of heart and nimble of feet.

Around the Speaker's chair were gathered a goodly number of prominent personages, and in the first sett of quadrilles many of the Privy Councillors, Senators, and Members of the House of Commons, might be seen threading their way through the merry mazes of the dance.

The programme of dances, which was admirably selected, we append to this notice, and in this connection cannot but again repeat the remark, that the music was the most exquisite we have ever danced to.

PROGRAMME OF DANCES.

1. Quadrille, Seraphinen.
2. Waltz, L'Innocence.
3. Lancers, De la Closerie.
4. Galop, Schwarzbacher.
5. Quadrille, Almada.
6. Waltz, Hilda.
7. Lancers, The Cure.
8. Galop, Strodedel.
9. Quadrille, Une Serenade.
10. Waltz, Juliet.
11. Lancers, Miller's Scotch.
12. Galop, Eclipse.
13. Quadrille, Tyrolese.
14. Waltz, Albert Victor.
15. Lancers, The Comic.
16. Galop, Harum Scarum.
17. Quadrille, The Workmen of Paris.
18. Waltz, The Dolorosiaton.
19. Lancers, The Royal Irish.
20. Galop, The Post Horn.

The dancing was kept up until a late hour, and throughout the whole of the night refreshments were served to the guests.

Mr. Hall, the caterer for the occasion, certainly did credit to himself, and deserves a notice at our hands.

It is unusual to witness at the hands of high officials such treats as we were entertained with on Wednesday evening, and yet in the main these are productive of the most beneficial results. Because of this we were pained that some of the Senators felt any objections to giving the Senate room for the ball, but we think on the whole that the decision come to by a vote of the Senate to permit Mr. Cauchon to have the dancing in that room was a wise one, and although it may be repugnant to some, it has been productive of the best results, in bringing together persons of note from the various parts of this Province. At the risk of repeating ourselves, we cannot but remark that Madame and Mr. Cauchon did all that they could possibly do, to provide for the amusement of the guests, and we venture to prophecy that the "At Home" of Wednesday evening will long find a pleasant nook in the memories of those who assisted at it.

Want of space only prevents our giving further details of the ball, and we must now conclude a subject which for weeks past has been the subject of everybody's speech.

LOCAL NEWS.

☞ To-Night at the Skating Rink.

A FINE assortment of Lamps, Chandeliers and Hall Lamps, can be got at the Coal Oil Depot, D. R. Leavens, 73 Sussex-st.—597-a

YOUNG & RADFORD are prepared to manufacture all kinds of gold and silver jewellery, gold and silver medals, and masonic jewels; also, to repair watches, clocks, and jewellery. Encourage home manufactures, and give them a chance. Remember the place—30 Sparks-st.

THE WEATHER.—The rain which was predicted has come in earnest, and it is believed will continue for some time. A considerable quantity will be necessary to fill the ponds and hollows in the timber regions for facilitating, when frozen over, the transport of logs from distant places to rivers.

THE GREAT SALE OF SHEFFIELD WARE now going on at A. Rowe's auction rooms is still the centre of attraction. The tea and coffee services, the dish, cover and venison dish, are pronounced very beautiful and are going at very low prices. As there is no reserve on the goods the sale will be continued until Monday, when the final closing sale will take place. Sale at 2 and 7 p. m.

☞ To-Night at the Skating Rink.

NAVIGATION STILL OPEN.—By an advertisement of the Ottawa River Navigation Company we perceive that the steamers of their line will resume their regular trips on Monday morning, when the steamer *Fairy* will leave her wharf at half-past six o'clock, a. m. The weather has taken a turn which leaves room to hope that these boats may be able to navigate the river until the middle of December.

INTO A DRAIN.—Samuel Todd, who drives for Brown & Hardy, while driving along York-st. last night, between 8 and 9 o'clock, drove into an open drain between the Methodist Church and Dr. Beaubien's, and broke both shafts and otherwise damaged the wagon, hurt himself, and injured the horse. The driver promptly informed the police, at the City Hall, for the purpose of instituting proceedings to recover damages. A horse was injured by falling into the same drain on Thursday evening. Heavy damages is the only means of curing this evil, we have tried exposure and moral suasion for a long time to little purpose, and now we say, in every instance, sue for damages.

CANADIAN PARLIAMENT.

1ST PARLIAMENT: 1ST SESSION.

HOUSE OF COMMONS.

FRIDAY, Nov. 29, 1867.

The SPEAKER took the chair at 3:20 o'clock.

The SPEAKER read his decision with regard to Mr. Chapais' Kamouraska election petition, referring to the analogous Knaresboro' case as establishing a precedent for its reception:

"The Petitioner alleges that he had a right to vote, that he was a Candidate at said Election, and complains that he was not returned as Member Elect, but that the Returning Officer made a special return to his great prejudice, &c., &c.

"There are THREE definitions by the Statute, of what shall be deemed an Election Petition under it:

"'1st. When it complains of an undue Election.

"'2nd. That no Return has been made according to the requisition of the Writ.

"'3rd. Of the Special Matters contained in such Return.'

"This Petition falls under the 2nd head, and the objection is taken that it cannot be deemed to be an Election Petition under the Statute, inasmuch as it appears by the Special Return of the Returning Officer, before the House, that by reason of a serious riot, &c., he was prevented from holding the said Election, and that no Election was in fact held.

"This objection appeared to me at the first blush to be fatal to the Petition, but I have been referred to an authority, which, I think, settles all doubts. The case of the Borough of Knaresborough in 2, Pickwell's Election cases, is remarkably similar in its facts. That was referred to a Select Committee, and adjudicated by that Committee under the same condition of Law as we have under the Controverted Elections Act of Canada.

"In that case the election was prevented by riot before the candidates had been declared, and the Returning Officers returned that they were thereby unable to execute their precept.

"The committee reported to the House, that no election had been held; that a new writ ought to issue, and that certain persons, naming them, were concerned in the riot.

"The Report was adopted by the House, a new writ was issued, and the Attorney-General was ordered forthwith to prosecute the rioters. An information was tried against them shortly after, and they were convicted and sentenced to imprisonment by the Court of King's Bench.

"All these proceedings were taken in a case where, like the present, no election had in fact been held.

"In view of this authority, I feel bound to recommend to the House that the petition in question be received. The delay in issuing a new writ may seem a present injustice to the constituency, but a much greater evil might flow from an invasion of the spirit of our election law, viz.: To remove from the House all questions touching elections or the rights of candidates and electors, which are to be adjudicated under the sanctity of an oath.

"I therefore recommend the reception of this petition as an election petition."

Hon. Mr. HOLTON objected that the instance quoted did not furnish a parallel, as coming from the electors, and not from a candidate.

Hon. Mr. CARTIER replied in support of the Speaker's ruling.

Hon. Mr. HOLTON having again urged his objection,

Hon. Sir JOHN A. MACDONALD replied, arguing that the Hon. Mr. Chapais, finding it his duty to seek a seat either in this or the Local Legislature, after acceptance of the office conferred upon him by the Crown, and having been prevented by the riot in obtaining such a seat, had no course remaining, but to petition this House as he had done. The only tribunal from which to obtain redress was a controverted election committee, with power to call and examine witnesses upon oath.

After some remarks from the Hon. Jos. HOWE and the Hon. Mr. DORION,

Mr. HARRISON pointed out that the committee would have power to order a new election, although not prayed for in the petition; which was finally ordered to be received.

The Hon. Mr. ROSE, introduced by Sir John A. Macdonald, and the Hon. Mr. Cartier, took his seat after his election for Huntingdon amid much applause.

The Hon. Mr. MACDOUGALL gave notice that on Monday next, he would move the following resolutions, affirming the advisability of incorporating Rupert's Land with the Dominion of Canada, and the advantage of extending Westward towards the Pacific the same system of Government established in these Provinces. (Hear, hear.):

1. That it would promote the prosperity of the Canadian people, and conduce to the advantage of the whole Empire, if the Dominion of Canada, constituted under the provisions of the British North America Act of 1867, were extended westward, to the shores of the Pacific Ocean.

2. That the colonisation of the fertile lands of the Saskatchewan, the Assiniboine, and the Red River districts,—the development of the mineral wealth which abounds in the regions of the Northwest,—and the extension of commercial intercourse, through the British Possessions in America, from the Atlantic to the Pacific,—are alike dependent upon the establishment of a stable government, for the maintenance of law and order in the Northwestern Territories.

3. That the welfare of a sparse and widely scattered population of British subjects, of European origin, already inhabiting these remote and unorganized territories, would be materially enhanced, by the formation therein of political institutions bearing analogy, as far as circumstances will admit, to those which exist in the several provinces of this Dominion.

4. That the 146th section of the British North America Act of 1867, provides for the admission of Rupert's Land and the North-Western Territory, or either of them, into Union with Canada; upon terms and conditions to be expressed in addresses from the Houses of Parliament of this Dominion, to Her Majesty, and which shall be approved of by the Queen in Council.—

5. That it is accordingly expedient to address Her Majesty that she would be graciously pleased, by and with the advice of Her Most Honorable Privy Council, to unite Rupert's Land, and the North-Western Territory with the Dominion of Canada, and to grant to the Parliament of Canada, authority to legislate for their future welfare and good government.

6. That in the event of the Imperial Government agreeing to transfer to Canada the jurisdiction and control over this region, it would be expedient to provide, that the legal rights of any Corporation, Company or individual within the same, will be respected, and that in case of difference of opinion as to the extent, nature, or value of these rights, the same shall be submitted to judicial decision, or be determined by mutual agreement between the Government of Canada and the parties interested.

7. That upon the transference of the Territories in question to the Canadian Government, the claims of the Indian Tribes to compensation for lands required for purposes of settlement, would be considered and settled in conformity with the equitable principles which have uniformly governed the Crown in its dealings with the Aborigines.

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Hon. Sir JOHN A. MACDONALD gave notice that he would on Monday next, move that the House do resolve itself into a Committee of the whole on Tuesday next to consider the following resolutions:

1. That for the purpose of constructing a railway connecting the port of River du Loup, in the Province of Quebec, with the line of railway leading from the City of Halifax, in the Province of Nova Scotia, at or near the Town of Truro, it is expedient to raise and appropriate by loan a sum not exceeding *three million pounds sterling*, bearing interest at a rate not exceeding *four per centum per annum*, upon the guarantee of the payment of the interest of such loan by the Commissioners of Her Majesty's Treasury, under the provisions of the Canada Railway Loan Act, 1867.

2. That it is expedient to charge the Consolidated Revenue Fund of Canada, with the principal and interest of the loan immediately after the charges specifically made thereon by sections one hundred and three, one hundred and four, and one hundred and five, of the British North America Act 1867.

3. That it is expedient to provide for the payment by the Government of Canada by way of Sinking Fund, of an annual sum at the rate of *one per centum per annum*, on the entire amount of principal money whereon interest is guaranteed, to be remitted the Commissioners of Her Majesty's Treasury by equal half-yearly payments in such manner as they may from time to time direct, and to be invested and accumulated under their direction in the name of four Trustees, nominated from time to time, two by the Commissioners of Her Majesty's Treasury, and two by the Government of Canada, such Sinking Fund and its accumulations to be invested in securities of the Provinces of Canada, Nova Scotia and New Brunswick, issued before the Union of Canada, or at the option of the Government of Canada, in such other securities as may be proposed by that Government, and approved by the Commissioners of Her Majesty's Treasury, and to be applied under the direction of the Commissioners of Her Majesty's Treasury, in discharge of principal money whereon interest is guaranteed.

4. That it is expedient to charge the Consolidated Revenue Fund of Canada with the amount of the Sinking Fund immediately after the principal and interest of the loan.

5. That it is expedient to charge the Consolidated Revenue Fund of Canada with any sum issued out of the Consolidated Fund of the United Kingdom under the Canada Railway Loan Act 1867, with interest thereon at the rate of *five per centum per annum*, immediately after the Sinking Fund.

6. That it is expedient to continue the Sinking Fund until all principal and interest of the loan, and all sums issued out of the Consolidated Fund of the United Kingdom under the Canada Railway Loan Act 1867, and all interest thereon are fully discharged, or until the Sinking Fund and its accumulations are adequate to discharge so much thereof as remains undischarged.

7. That it is expedient that the Government of Canada be empowered to raise, by loan, for the completion of the railway, a further sum not exceeding *one million pounds sterling* (without guarantee by the Commissioners of Her Majesty's Treasury) and that the Consolidated Revenue Fund of Canada be charged with the money so raised and interest, immediately after the charges made thereon in pursuance of the foregoing resolutions.

8. That it is expedient to provide that separate accounts of the monies raised under the foregoing resolutions be kept by the Receiver-General, and that all sums required for the construction of the railway, and the carrying out the purposes of the Act authorizing such construction, shall be paid out of such monies, and not out of any other fund—except that the Governor in Council may authorize the advance out of the Consolidated Revenue Fund, of such sums as it may be necessary to expend for the purposes aforesaid, before the said loans can be raised; such sums to be repaid to the Consolidated Revenue Fund out of the loans.

On the reading of the orders of the day,

Mr. MORRIS asked the Chairman of the Printing Committee whether it was proposed to suggest any steps towards the preservation of a record of the proceedings in the House in the shape of a Hansard Report.

Mr. McKENZIE would not venture to depart so far from the practice adopted by the Government than to say that the subject was under consideration. (Laughter.)

In Committee of the whole upon the *Interpretation of Statutes* Bill. Mr. CHAUVEAU in the Chair.

Hon. Mr. HOLTON took occasion to object to the mistranslation of the word *Dominion* by the French word *Puissance* adopted by the Government in all their documents. It had been said that the Minister of Militia, himself a *puissance* (a laugh) was responsible for its introduction. It was inappropriate as being more forcible than *Kingdom*, which was originally rejected as offensive.

Hon. Mr. CARTIER insisted on the applicability of the word; *Puissance* simply meant power, and Canada *was* a power in North America. (Hear.)

The Bill passed with some verbal amendments, and was ordered to be read a third time on Monday.

When the House resumed.

Hon. Sir JOHN A. MACDONALD, with every sense of the gravity of the subject and deploring the necessity for such a measure, moved the second reading of the Foreign Aggressors Apprehension Bill, remarking that no injustice had occurred in its operation hitherto.

Hon. Mr. DORION regretted that it should be under any circumstances an Act of such nature should be called for, and even now while admitting that no complaint had arisen from its working, would have preferred it being postponed to next Session. He would offer no opposition, however, leaving the responsibility with Ministers.

Mr. ANGLIN thought that it would have been better to confer authority upon the Governor-General to suspend the Habeas Corpus Act where occasion should arise, instead of first suspending the Act and then leaving it in the Governor's power to restore the constitutional guarantees at any time hereafter.

After some further remarks from Hon. Sir JOHN A. MACDONALD the Bill was read a second time and passed through Committee without amendment.

The Canadian Steam Navigation Company Bill was read a second time on the motion of Mr. MORRIS, and the House adjourned, at a quarter to six, until Monday.

☞ To-Night at the Skating Rink.

THE COUNTERFEITERS.—The bail in the case of the counterfeiters, the Tierney family and Buckley, was fixed by the Police Magistrate at one thousand dollars each, on each charge, and to find two sureties in five hundred dollars each, and Jane Tierney, one thousand dollars for uttering the counterfeit coin. The old man, and his daughter Jane, were bailed out on the evening of the trial, but the two sons, and Charles Buckley are still in prison for want of bail.

THE TIERNEYS'.—The counterfeiting case was the subject of general conversation in all parts of the city, and especially the heartless conduct of the girl Jane Tierney, in passing off bad money on a poor old woman, and others who could not afford to lose a penny, and getting the article purchased and good money in change; knowing, as she well did, that the coin was utterly worthless. Several theories were set up as to the stupid method adopted for circulating the counterfeit money. It was maintained by most people who knows the Tierneys, that they were not so foolish as to send their half dollars to be peddled about in that dangerous way so near home. It was believed that Jane took the pieces unknown to her friends, to spend it for the gratification of her own little tastes, and to realize a little sterling cash by way of change. Poor Jane, if this is the true theory, may expect a rather hard time of it from the "old folks at home."

THEATRICAL.—The great moral drama of "The Stranger" was put on the boards at the Theatre last night, and was played better than any piece we have ever seen in this city. This was the first appearance here of Mr. and Mrs. Lanergan. Mr. Lanergan played the Stranger, and Mrs. Lanergan appeared as Mrs. Haller. We had heard much of these actors before, but we were certainly not prepared for the effect produced by their acting. The personation of their respective characters was perfect throughout the whole performance, but in the last act many in the audience found themselves strongly affected about the eyes. It was quite remarkable to see how many men all at once found it necessary to use their pocket handkerchiefs—pretending to wipe the perspiration from their foreheads. If we are to take last night's acting as a sample, then we predict full houses during the stay of these actors here. Fortunately they found a company here perfectly capable of sustaining them—these have made for themselves a reputation which requires no remarks from us. "Fanchon, or the Mother's Prayer" will be played this evening, Mrs. Lanergan as Fachon and Mr. Lanergan as Landry, supported by the whole company. This, no doubt, will draw a full house.

YOUNG AND RADFORD'S stock of watches, clocks, jewellery, fancy goods and electro plated ware are worthy of inspection. All goods is will be sold cheap. Give them a call. Remember the place, 30 Sparks-st. 597-

CARPETS AND HOUSE FURNISHINGS.—Garland, Burchmor & Co., 20 Sparks-st., make a speciality of carpets and house furnishings. They have a large stock, comprising new choice patterns in Brussels tapestry, two and three ply carpettings, to which they are making weekly additions. Carpets made and laid with despatch. Inspection invited. 582-y

LETTERS TO THE EDITOR.

THE RAILWAY COMMISSIONERSHIP.

To the Editor of the Ottawa TIMES.

SIR,—"Anglo Saxon" suggests that Mr. Howe should be placed at the head of the Intercolonial Railway Commission. I have no desire to thwart the well meant endeavors of Mr. Howe's friend to provide for that hon. gentleman, but truth compels me to say that Mr. Howe's railway antecedents in Nova Scotia have not tended to immortalize him as a successful Railway Commissioner. Let one fact suffice. After two visits to the Colonial Office on Railway Delegations, he pledged his opinion to the people of Nova Scotia that the lines could be built for £5,000 or £6,000 per mile. They cost £11,000 per mile, and were greatly inferior in every respect to the New Brunswick line.

Let there be no more jobbing of Railway Commissionerships for mere political considerations. The head of the Commission should assuredly be a person having a fair share of engineering knowledge, and the Local Commissioners should at least be men of character and means—men who have to some extent made railway matters their study, and are above the suspicion of being influenced by contractors or interested parties. On no other basis can a Commission be formed that shall command the confidence of the country.

I beg to say in conclusion that I desire in no way to cast a personal reflection upon Mr. Howe, but simply to question, as I have a right to do, his fitness for the position indicated.

Yours, &c.,
A NOVA SCOTIAN.

Thursday, Nov. 28.

DISTRIBUTION OF PATRONAGE.

To the Editor of the Ottawa TIMES.

MR. EDITOR,—I notice in this morning's issue an extract from a late number of the *Journal de Quebec*, which states "that under the new *regime* we French Canadians are no longer neglected." "This spirit of justice and impartiality does the greatest honor to the Hon. J. Cockburn, Speaker of the Commons." In the distribution of public offices and especially those connected with the Senate and Commons, where it is on all sides conceded that we commence *de novo*, and as Mr. McGee in his eloquent speech on the address, says: "We begin a new set of journals," the greatest care should be taken in selecting persons from all parts of the Dominion to fill the different situations, and prevent even a suspicion that either Province or section is overlooked. The representatives from Ontario and Quebec are fully justified in seeing that the interests of their constituents are not neglected in this respect, but at the same time they must remember that there are other Provinces in the Confederation and in monopolizing the patronage of the Senate and Commons for the benefit of the French Canadians and natives of Ontario must not encroach upon the privileges of Nova Scotia and New Brunswick. The Maritime Provinces certainly are entitled to some consideration, and I trust that "the spirit of justice and impartiality" attributed to the Hon. Speaker will be confined not only to French Canadians, but extended over the whole Dominion. If he acts in this way, then in reality will his conduct reflect "the greatest honor" upon him.

Yours, &c.,
A NEW BRUNSWICKER.

Ottawa, Nov. 28, 1867.

THE INTERCOLONIAL RAILWAY ROUTE.

To the Editor of the TIMES.

SIR,—May I beg a portion of your space to say a few words in reply to "Economist's" letter in your issue of this morning. I would first observe that considerable experience in life has taught me that when, in an argument, a man loses temper and resorts to calling names and telling fibs, he is conscious of the weakness of his cause. Now, this is just what "Economist" has done in his attempted reply to my former letter. But he has, as is usual with hot-headed partisans, overshot the mark and the names that courtesy alone prevented me from applying with truth to his scheme, he falsely applies to the well-considered undertaking of the British Government, the original plan of which has been adhered to ever since the first, and only full survey has been made of the rival lines. A glance at the correspondence between Her Majesty's successive Governments and those of the Provinces, will fully substantiate what I now state, and will further show that, notwithstanding much abler advocacy than any "Economist" could possibly furnish, the British Cabinet has steadily refused the Imperial guarantee to any line which departed much from that of Major Robinson. "Economist" is, perhaps, sore that his notable scheme of getting his fingers into the public purse to the tune of $5,000,000 or $8,000,000 has been exposed, and he unwisely allows his disappointment to take the form of abuse. He has utterly failed to make his case any clearer, and falls back upon a pretended solicitude for the interests of Ontario and Quebec, as contrasted with those of New Brunswick. Fortunately the people of these Provinces have now their eyes open to the importance of the route, and I am quite as willing as "Economist" that they shall judge between the merits of his scheme, and that of the British Government. I shall waste no more time on "Economist's" scheme, but shall make a few remarks on a subject of vastly greater moment.

I was very glad to see in your columns today, a letter signed "Anglo-Saxon," in which deservedly honorable mention is made of the Hon. Joseph Howe, and attention is called to the great claims of this talented gentleman. The name of Joseph Howe is a "household word" in connection with reform and progress in the Lower Provinces. For years he fought the battle of freedom alone and unassisted; for years he bore, with heroic fortitude, all the opposition of the old "family compact" of Nova Scotia and New Brunswick, and almost alone, he overthrew them, and succeeded in establishing Responsible Government in the Provinces. The struggle was a long and arduous one, and for all the best years of a vigorous and active manhood, his eloquent tongue and powerful pen fought the battles of his countrymen against the oligarchy that assumed prescriptive rights. He was ever in the foremost ranks of progress, and may justly be styled the "*Father of the Intercolonial Railway.*" Whatever his worst enemies may say against him, they cannot with truth charge him with malversation while in office. Through a long and varied political life he has had ample means to enrich himself. Not to his honor be it said, that personal advantage has never entered into his calculations, nor exercised undue influence on his actions, and he now occupies the position of a poor man, but with the proud satisfaction of an official retrospect which will bear the closest scrutiny.

The suggestion made by "Anglo-Saxon" is one well deserving the consideration of Government. Who so fit as he to fill the important post of President of the Railway Commission? Who can offer claims equal to his? Who has more practical knowledge of the subject? While President of the Railway Board in Nova Scotia, he devoted his whole attention to the subject, and the success of the railroad system there furnish ample proof of the value of his services. His whole official life is a sufficient guarantee that the interests of the country will be safe in his hands. His appointment will be hailed with approbation, even by those now politically opposed to him, and though at present unfortunately in the ranks of opposition to *Union*, there is not the slightest doubt, that as regards the *Intercolonial Railway*, the knowledge and judgment of his mature years, and all the energy that a still vigorous mind and constitution possesses in an extraordinary degree, will be devoted to the success of this child of his early hopes.

I sincerely trust that the suggestion thus happily made by "Anglo Saxon," will receive the attention it merits, and that this old public servant will have the proud satisfaction of knowing that his services have not been undervalued.

Yours truly,
SAFETY.

Ottawa, Nov. 28, 1867.

☞ To-Night at the Skating Rink.

To the Editor of the Ottawa TIMES.

SIR,—A correspondent who signs himself "Truth" has undertaken to show that in your editorial of the 25th inst., you have espoused erroneous views and made untenable objections to the Frontier line as the route for the Intercolonial Railroad. I read your article with much satisfaction, as it was an earnest that more enlarged views than those engendered by mere sectional interests were beginning to be entertained on this important subject, and that the magnitude of the results involved in the question of route, was not lost sight of by those who could take an impartial view of the matter.

Allow me to notice briefly the main points of "Truth's" letter, and see how far his remarks will bear the scrutiny of close examination.

"Truth" says your first objection to the frontier line is untenable, because the science of modern warfare has demonstrated "that railroads to be of service in time of war, should run near the points most open or liable to attack; and that it is desirable that they should traverse the populous part of the country, rather than the more sparsely settled."

With the last clause of this sentence I perfectly agree, and in order to get the line through a more "populous part of the country," the Northern Central line, running from Aphagui through the counties of King's, Queen's, Sunbury, Kent, Northumberland, Gloucester, Restigouche, and Rimouski, should be adopted, as that line will give 419 of population to the mile, while the Frontier line, according to its strongest advocate, Walter Buck, Esq., C. E., will *give only* 338, *and half of this number is derived from American territory, through which it does not run at all*, which shows how hard pressed its advocate was to make out a case in its favor.

With respect to the first part of your assertion, as I am not a military man, and cannot pretend to speak *ex cathedra* on the subject, I therefore think it modest and prudent to be guided by the opinions of British statesmen, who may be supposed to know something about the matter, or at least to be guided by those who have made military science the study of their lives. If "Truth" can get the British Cabinet to coincide with his newfangled ideas of scientific warfare, I am contented, but I object to the manner in which he tries to make it appear that English statesmen have ever favored the idea that the military character of the road should be lost sight of. "Truth" asserts that "Earl Grey, in a letter on this subject, has admitted that the "Imperial Government would not make it a "*sine qua non*, that the line should go North, in "order to avoid the frontier." Now, I do not say that Earl Grey never wrote this, but I do assert that it is not to be found in the letter, to which "Truth" alludes, viz.: that from B. Hawes, Esq., to Joseph Howe, Esq., dated March 10th, 1851, from which he quotes, and I further assert that I have not been able to find it in all the correspondence on the subject extending over many years. Perhaps "Truth" would be kind enough to mention the date of the letter in which it appears, and the name of the personage to whom it was addressed.

"Truth" then quotes from the letter to Mr. Howe, just as much as suited his purpose of making it appear that Her Majesty's Government had waived the military character of the road, and "*was prepared to accept a proposition "to bring the road as near as practicable to the "boundary of the United States, for the express "purpose of opening a communication with the "railroads of the Republic.*" This was ingeniously done, and well calculated for its object—deceiving his readers; but let us give the *whole quotation fairly* and see if "Truth" had not better have signed himself "Falsehood." Mr. Hawes, in the letter of the date above referred to, says:—

"You will observe that I have stated that "the line is to pass entirely through British "territory; but Her Majesty's Government do "not require that the line should necessarily "be that recommended by Major Robinson "and Captain Henderson. If the opinion "which is maintained by many persons well "qualified to form a judgment is correct, that "a shorter and better line may be found "through New Brunswick, it will, of course, "be preferred, and there will be sufficient time "for determining this question while the ear-"lier part of the line is in progress. It is "also understood that Her Majesty's Govern-"ment will by no means object to its forma-"ing part of the plan which may be deter-"mined upon, that it should include a provi-"sion for establishing a communication be-"tween the projected railways and the rail-"ways of the United States."

But Mr. Hawes adds, what "Truth" did not think fit to quote, as it would have prevented him from making use of so specious a paraphrase as he has indulged in for the purpose of misleading his readers. Here is the conclusion of the sentence, and I call the attention of all "Truth's" readers to it:—

"*Any deviation from the line recommended by "Major Robinson and Captain Henderson, must, "however, be subject to the approval of Her Ma-"jesty's Government.*"

Now mark the ingenious but dishonest reasoning of "Truth;" he says:

"Indeed, the simple remark of Mr. Hawes, "'a shorter and better line may be built,' &c., "remembering that any other line must ap-"proach near the American frontier, shows "conclusively that the idea of avoiding the "frontier had been abandoned."

Mr. Hawes said, "*if a shorter and better line may be found* through New Brunswick, it will of course be preferred," * * * but it does not follow that "any other line must approach near the American frontier," as "Truth" asserts, for I have already shown in my former letter that a "shor