NEW ADVERTISEMENTS.

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

Farm for Sale or to Let—Z. S. M. Hersey.
Authorised Discount—R. S. M. Bouchette.
Public Notice—John Downing.
Auction Sale of Furniture—H. McLean.

Notice to City Subscribers.

On and after MONDAY NEXT, (the 6th instant,) THE TIMES will be delivered direct from the Office of Publication. Any irregularity in the delivery will be promptly remedied on giving notice at the Office.

Ottawa, April 4, 1868.

The Ottawa Times

County Official Paper.

MONDAY, APRIL 6, 1868.

☞ *For notices of Property for Sale or to Let see Fourth Page.*

"NEW BRUNSWICKER" sends us a brief note by way of closing the controversy between us. He cannot see why our "reflections" upon the St. John *Globe* do not apply to other people who agree with it on the question of railway route. We admitted that if like the *Globe*, they were "repealers," at the same time, they might be justified in applying the remarks themselves; but that even then there was no "reflection" on their loyalty or honor. It is no "reflection" on the *Globe* to call it a "repealer," for such it is in fact, but nobody who "views" the railway question from the "Union" stand point can by any process of fair reasoning apply to himself remarks which very plainly and pointedly were directed against one repeal organ, and that only. We said nothing of the "arguments" of the *Globe*, for we detected none in its columns, and surely when giving only its "views" we had a right to assume that they were in consonance with its policy, without wounding the feelings of the most susceptible Unionist. As to the fidelity of our correspondent to the cause of Union, we have not the slightest doubt, for we know that it had the benefit of his earnest and powerful support; but while admitting all this, it is quite within reason that on a question of such great sectional as well as general interest, as the selection of the railway route, his opinion may not be that which will find favor with the majority of the whole Dominion.

A CORRESPONDENT writing from Cumberland, Nova Scotia, sends us an indignant protest against the assertion said by the St. John *Telegraph* to have been made by Mr. SAVARY in Parliament, that "the Hon. Dr. TUPPER "dare not, at the present time, travel through "Cumberland, or any other part of Nova "Scotia, except Halifax, for fear of being "assassinated." We do not publish his letter, because the above statement, if made by the *Telegraph*, was a gross exaggeration. Mr. SAVARY did not say anything about assassination; but by way of expressing as strongly as possible the degree of political feeling against Dr. TUPPER, said that he might, or would, run the risk of "personal violence," which, we believe, all his auditors understood as being a somewhat hyperbolical expression for the state of feeling he was then endeavoring to describe. We readily believe our correspondent, when he says "there is not a county in "Nova Scotia through which the Dr. cannot "pass with impunity," and that the people of Nova Scotia are "loyal and peace loving;" but we do not think it conducive to the interests of peace and good will, to make a grossly exaggerated report of an expression used in the heat of debate upon a subject on which Mr. SAVARY, rightly or wrongly, held very strong views, the occasion of bringing an accusation against him of having called the Nova Scotians "assassins." Mr. SAVARY spoke for the party opposed to Dr. TUPPER, which unfortunately at the present time is a very large party in Nova Scotia, and we may be quite sure that it was very far from his intention to describe them as lawless rowdies. The style of political discussion in Nova Scotia has been, since we came to watch it, far more forcible than polite; writers and speakers apparently value their words rather for the intensity than the exactitude of their expression; and as a consequence exaggeration becomes the rule instead of the exception. We do not apply this remark to the speakers in the Dominion Parliament who represent Nova Scotia, though during the early part of the Session, no man dealt out hyperbole more unsparingly than the Hon. JOSEPH HOWE. May it not have happened on this particular occasion that Mr. SAVARY was betrayed into the same course? At all events we can assure our correspondent, that the expression actually used was by no means so objectionable as represented in his letter on the authority of a St. John paper; that its effect on the listeners was not to make them think any the worse of Nova Scotians, but that Mr. SAVARY was merely using strong language to convey an idea of the feeling in his Province. Instead, therefore, of publishing his letter, we offer this explanation, as better calculated to lead to a true understanding of the case, which was doubtless the object our correspondent had in view, in writing to us.

THE HON. MR. CARLING has taken active measures to promote a greater degree of efficiency and general usefulness among the Mechanics' Institutes throughout the Province. The Act passed last Session "for the "encouragement of agriculture, horticulture, "arts and manufactures," has introduced several very desirable reforms, and it now appears that the "Bureau of Agriculture "and Arts," over which Mr. CARLING presides, is resolved upon giving practical effect to them as far as possible.

We have before us a circular, two copies of which have been sent to each Mechanics' Institute in the Province, calling particular attention to the Act above named, and instructing the officers of these institutions as to applications for aid, sending in reports, and other matters affecting their management. The most important part of this circular is, however, a series of questions concerning the working and condition of each Institute, to which answers are to be filled in and one copy returned to the Bureau, the other being retained by the Institute. This will result in gathering together a mass of information concerning the working of Mechanics' Institutes throughout the country, which, in itself, will be very useful, and it will tend to stimulate their managers to greater exertions in promoting their efficiency. There is, perhaps, no place in Canada of equal extent where there is a wider field for progress in this direction than the capital of the Dominion. There is no doubt that those who have managed and supported our Mechanics' Institute have done their very best; but still the support it has received from the citizens has not been sufficient to make it what it ought to have been. It is also true, that there are other Literary Associations which, to some extent, fulfil the duties of a Mechanics' Institute towards certain classes of the population; but allowing for this, we very much fear that the answers to the following questions will not be such as to give Ottawa that rank in the work of public enlightenment, which it should hold:—

1.—In what year was your Institution established?
2.—Is it incorporated, and whether under a general or a special Act?
3.—Does the Institute own the property it occupies, and if so, what is its value?
4.—If not owner, what is the annual rent paid therefor?
5.—What the estimated value of property, other than real estate?
6.—What the number of its members, and the rate of annual subscription?
7.—What the number of volumes of Books in its Library?
(1) Mechanical or Scientific.
(2) History and Travels.
(3) Works of Fiction.
(4) Miscellaneous.
8.—What its last year's circulation to readers, of each class of books?
9.—Has it any reading room open to its members, and what the annual value of works on the tables:
(1) Newspapers.
(2) Literary magazines.
(3) Mechanical or scientific.
10.—How often are the library and the reading room open to Members?
11.—Have any evening classes been organized, and if so,
(1) The subjects taught?
(2) The charge for tuition?
(3) Teaching hours each Session?
(4) The number of pupils?
(5) Average remuneration to teachers?
12.—Have any lectures been delivered during the past year, and what their nature?
13.—What entertainments other than lectures have been provided, if any?

An important report has just been printed containing the evidence taken by the Committee of the Senate, appointed in the early part of the Session, to enquire into the causes of the recent financial crisis in the Province of Ontario, Hon. D. L. MACPHERSON, Chairman. The Committee have not yet completed their labors, but have deemed the evidence so far received of sufficient importance to report it to the Senate.

Eighteen questions were submitted to the Bankers of Ontario and Quebec. These have been answered by Mr. FISHER, of the Ontario Bank, Mr. HAGUE, of the Bank of Toronto, Mr. DALLAS, of the Bank of Commerce, Mr. WOODSIDE, of the Royal Canadian Bank, Mr. CASSELS, of the Gore Bank, Mr. ARNOLD, of the Niagara District Bank, Mr. MORTON, Secretary to the Trustees of the Bank of Upper Canada, Mr. STEVENSON, of the Quebec Bank, and Mr. VEZINA, of the Banque Nationale. Eleven questions were submitted to Mr. KING, of the Bank of Montreal, but have not yet been answered, and sixteen questions to Mr. PATON, of the Bank of British North America, which, with the answers received, appear in the report.

The following are the questions submitted to Bankers in Ontario and Quebec:

1. What was the condition of trade generally in Ontario between the 1st of September and 15th of October last?
2. What was the condition of same during the remainder of October and down to the middle of November?
3. What were the causes which combined to produce the general monetary derangement and great depression in business which existed during the period referred to in query No. 2, and were they aggravated or allayed by any, and what, special causes?
4. What has been the effect produced upon the policy or business of the banks in Ontario, as evidenced by the amount of their discounts before and since the crisis?
5. What has been the effect upon their deposits and circulation?
6. Is public confidence being restored?
7. Will the effect of the crisis extend injuriously to the approaching winter trade?
8. What proportion of the circulation and deposits were deemed sufficient to be held in specie in former years?
9. Is a larger proportion necessary now, and why?
10. What proportion of their capital are the banks required to hold in Provincial debentures?
11. Do the banks hold Provincial notes (legal tenders) under any arrangement which precludes their using them as the equivalent of specie in their ordinary business; and, if so, what amount is held by —— Bank, and why?
12. State the terms and conditions on which the Canadian banks adjust their balances with each other?
13. What was the effect upon the prices of commodities and upon trade generally, produced by the suspension of the Commercial Bank, and the panic that ensued in respect to other banks in Ontario?
14. What were the weekly quotations during October for bank and first-class merchants' exchange on London at sixty days' sight?
16. What was the condition of our money market, and what were the rates of interest during the same period?
17. What, in your opinion, has been the effect of the Act of last Session, providing for the issue of Provincial notes, upon the banking and general interests of the country?
18. What legislation, in your opinion, would be best calculated to prevent a recurrence of similar crises, and to give to the country sound systems of currency and banking adapted to the requirements of its trade and commerce?

The answer to the first is, with one exception, that the trade of the Province was in a satisfactory condition. Mr. PATON says the state of business was not satisfactory, importations of dry goods having been in excess and prices falling. With respect to the effect of the crisis on business, there is, of course, but one opinion expressed—while the pause lasted business was paralyzed, and restored again with the restoration of confidence, though it has had the effect of somewhat restricting credits. The failure of the Commercial Bank, so soon after that of the Bank of Upper Canada, is admitted by all to have been the proximate cause of the crisis.

The answers to questions seventeen and eighteen, are those which will excite the greatest degree of attention, as they relate to the present and future policy of the country on the important subject of Banking. Mr. FISHER holds that the Provincial Note Act of 1866 has a prejudicial effect, especially on the Province of Ontario. Mr. HAGUE, who gives an elaborate answer to questions 17 and 18, says:—

17. The effect of the Act of last Session, directly, had been little felt, for the reason apparently that no Bank but the Bank of Montreal, which was a large creditor of the Government, came under its provisions.

Had the Bank of Montreal not been a creditor of the Government, the consequence must have been a large curtailment of its commercial discounts for the purpose of obtaining means to reduce its circulation. Being a creditor of the Government, the Bank was enabled to obtain circulating notes of the Province to replace its own as fast as they were required—an operation which was further facilitated by its being constituted the agent of the Government for the management of its circulation.

Previous to the passing of the Act, the Bank of Montreal had curtailed its discounts very largely in the West; but the curtailment appears to have been for reasons unconnected with the Act, as the total of its advances was unaffected.

Indirectly the passing of the Act led to a suspension of the relations which had subsisted between the Bank of Montreal and the rest of the banks of the country. These relations led to the greatest economy of funds, and were not less for the advantage of the banks than for the public convenience. It resulted also in the locking up of a considerable amount of unproductive funds by the banks, as referred to in my answer to question No. 11.

When the position of a Bank has become impaired, such a lock-up, unless its effects were counteracted, might be productive of disastrous consequences. In this case the interests of the public would suffer to a serious extent.

I believe also, that if separate returns were required of the amount of Provincial notes and gold held by each bank, it would be found that there is a considerably less average of gold in the Province than there was before the passing of the Act.

Judging from the returns in the *Canada Gazette*, I do not think the Provincial notes displaced to any extent the issues of the banks which still retain their circulation.

Mr. PATON says:

"I do not consider that the Legal Tender Act of last Session has had any other effect on the banking and general interests of the country than that of replacing the circulation of the Bank of Montreal, which is being withdrawn, by a like amount of Legal Tender Notes, and of giving the Government the use of four-fifths of the amount of the circulation of these notes. It merely involves the substitution of Government notes for the circulation of the Bank of Montreal."

The answers of the other bankers generally are in effect that the Act has had a prejudicial influence.

Many suggestions are offered as to the future legislation necessary to give the country a sound system of currency and banking adapted to the requirements of its trade and commerce, but they are too lengthy to be conveniently summarised. The general scope of the recommendations points to greater security for the redemption of bank currency, and a stricter supervision over bank management; but as Mr. PATON says truly:

"No Government legislation can prevent the recurrence of such events as have unhappily taken place within the past two years in Canada, viz., the failure of the Bank of Upper Canada and of the Commercial Bank. Such events can only be prevented by the circumspect, cautious and intelligent management of these who have the direction and charge of the banking institutions of the country."

Government can, however, provide an absolutely safe circulating medium, and if the currency of the country is placed beyond the danger of panic, one great danger to the stability of the banks will be entirely removed, and one serious consequence of their failure—loss or inconvenience to bill-holders—will be effectually obviated. Mr. HAGUE makes some important suggestions upon the subject of future legislation, but space will not permit us to refer to them at great length. The Bankers naturally enough prefer to retain the power of issuing notes, and assail the adoption of a Government currency, on the ground that it lacks the power of elasticity or expansion to meet the periodical drains upon the circulation in forwarding produce. Upon the whole, however, we are agreeably surprised at the moderation in tone now evinced upon this matter, when we reflect upon the predictions of certain destruction, bankruptcy and general ruin which it was said would follow the passing of the Legal Tender Act, when it was before Parliament in 1866.

WE direct attention to the important news from England under the telegraphic heading. Mr. GLADSTONE has had a great victory on a most important question. The query naturally arises, are the Liberals now going to lead the nation into "shooting Niagara" on the Irish question, as did the Conservatives on the Parliamentary franchise? It is unfortunate for Mr. D'ISRAELI in the present temper of the English people that he could not have impressed upon his colleagues and his party some of his own early notions as to the best way of dealing with Ireland; had he done so he might again have "headed off" GLADSTONE, as he did on the Reform question, but the chances in this case are against him.

MR. GEORGE W. BREGA's report on the state of trade between the United States and the British North American Provinces has been laid before the House of Representatives. Mr. BREGA reports favorably of a renewal of the Reciprocity Treaty, based upon the main features of the old treaty.

THE ROUTE QUESTION.

To the Editor of THE TIMES.

SIR,—I am not at all anxious to prolong a discussion. I claimed that you reflected upon the loyalty to the Union, or the wisdom of a majority, of the people of New Brunswick. As I understand it, your position is, that you only directed your remarks at the *Globe*: I do not see how in a case, as on this railway question, where a majority of the people agree in sentiment with the *Globe*, your reflections upon that paper, in connection with this subject, do not apply to the before mentioned majority.

Let me say, for fear you have any doubts, that I am, and have been a strong Unionist in principle; if to make sacrifices and work earnestly, justifies my claiming it, I have proved my sincerity. I want to see Union prosper; I abhor the idea of annexation, or repeal. *I hate that policy, which can tend to either.*

Yours, &c., NEW BRUNSWICK.

YOUNG AND RADFORD have the largest, best and cheapest stock of watches to be found in Ottawa. They have also on hand a very choice and varied assortment of Electro-plated ware, and Fancy Goods. They do all kinds of repairing and jewellery jobbing in first-class style. 656-y.

New York Money Market.

NEW YORK, April 4.—Stocks active and strong.
Erie 78¾.
Illinois Central 138¼.
Gold 138⅜.

COMMERCIAL AND MARITIME SUPREMACY IN AMERICA.

On Saturday evening R. G. Haliburton, Esq., M. A., F. S. A., delivered a lecture on "Our "chances for the prize of commercial and "maritime supremacy in the New World," under the auspices of the Ottawa Natural History Society, at the Theatre.

The Rev. Mr. Phillipps, Vice-President of the Society, occupied the chair, and briefly introduced the lecturer.

Mr. Haliburton began by saying that the subject was one of the utmost importance. As a British American, he held that the commercial and maritime supremacy of the continent was a necessity for the Dominion, for if that supremacy cannot be achieved then he, for one, would wish to see the Union terminated. He believed that nature had given us such advantages that the hopes of our future could scarcely be too great. Before entering on the investigation he would glance at the present condition of the Union. It was needless to deny the fact that the Union was not satisfactory. There was a strong Anti-Union feeling in Nova Scotia, and the same feeling was growing in New Brunswick, unless we can find some bond of mutual interest to unite all the Provinces together. It had been so said, though he never had experienced the fact, the first six months of matrimonial life was the most trying, perhaps it may be found the same in the Union of the Provinces. He did not believe that any Province should be forced to remain in the Union against its own feeling; it is necessary that common interests should be fostered. The wrong time had been chosen to force upon Nova Scotians measures with which they were not familiar. Some delay should have been given to allow the establishment of a better understanding. Let the men in power do nothing, if they cannot do anything well. There was now a Militia Bill before Parliament which would reduce the fifty thousand men of Nova Scotia, armed and drilled at very little cost, to five thousand. He believed that if the present course of legislation were persevered in the Union would soon fall to pieces, and as a Unionist, and as a Nova Scotian, he advised that the Government should be pressed to adopt a policy for the development of common interests. He illustrated the present state of Nova Scotia, as being like an unwilling partner to the contract; not that it had yet suffered any very serious injury, but its feelings had been outraged by the sense of injustice which they felt, and it was only by establishing common interests which would alone induce all parties to submit to the inconveniences of Union. Referring to the abrogation of the Reciprocity Treaty, and the policy of the United States towards the British Provinces, he argued that now since the Americans were so much overweighed by the heavy sacrifices they had made for their country, the Provinces had a fair start in the race. With the Provinces united and the markets of the world open to them, they had the best prospect of being able to win the prize of commercial and maritime supremacy. By the operation of the Reciprocity Treaty the Provinces had all been taught to depend upon the United States; but now this was changed, though in the important matter of fuel the Provinces of Quebec and Ontario were largely dependent on the United States for their supply of coal. Now supposing the United States should, at the beginning of some September, put an embargo on the export of coal, whence would come the supply for the following winter? It could not come from Nova Scotia, nor from elsewhere, for want of communication, and the Upper Provinces would be almost literally starved. Yet Nova Scotia had a large supply of coal, for the sale of which she depended almost exclusively on the United States, and no country was really free which had to depend upon the generosity of another for the existence of its trade. The policy of the Dominion, therefore, ought to be to induce the Provinces of Quebec and Ontario to become the customers of Nova Scotia for this article of coal, thus establishing mutual interest and emancipating them from dependence on the United States, either for supply or demand. Referring to a large map of coal fields of Europe and America, he explained the geographical position of Great Britain in relation to the trade of the world, and the effect of the possession of her immense coal beds in creating her manufacturing supremacy. Coal was the heaviest kind of freight; it could not profitably be carried to the manufacturer; the manufacturer will find it more profitable to come to it. Hence the immense superiority of Great Britain in manufacturing and maritime enterprise. Coming to the American continent, he pointed out that on the whole Atlantic coast of America, there was but one place where there was any coal deposit, and that was Nova Scotia, which combined the great advantage, as in England, of being close upon the seaboard. It was this nearness of the supply of fuel to the sea, that rendered coal such an important element in maritime supremacy, and he held that Nova Scotia, like Great Britain, was destined by nature to commercial and maritime greatness, and it was quite within the power of the Dominion to grasp the prize of commercial and maritime supremacy upon this continent. The coast line was not to be valued by its length, but by the number and excellences of its harbors, and in this respect Nova Scotia could compare most favorably with any other country. The coal fields of Pennsylvania were of immense extent, but too far inland to be able to compete with those of Nova Scotia in fostering maritime trade. Again, on the Western or Pacific shore of the continent, the same striking fact was repeated—the only coal beds on the sea coast were those of Vancouver, thus indicating that the destiny of British America was to inherit the commercial supremacy of the New World, which Britain had so long held in the old. It was not for Nova Scotia interests, but for the interests of the whole Dominion, that he advocated the development of its wealth in coal. That Province was too valuable, too necessary for the Union, ever to be allowed to leave it. No three hundred thousand people should be allowed to take it out, but its resources should be developed, and the benefits of the Union made visible. In following up the argument that the Dominion was capable of asserting its supremacy on the sea, he referred to the decline which had recently taken place in the United States mercantile marine, and read several extracts to prove that it was utterly impossible for them to revive their shipbuilding trade, while the shipyards of the Dominion were enabled to operate under much more favorable circumstances. Referring to the fisheries, and paying the Americans a very high compliment for their great energy, he said that the Americans and the people of the Provinces were something like the fish hawk and the gulls. The fish hawk, instead of fishing for itself, watched the gulls and captured fish from them, while the Americans had very nearly succeeded in monopolising our fisheries. At the pretty little Island of St. Pierre the French employed no less than thirty thousand men in the fisheries—it was the nursery of her navy; and American vessels in hundreds were yearly drawing their supplies from Provincial waters. The extent and importance of the fisheries of the Dominion were sufficiently well known to warrant him in saying that we could compete successfully with any other country. The lecturer then spoke of several articles of commerce, which the Americans bought from the Provinces, and reshipped to other countries, and contended that it should be the policy of the Dominion to encourage direct trade. He expressed his firm belief in the future greatness of British America. Whether it should be a Dominion, or no matter who might in the future possess it, they who held it would have the commercial supremacy of the continent. It contained all the elements of greatness, and could not fail in time to reach its destiny. Even history proved this destiny, for the conquering races had always come from the North; the Northern climate was favorable to the development of strong and energetic men. And the races from which they had sprung was another guarantee of the future greatness of their country. After referring to the races comprised in the population of the Dominion, and speaking in very complimentary terms of the French Canadians—the descendants of the Normans—who he said were the only people now ruled by a Sovereign in regular succession from their own. Mr. Haliburton concluded his interesting and instructive lecture by thanking the audience for their attention.

YOUNG & RADFORD, of 30, Sparks-st., always employ the best workmen, and are therefore able to make all kinds of Jewellery, Masonic Jewels, medals, &c.

LECTURE ON ASTRONOMY.

A lecture on Astronomy was delivered to a small audience in Webster's Hall on Saturday evening, by F. Jones, Esq., M.P., for the benefit of the Orphans' Home. James Cotton, Esq., was called to the chair. The lecturer delivered a most interesting discourse on the sublime subject which he had undertaken, and introduced doctrines in the science which, to the general reader, at least, are quite novel, and yet sustained by arguments which appeared perfectly logical. The principal feature of the lecture was the confutation of the Newtonian theory of a vacuum in the interplanetary spaces. The philosophy of Newton, as propounded in the celebrated Principia, was that the heavenly bodies move in a vacuum, and thus he accounted for the regularity and constancy of their motions, nothing had been created in vain, and by a parity of reasoning nothing wanting had been left uncreated, but if matter had been created in the interplanetary spaces, not only would it have been created in vain, but it would have impeded the motions of the heavenly bodies, and destroyed the harmony of the universe. But how, asked the lecturer, do we, with our finite knowledge, know what is, or is not, created in vain? Why are the ice-ribbed barriers of the north pole created? Why the intensity of the heat at the equator? or the deadly upas tree in the forests of Java? As a proof that there existed a medium in the interplanetary spaces the lecturer instanced the comet of 1680 which fell under the observation of Newton, and which when first observed had no tail, but appeared in the form of six concentric rings, and which in the space of 48 hours threw out a tail of 100,000,000 of miles in length, and the body of the comet appeared to oscillate; the portion forming the tail was bent from the point of its gravitation by the force of some resisting medium not consistent with Newton's vacuum theory. The peculiar phenomena of Encke's and Beila's comets were also adduced in proof of the lecturer's doctrines. The generally accepted theories of light, viz., the corpuscular and the undulatory theories were then taken to show the existence of media in the interplanetary spaces, and whichever way taken, the velocity of light, viz., 192,000 miles per second, through those spaces which Newton supposed to be a vacuum, and the sensation of light even which could not be produced in a vacuum, all tended to show that there was no such thing. The lecturer then adduced many ingenious and apparently sound arguments in support of his new theory, on which, as he announced, he is preparing a work for publication. After treating in an able and learned manner on a great variety of subjects, in which he took the audience through the wide realms of science, the lecturer concluded by assuring them that it was quite rational to believe that the grand work of creation was progressing now just as steadily and as vigorously as at any previous time; that it is as natural for the rolling spheres to be produced from other spheres, as for the oak to reproduce the oak by means of the acorn. The vast orbs travelling with inconceivable velocity through the limitless realms of space are subject to the same eternal and immutable laws which give the globular form to the dew drop, and cause the tear to fall from the eye in the same form. Altogether this was a most original and able lecture, which we hope the gentleman will repeat, and we are satisfied that every intelligent person would derive much pleasure and instruction from it.

A vote of thanks was given to the chairman, and a similar vote to the lecturer.

LOCAL NEWS.

ROWING CLUB.—This club hold a meeting this afternoon at the Secretary's office, Post Office Building.

BASE BALL.—The Base Ball Club formed on Thursday evening last, will play their first game this morning, and hold a business meeting at their room in the evening. They already contemplate a game with the Ogdensburgh Club.

YOUNG & RADFORD, both being practical workmen, and having devoted their attention particularly to the working business, will guarantee all watches and clocks repaired by them. Watches, clocks, jewellery, and meerschaum pipes repaired, and satisfaction given or no charge.

MUSICAL REVIEW.—We have received from Messrs. Hauser & Fulton the April number of the "New York Musical Review." This number contains its usual supply of excellent reading matter, relating to the art, and eleven pages of new music of several kinds. This periodical is fast growing in popular favor.

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

OTTAWA, April 4, 1868.

Greatest degree of cold registered during the previous night, 20 above zero.
8 a.m., 30 above zero.
1 p.m., 35 " "
6 p.m., 30 " "

TOO LATE.—Late on Friday night, or very early on Saturday morning, some of the police surprised some young gentlemen said, or supposed to be, *officers* (what officers?) having in their possession a ladder which had been taken (not stolen) from the neighborhood of the City Hall, and which they required for the purpose of redistributing the signboards of the city in honor of the first of April, but if to honor the first of April why did'nt they do it at the proper time? It was too late for the first of April, and we rather think it is too late in the age to introduce such useless Old World practices into this Dominion. Drink less wine young men, and find a more harmless mode of spending your time, or you will come to the Cadi—and grief.

POLICE COURT.—Louis Clermont was charged with having foul premises. Defendant pleaded that his place had been cleaned since he came into it. The case was ordered to stand over, and an examination to be made by the Police. —Baptiste Hamel was charged with a similar offence, but denied his being the lessee, and asked an adjournment to enable him to procure his evidence; the case was adjourned accordingly.—Philip Barnes was charged with purchasing a pair of regulation shoes from one David Ryan, a private soldier of the Rifle Brigade, the said shoes being part of his kit. They bore the number of the soldier, and were sworn to have been issued from the military stores to Ryan before the first of April. It appeared in evidence that the defendant was in the habit of going to the barracks on the business of his employer, and that the shoes were thrown, wrapped up in paper, into his cart by the soldier on leaving the barrack yard, and it was contended on the part of the defence by Mr. Mosgrove that the defendant knew nothing of the contents of the parcel. The prosecution, however, proved by a conversation which took place between Ryan and his comrades that he had sold the shoes to Barnes for a dollar. The law requiring this case to be tried by two magistrates, his Worship the Mayor occupied a seat on the bench with the Police Magistrate. After a patient hearing their worships retired for consultation, and on returning fined Barnes in the mitigated penalty of $5, and three times the value of the shoes, amounting in all to $11.37½, the highest penalty being £20 sterling, and treble the value of the articles purchased.

THE INTERCOLONIAL RAILWAY ROUTE.

Reply to "Confederate."

To the Editor of THE TIMES;

SIR,—Your correspondent "Confederate" in your issue of Saturday, has made a desperate effort to rescue his "wild cat" scheme from the forlorn position in which my last letter placed it in the minds of all unprejudiced persons; but this time he has "lost his head," and rather over does the matter. He has again shifted his ground, and now actually cooks up his figures so ingeniously as to prove *to his own satisfaction*, that the scheme which the Montreal capitalists offered to carry out for $14,500,000 can be done for $12,679,000!! If he keeps on improving in ingenuity he will yet get it down to half this!! But how he dares insult the common sense of his readers by such plain and palpable efforts to mislead, is to me surprising. Such reckless assertion is part of the game that the advocates of Frontier and Central lines have adopted from the commencement of this controversy. They have played it long and unsuccessfully—but this writer's last letter will probably end it, for I see not how they can hope to delude their readers further.

He denies that he resorted to abuse—that last weapon of argument—in face of the very quotations made from his previous letter. He takes great merit for not denying that the St. Andrew's line was in the hands of the Sheriff; and he accuses me of endeavoring "to damage the reputation of that road"—as if it were possible to say anything that could add to its already unenviable notoriety. He asserts that it is an excellent road, and compares favorably with the other roads of the Dominion. There is only one epithet which can properly characterize so reckless an assertion—I must decline to use from regard to the respectability of your columns, and shall simply say that it is *not true*, and I appeal to every man in the Dominion who has any knowledge of its state to judge between us. Even Mr. Buck, the engineer of the road, in his pamphlet on the subject of the route, admits that the 40 miles which will enter into the Frontier line will require $100,000 for repairs. In the face of evidence like this "Confederate" still persists in his bold assertions.

In the same manner he denies my previous statement respecting the Fredericton and Woodstock branches, on what he calls the "best authority." I have only to repeat of my own personal knowledge that my statement was substantially true. A few men might have been kept on, and a show of work made, but for all practical purposes the work was at a stand-still. He does not, for a wonder, *deny* my statement regarding Western Extension, but *insinuates* that it was untrue, by stating some facts that I never disputed, but I do know that even now there is difficulty every month in getting money to pay the contractors.

Mark, now, the audacity of this writer in the following quotation:

"To come to the more general question, the figures as to distances have been so repeatedly put, that it is useless to give them in detail again, I contend that, considering the fact that Mr. Fleming is a 'Railway Engineer' of repute, and not simply a *Royal* Engineer, and that he came after Major Robinson's *mere exploratory survey, and thoroughly reviewed his figures*, I was justified in adopting his (Mr. Fleming's) allowance for curvatures."

Now what are the facts. Major Robinson's *mere exploratory survey* occupied over two years. I have seen detailed and complete plans of the whole Northern line prepared under his direction, with all the grades and levels, calculations for cuttings and embankments, bridges, &c., &c. Mr. Fleming's survey was, as he himself admits in his report, page *thirty*, (Hunter & Rose's edition, 1865,) "Scarcely "more than a mere exploration. The impenetrable character of the forest, particularly to the North of the Restigouche, the "difficulties experienced in getting supplies "through the woods, together with the limited "time and means allowed for these surveys, "rendered it impossible to accomplish more "than a rough and rapid instrumental survey." In the face of evidence like this, "Confederate" has the hardihood to say Major Robinson's survey was a mere exploration, and that Mr. Fleming came after him, and "thoroughly reviewed his figures." The only portion of Major Robinson's line surveyed by Mr. Fleming was the Metapedia section, pronounced by the former to be the most formidable on the whole line, and the result obtained is thus stated on page *forty-seven* of Mr. Fleming's report, Hunter & Rose's edition:

"The recent survey has proved that the Metapedia section will be much less difficult and expensive than was previously supposed. Instead of twelve or fourteen bridges across the main river, averaging from 360 to 450 feet long, on the first 38 miles north of the Restigouche, only one bridge of 150 feet span is required. Besides which, excavations and other work will be very materially reduced, *by adopting curves and gradients equally as favorable as on other lines of railway both in Europe and America.*"

And I may add that in this survey Mr. Fleming verified the correctness of Major Robinson's measurements, for he admitted that in point of distance his survey agreed practically with that of the Major, the difference being caused by Mr. Fleming using smaller curves, which diminished, rather than lengthened, the distance, and proved that there was no need of additional allowance for curvature, which Mr. Fleming did not make on the line claimed by himself. Why Mr. Fleming should have "measured the distance on the map, and then have added a certain per centage for curvature," instead of taking Major Robinson's figures, after he had verified their correctness in the only section of it he actually surveyed, I leave Mr. Fleming and "Confederate" to explain, but most certainly the latter, with a full view of these facts, was not "justified" in attempting to deceive his readers.

He now tries another dodge to lengthen out Major Robinson's line, and I ask your readers just to mark the twists and squirms of this writer in his endeavors to lessen the force of my former statement. Major Robinson's line must be lengthened out at all hazards.

He says:

"'Examiner' will not deny that by common consent, a change in that section of the Major's line, passing *Baie Verte*, has been adopted, which change increases the distance from Truro to Shediac, 14 miles, making it 109 instead of 95 miles, as quoted by 'Examiner.'"

I do deny most emphatically that any change in Major Robinson's line has received "common consent." Nova Scotia not only did not consent to this change, but protested against it, and there is no reason, economical or otherwise, why this deviation, which increases the distance 14 miles, should be adopted. Of course it suits "Confederate's" ends to make it appear so, and he resorts to his ingeniously concocted figures to make out his case. I have only to repeat my former statement, which "Confederate" has not yet been able to shake.

NORTHERN LINE.

422 miles to build, including the Upsalquitch saving at $31,000	$13,082,000
Against the offer of the Montreal capitalists as *they* stated it...	14,500,000
In favor of Northern line...	$ 1,418,000

So that all his ingenious array of figures is just so much labor thrown away, unsupported as they are by anything but the boldest assertions of a writer who has already been convicted of resorting to the most unjustifiable means to support a scheme got up for private ends.

As to his further remarks about the Americans trying to get the Intercolonial located by the Northern route, they carry absurdity on their face, and his very statements are their own best refutation. To what straits are these writers reduced, when they resort to such silly arguments!

"Confederate" professes that he had no intention of sneering at Mr. Burpee's offer, and pretends to have the greatest respect for him as an engineer and a gentleman, while in the same sentence he insinuates, that he is a mere trickster, who has made an offer without the means to fulfil it. Perhaps "Confederate" does not clearly understand the meaning of words, hence his stupid self-contradiction. On this subject I have only to say that the several offers will in a few days be laid on the table of the House, in answer to an address for correspondence, on the railway, when Mr. Burpee's offer will speak for itself, as will several others from parties of the highest respectability, who have offered to build the Northern line for $14,000,000 to $15,000,000. In the meantime his underhanded effort to injure Mr. Burpee's standing will not deceive the public.

"Confederate" next alludes to the wild cat scheme of the St. Stephen operators, and says some of them are worth from $2,000,000 to $3,000,000. This may or may not be, but one fact is certain, that in New Brunswick, where these men are well known, and their "little game" understood, they meet with no sympathy or encouragement; so far from it, the leading Union paper in St. John, the one having the largest circulation, and speaking the sentiments of the great body of its readers, says in relation to it: "We look upon this as the maddest of "all the mad schemes yet proposed, and if "our Local House is foolish enough to be "made a cat's paw in furtherance of it, we "sincerely trust the Privy Council will not "entertain the proposition for a moment. "Experience has taught us how much reliance these wild-cat schemes deserve, and "that experience has been too dearly "bought to be lightly valued." This is the opinion entertained in St. John, and if "Confederate" sees any encouragement in it he is welcome to all its consolation.

He next makes a new squirm, and tells his readers a long story about what a company *could* do, if the Dominion would grant it subsidies, which the Nova Scotia Government was forced to withdraw from its failure to carry out its obligations, but he gives no assurance that this company will keep any better faith with the Dominion Government, therefore his figures (what a genius this writer has for figures) prove nothing except that he is hard pushed for arguments.

"Confederate" is great at assertions, and he reiterates that the Upsalquitch divergence is impracticable, but he gives no proof of his assertion, and as to a comparison with the Northern grades with those of the Frontier, I wish I had at hand the requisite data, I would most certainly like to place before your readers an opportunity of comparing them. Perhaps "Confederate" will do so.

I referred him to several books written by gentlemen of unimpeachable integrity to prove my assertion that the Northern line will open a superior tract of country, and develope larger and more important interests than a Central or Frontier line. Your readers generally are not ignorant of these books, and "Confederate" can easily improve his own knowledge by reading them. When he has done so he will be in a better position to make good his empty boast of "proving me wrong." When he does this I will congratulate him upon the first "*proof*" he has yet offered of any of his many and contradictory assertions.

When he attempts it I will attend to him. Meantime, in conclusion, I can truly assert that the articles of this writer are a compound of assertions without proof, which he tries to evade, or throw discredit upon statements which I made, and for which I gave him the references.

Yours, &c., "EXAMINER."

Reply to "New Brunswicker."

To the Editor of THE TIMES.

SIR,—Your quondam correspondent who first figured over the signature of "Ontario," and then pretended to speak the sentiments of "Nova Scotia," now appears over the signature "New Brunswicker," and presumes to enlighten his readers on the feelings of the people of that Province. My own opinion is that if this writer belongs to neither of these Provinces, he does not represent the sentiments of the latter. I am also sure that he does not represent the sentiments of the great mass of either. He has already been convicted of strutting under false colors in the case of Nova Scotia, and I will now state a few undeniable truths that will show how correctly he represents the feelings of New Brunswick. I am a New Brunswicker, was born and bred there, one intimately acquainted with the several sections of that Province, and can speak from personal knowledge. There is not, as a whole, a more loyal people under the sun than those of New Brunswick; none are more devoted in their attachment to the British Crown and British laws and customs. But there is, and has long been, in St. John and Charlotte a clique who would gladly favor any movement, the tendency of which would lead to annexation. The mouthpiece and organ of this clique is the St. John *Globe*, which has been openly charged in the Union papers of that city with being the paid propagandist of these views.

The railway question is one of great interest to the people of New Brunswick, and from the first inception of the undertaking her people have proved their earnestness and sincerity by adopting all means to have it accomplished. But as regards the "route" they are much divided in opinion. The Southern counties being in favor of a Frontier route, the river counties of a St. John valley route, and the Middle counties of a Central route. Among these there is no unanimity of feeling or opinion, and no one of these routes which would favor one party could be adopted without creating jealousy and discontent in all the others.

In the Northern counties it is different. They are a unit in their feelings and wishes. They are at present cut off from all railroad connection with the commercial emporium of the Province, for five months in the year they are shut up by the frosts of winter from water communication, and they see clearly enough that their only hope is the adoption of the Northern route. They have contributed their means to subsidise railways in the Southern section. The Woodstock branch, the Fredericton branch, Western extension, and the Shediac branch, have all received assistance from them, while hitherto they have derived no benefit whatever from the money so spent. These various branches have provided all that the Southern counties can need in the way of railroads, and it is now but fair that some regard should be had to the wants of the North in locating the Intercolonial.

"New Brunswicker" pretends that the uncertainty which exists as to the route of this road, has soured the minds of the warmest friends of Confederation. A grosser mis statement could not be made. Until the recent efforts made by the knot of interested speculators to get up an agitation on this subject, St. John was perfectly lethargic. Not a word was said, not a sign was made by the people of St. John; scarce even a newspaper alluded to the matter. But since the organized movement of these speculators was commenced, and the recent resolutions were hurried through the Local House by means of mere trickery, and since the purchase of a venial paper in St. John to advocate their scheme, the matter has received more attention; but it has had no influence whatever in leading to the present dissatisfaction which exists regarding the tariff, excise act, and some other objectionable features in the legislation of the first part of the Session.

When "New Brunswicker" speaks of the disregard to "the opinions of a whole people," he talks arrant nonsense, as every man from New Brunswick knows; and when he says that the majority of the people believe that it would be prejudicial to the cause of Union should a Northern line be adopted, he is merely trying to raise a bugbear to frighten the people of Canada. It is matter of regret such unprincipled writers are to be found, and it should be a question with all of Union papers how far they are justified in giving such incendiary articles a place in their columns.

Yours, &c., A TRUE NE[illegible]

CABLE

SATURDAY'S DESPA[illegible]

THE IMPERIAL PARLIAMENT.

Defeat of the Government on the [illegible] Question.

The Government Beaten by 60 Majority.

Six Hundred Members Voting.

LONDON, midnight, April 3.—In the House of Commons to-night, Mr. D'Israeli moved adjournment to the 20th instant, when the House should rise to-night, if in the division the Liberals should have a majority. [illegible] the House might go into Committee on the Irish Church, report progress, and resume debate on the 27th. He promised the budget would be produced on the 23rd. The motion was agreed to. The debate on the Irish Church was then resumed.

LONDON, April 4.—In the course of D'Israeli's speech in the House of Commons last night, he admitted there was something critical in the affairs of Ireland, but said there was no danger from Fenianism. That was prostrated so low that no call for revolutionary measures could be made. The Irish had always had his sympathies. He did not despise their sentimental grievances, but the Irish were not a conquered race, nor was the church a badge of conquest. The Tory policy was one of conciliation. They had sought to aid the Catholics in order to strengthen Protestants, and attain equality. It had been successful, but Mr. Gladstone proposed a change which outraged the feelings of a large and influential part of the community. What was to be thought of a statesman who should throw a firebrand into the State and kindle the direst flames? The plan proposed was simple confiscation. Ritualists and Papists have long been plotting to seize, with the aid of the Liberal party, the supreme power of the realm, and if the present movement should succeed, the Crown itself would be in danger.

Mr. Gladstone said much of the speech of the Premier was the result of a heated imagination. So far as the endowments of the Irish Church were concerned, the Liberals only proposed funding them for the benefit of the state revenues. Ireland had been for three years in a state of war. The *habeas corpus* was suspended, and only the great power of England had kept down disaffection. The recent imperial state letter was a symptom of more perilous affairs abroad, and it was necessary that the House should face this question at once.

The debate ended at 2:15 a.m., and a division took place on Lord Stanley's amendment to postpone the consideration of Mr. Gladstone's resolutions until the next Parliament. Six hundred members voted, and the Government was defeated by 60 majority: the vote being for the amendment, ayes, 270; noes, 330. The announcement was greeted by the wild cheers of the Liberals. The motion for going into committee, on Mr. Gladstone's resolutions, was carried by a majority of 56. In the committee Mr. Gladstone moved his first resolution, and that the committee report progress, which was carried. House at 3:30 a. m. adjourned.

MIDNIGHT DESPATCHES.

BERLIN, April 4.—The flag of North Germany presented to Parliament by German citizens of New Orleans, was formally accepted yesterday, and will be hung in the chamber. Resolutions declaring that members ought not to be held responsible elsewhere for any words uttered in debate were carried by a large majority.

LONDON, April 4.—The defeat of the Ministry is the chief topic of conversation. Most of the journals have editorials on the subject. The *Times* says the Commons have resolved this cancer of the Empire shall be removed. The rejection of Stanley's amendment and adoption of Gladstone's resolution to go into committee, are merely the first steps of the operation. The national will is soon to be expressed, and it will be no uncertain sound. It will insist that the work so happily begun shall be thoroughly performed. This morning's vote is the dawn of a reunited empire—now Ireland may take confidence—she is sustained by a vast balance of opinion of the kingdom—the wrongs of ages are to be ended, and right done. Amid the acclamations of the nation this must guarantee peace.

LONDON, April 4.—The *Morning Post* concludes a very able article with the following words: "This vote is the death warrant of the Irish Church. No fairer trophy has been won by the Liberal party since the Emancipation Act of 1829."

The *Standard* says the effect of this vote will be to waste the Session without advancing the objects proposed one single step.

AMERICAN NEWS.

MIDNIGHT DESPATCHES.

Insanity and Attempted Suicide of Hanlon the Gymnast.

HARRISBURG, PA., April 4.—Thomas Hanlon, the gymnast, while attacked with insanity, attempted the murder of three boys here, and was taken into custody yesterday. While confined Hanlon attempted suicide by butting his head against an iron pipe.

Republican Victory in Arkansas.

ST. LOUIS, April 4.—A despatch from Little Rock, Arkansas, says the entire Republican State ticket is elected by more than 30,000 majority.

Lake Navigation.

OSWEGO, April 4.—The schooner *Royal Oak* from Canada, with a cargo of wheat, arrived here this afternoon. This is the first arrival this season. Several other vessels with wheat are on the lake bound for this port.

Impeachment.

WASHINGTON, April 4.—The impeachment court has adjourned until Thursday next.

Weston, the Pedestrian.

BUFFALO, April 4.—Weston, the pedestrian, started from a point 10 miles west of Erie yesterday evening, and arrived here this evening, having accomplished the task of walking the distance, 103 miles, in 23 hours and 55 minutes. The weather was bad and the roads heavy.

Lake Erie open for Navigation.

SANDUSKY, O., April 4.—The steamer *Island Queen* arrived yesterday from Detroit, and reports that there is very little ice on Lake Erie. A heavy snow storm is now prevailing.

Great Snow Storm in the North West.

MILWAUKIE, April 3.—A general snow storm is prevailing over Wisconsin and Minnesota with a strong northeast wind.

A Gift Concern broken up.

NEW YORK, April 4.—It may be of pecuniary interest to many persons throughout the country, to state that a gift jewellery concern, under the title of Hooper, Wilson & Co. cannot be found at No. 173, Broadway, in this city.

—It is sometimes said that the Intercolonial Railway will be no benefit to Nova Scotia as the cost of the carriage will prevent fish freight from being sent along it. Let our fishermen and fish dealers note the following: On a single day lately, 100 railway waggons laden with herrings arrived in London from the North East coast of Scotland, the distance being upwards of 400 miles, and the quantity sent upwards of 300 tons, in one day. Give us the railway, and improved ways and means to our fishermen of following their calling, and Nova Scotia and the eastern shores of New Brunswick would supply the whole of the Canadian market with fresh fish, herring, cod, mackerel, haddock and halibut. Every fisherman that countenances Repeal, is in favour of professional suicide, of casting away the bread intended for his mouth.—*Halifax Express.*

CARPETS AND HOUSE FURNISHINGS.—Garland Mutchmor & Co. make this department a large speciality. They have just received a large stock, and invite the attention of parties furnishing to it. Purchasers will find their stock in this department second to none in Ottawa.