

NEW ADVERTISEMENTS. On no occasion will the names of our advertisers be inserted here.

The Ottawa Times

THURSDAY, MARCH 26, 1888.

W. M. CALDWELL, Esq., the newly elected M.P. for Restigouche, and DANIEL FRASER, Esq., of Metapedia, arrived in town yesterday.

Mr. FRANK SMITH and Mr. BERTIN arrived yesterday from Toronto, for the purpose of representing to the Government the views of the merchants of that city on the sugar duties.

We are authorized to state that E. R. BREWER, Esq., of St. John, N. B., has made an offer to the Government to construct, construct and equip the whole line of Intercolonial Railway from Truro to Riviere du Loup, by the North Shore route, for the lump sum of \$14,600,000.

We recently read in the repertoire of fancy and fiction, the Globe's Ottawa correspondence, a highly imaginative account of a scene which did not take place in the Privy Council over the new Militia Bill.

We are favored to-night with a couple of communications on the railway route question; one signed "Examiner," in reply to the article which we republished from the Montreal Gazette, and of which we need only say that we hope it will meet with the same careful attention to which we commended the other.

That brief editorial reference has called forth a pointed rejoinder from our correspondents, who confront us with an apparently damaging array of figures; but we shall endeavor in a few words as possible to justify our position. We said that "according to 'Major Robinson's figures' the actual distance between Riviere du Loup and the Junction was 362, instead of 390 miles as affirmed by Mr. FLEMING; and now to the proof. Mr. FLEMING says, page 47, he has made an allowance for curvature "equal to about eight per cent of the whole;" now eight per cent of 392 is 31.36, which added to that sum, minus the fraction, gives 360.64, or Major Robinson's distance—360.64 miles.

correspondent, writing under the shelter of a nom de plume, and cannot, therefore, be expected to vouch for assertions unless we have authority for so doing, even though we have no reason to doubt their truth.

"reliable parties," he is dealing in assertions of the truth of which we know nothing more than the reporter of Mr. W. B. HAZEN. It would then be manifestly fair that "we should convince the public of the reliability of the papers to whom he alludes, before challenging the validity of other statements, not forth with just as many claims to credence as his own.

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WEATHER TABLE.—Noted by Wm. Hearn, Optician and Druggist, Market Drug Store, York-st.

OTAWA, MARCH 25, 1888. Greatest degree of cold registered during the previous night, 20 below zero.

MINERAL DISCOVERIES.—In a conversation with Mr. Small after his lecture of last Saturday evening, he assured us that he had found a very fine sample of Asbestin in considerable abundance in Central Canada.

INTERCOLONIAL RAILWAY. Reply to the "Argument" Published Yesterday.

NOVA SCOTIA FISHERMEN'S RELIEF FUND.

LOCAL NEWS.

BOILER COURT.—Two trifling cases of drunkenness quitted the business of the police court yesterday morning.

THE FERRY REVENUES.—The readings in Webster's Hall will be held as usual this evening, probably for the last time this season.

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their own showing how much "cheaper" it will be to the country, and these writers rely upon it.

But let us examine this scheme a little more closely, and see what foundation there is for this array of ingeniously cooked up figures—figures which, no better foundation than the scheming brains of a clique of interested speculators, who are hiding their own selfish interests under the public interest.

These figures are either founded on Mr. Fleming's report, or they are not. If not, then they are not to be taken into consideration. If they are, then they are not to be taken into consideration.

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This distance Mr. Fleming by his allowance for curvature increases to 390.64 miles.

It would be quite useless to introduce the section between the junction of the E. and N. A. and the North Shore route, as it is common to all lines, and is included on all plans to be 109 miles.

With reference to the Unspalquitch divergence, Mr. Fleming's route would be shorter if constructed by that route, but it so happens that Mr. Fleming and Major Robinson concur in their condemnation of that route.

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public matters, questions of trade, &c. If he would so shape his resolutions to comprise those subjects and those communications, the Government would be quite willing to give him that information, but he would warn them that the printing of his report would involve a large amount of expense, and much valuable time in getting this information for the House.

Hon. Mr. BOSS thought it would be very desirable to have the discussion postponed, in order that the hon. members of the House, who wished to do so, might take part in it. He would move that the debate be postponed until next Thursday, as he thought that the members of the Government might all be present at the discussion, and that it would be important. Members would not be prepared to speak upon the subject, and much information might be derived from them.

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