public opinion, and beyond the range of public overlooking. Some years ago, before the railroads and monster hotels had made the mountain districts like Hampstead or Richmond on a Sunday afternoon, the nymph was to be found in great abundance down in Cumberland and Westmoreland. By the more remote lakes, like Buttermere and Hawes Water, and in the secluded valleys running up from the larger lakes, you would come upon square stuccoed houses, generally abominably ugly, where the nymph was mistress of the situation. She might be met riding about alone in a flapping straw hat, long before hats were fashionable hand-gear for women, and in a blue baize skirt for all the riding habit thought necessary; or she might be encountered on the wild fell sides, or on the mountain heights, or in her boat sculling along the lonely lake islets, or gathering water-lilies in the bays. In the desolate stretch of moorland country to the North of Skiddaw the whole female population a few years ago was of the nymph kid; but railroads and the penny post, cheap trains, fashion and fine-ladyism have penetrated even into the heart of the wild mountains, and now the nymph there is only a transitional type—not, as formerly, a fixed class.

NEW ADVERTISEMENTS.

New Jewellery, &c.—Young & Radford.
Apple for Sale—Scott's Confectionery.
Quebec and Gulf Ports Steamship Company—W. Moore.
Discourses by the Rev. W. R. Caird.
Caution—Patrick Davis.
Travelling Bags Exchanged—H. Kennedy.

The Ottawa Times

THURSDAY, OCTOBER 8, 1868.

☞ *For markets see Fourth Page.*

As the Corporation apparently intends to defy the Ottawa City Passenger Railway Company to take advantage of the privileges conferred upon them by Act of the Legislature, it will, doubtless, be of interest to our readers to know, as nearly as possible, how the question stands between the Corporation and the Company. Last spring we published a correspondence between the Joint Committee of the Corporation and citizens and the Street Railway Board, which, however, resulted in no satisfactory agreement between the parties. The present aspect of the question may be best understood by the following notification transmitted to the City Clerk by the Secretary of the Company:

(COPY.)

"OFFICE OF THE OTTAWA CITY P. R. R. CO.,
"NEW EDINBURGH, September 14, 1868.

"Wm. P. Lett, Esq., City Clerk, Ottawa.

"SIR,—I am directed to inform you that it is the intention of this company to proceed to lay track this autumn, and am requested to enquire whether the Corporation of Ottawa propose any alteration of the existing grades on the route of the Street Railway, and if they desire the track to be laid in accordance with such alteration.

"The company hope to be supplied with the location of the city sewers, in order that the position of their track may be arranged, so as to cause the least possible interference with them, and if the Corporation will give their views with respect to the position of the track in any chartered street or highway, every effort will be made by the company to carry out the same.

I remain, sir,
Yours very obdtly.,
ROBERT SUTHERS,
Secretary, O.C. P. R. R. Co.

It will be seen from the above that no intimation was given of any intention to lay "a double track," but that certain specific information was asked for concerning the grade of the streets, and other matters, about which a mutual understanding between the Company and the Corporation would be of the greatest advantage to both. We have not heard that such information was given to the Company, though common civility would suggest that it ought to have been furnished, even if the Corporation authorities were disposed to be indifferent to the interests of the city and the Company alike. Instead of furnishing the information desired the CITY SOLICITOR is engaged to draft a by-law in the teeth of a Provincial statute. This by-law is introduced and passed through all its stages at a single sitting of the Corporation, in obedience to the instructions of His Worship the MAYOR, who at the same time informs the Council that it has been drawn for the purpose of testing the validity of the Company's charter. Now, we should like to know who conceived the brilliant notion of testing the validity of an Act of Parliament by a Municipal by-law? Can it be possible that any member of the City Council seriously believes that a Corporation by-law can render void a charter from the Legislature?

It is also to be observed that the preamble of the by-law asserts (what is not the case) that the Company had given notice of their intention to lay a "double track." Probably the enacting clauses of the by-law will prove no more effective in law than is the preamble true as to fact; but as it may be the foundation of legal proceedings which will cost the citizens something, we insert it here for their information:

(COPY.)

"By-law No. 264, to prohibit the Ottawa City Passenger Railway Company from laying their railway track in any of the streets of Ottawa.

"Whereas the Ottawa City Passenger Railway Company under color of two Acts of the Legislature, have served notice on the head of the Corporation that they intend commencing the building of the said railway and laying double tracks in the streets named in the said Acts of Incorporation; and whereas, the said Acts, so far as they interfere with the rights of the Corporation, are unconstitutional and void:

"Therefore, the Council of the Corporation of the City of Ottawa, do hereby enact and ordain as follows:—

"The said, the Ottawa City Passenger Railway Company, are hereby prohibited and forbidden to build the said railway, or lay any tracks through, on, or upon any of the public streets, squares, or bridges of the City of Ottawa; and they are hereby prohibited from, in any manner, interfering with the said streets, or any of them, or placing any line of track or obstruction thereon.

"Given under the Corporate Seal of the City of Ottawa, this fifth day of October, A. D., 1868."

(Signed,) H. J. FRIEL,
Mayor.
Certified,
W. P. LETT,
City Clerk.

Thus our readers will see pretty clearly how the matter stands between the Corporation and the Railway Company. We may add that the rails and stringers are now on their way to this city; and that it is the intention of the Company to proceed at once with the laying down of a single track from New Edinburgh to the junction of Rideau and Sussex sts. this Fall—unless they may be prevented from so doing by the Corporation.

As it has been feared by many that the running of street cars would be injurious to business in the vicinity, the testimony of Toronto merchants who have had the benefit of several years' experience ought to have some weight. The following statement, addressed to Mr. KEEFER, the President of the Ottawa Company, is signed by upwards of seventy merchants, doing business on the streets through which the cars run, and it will be seen that, so far from feeling that business has been injured by the cars, they believe it has been greatly improved. Such testimony ought to disarm opposition in every quarter where nothing but the interests of the city are cared for, and we are quite sure that the business community of Ottawa, especially those on the favored streets, will be sensible enough to perceive that what has been the experience of Toronto in the matter of the Street Railway, is likely to be that of Ottawa. Indeed, considering the "magnificent distances" of which Ottawa can boast, there does not seem to be another city in Canada more likely to profit by the establishment of a Street Railway than this; and we earnestly trust that the Corporation will yet see its way to repealing the recently adopted by-law, and endeavor to establish a good working understanding with the Company. In this way we believe the interests of the citizens would be much better served than by trusting an issue with the Company to the "glorious uncertainties of the law," especially when all its certainties are against the Corporation. The following is the testimony of the Toronto merchants alluded to, and it ought to calm the fears of men doing business on Sussex and Sparks-sts.:

"TORONTO, 22nd September, 1868.

"Thos. C. Keefer, Esq., President Ottawa City Passenger Railway Company.

"DEAR SIR,—Understanding that an impression prevails among the business men in Ottawa that a double track street railway will have the effect of interfering with trade in the streets where it is placed, we have much pleasure in giving you our experience on this point.

"The Toronto Street Railway has a double track from the St. Lawrence Market to Yonge-st., along King-st., and from King-st. to Queen-st. on Yonge-st., a distance in all of three-quarters of a mile. This portion of the city embraces its most important business section for retail trade. The width of the street is 66 feet, the sidewalks 11 on each side, leaving for roadway 44 feet.

"From the early difficulty of the street railway it became unpopular here, particularly when an attempt was made to keep the track open while there was sleighing, and there was a fear that the tracks would drive business out of these streets. This has not, however, been the case. On the contrary, business has increased on the line of the railway more than in any other part of the city, and has been concentrated by it, its expansion in other directions being checked."

SAYS the New York *Sun*:

"The citizens of the Dominion of Canada are intensely dissatisfied with the decision of their Government in regard to the location of the new Intercolonial Railway, which is to connect Canada with New Brunswick and Nova Scotia. The route selected goes as far north the Maine boundary line as possible, through a barren and inhospitable region, and will be both more costly to build than the route nearer the frontier and less profitable when completed. Besides, it is asserted that the line has been shifted out of its due course at several points to favor the landed and mining interests of certain members of the Cabinet, and charges of corruption are boldly made against the Hon. S. L. Tilley, Minister of Customs, the Hon. Wm. McDougall, Minister of Public Works, and the Hon. Peter Mitchell, Minister of Marine and Fisheries. The reminiscences connected with the losses by the Grand Trunk Railway are being revived, and there promises to be an active opposition to the building of the proposed railway at the public expense."

All which is merely the *Albion's* article of Saturday last slightly misinterpreted and considerably "boiled down." If the *Sun* wants to find the real opinion of the citizens of the Dominion, concerning the location of the Intercolonial Railway route, it should consult the press of the Dominion, not that of New York. It would then find that while several papers in the Province of Ontario, and also in New Brunswick, condemn the Northern line, the other two Provinces are unanimous in its favour; that nearly all the papers condemning it are exposed to the suspicion of doing so, either from sectional interest or political feeling; while those not amenable to such suspicion merely argue from the ground of economy—and to save the money of their own Province—in favour of a scheme for linking together certain existing lines of railway in New Brunswick, which, when the project for the construction of the Intercolonial was formally agreed upon at the Quebec Conference were never regarded as being calculated to form any portion of it. Could the *Sun* appreciate these facts, it would scarcely rate so highly the vapourings of its neighbour the *Albion*.

We notice that the Montreal *Herald* copies the *Albion's* article in full, and says "the "writer speaks of what he personally pro-"fesses to know," to which we can only reply that if his remarks can be tortured into an accusation against any one of the Ministers named, other than that they favoured the adoption of a particular route, then he knows nothing at all about it. The above extract from the *Sun* is a fair sample of the impression produced by a cursory perusal of the *Albion's* article, which by its heading imputed a charge that is nowhere sustained in the body of his remarks. If the *Albion* writer had confined himself to what he "personally knows" he would have had no opportunity to deal in such wholesale insinuations about "corruption" and "jobbery;" but perhaps, without any great stress upon their "personal knowledge," there are others, besides the editor of the *Albion*, who could explain the reasons which have prompted that journal to take such an erratic course of late on Canadian affairs in general, and in relation to the Intercolonial Railway in particular. Our present purpose, however, is to warn American journals not to accept the *Albion* as an authority, either on the state of feeling among the Canadian people, or regarding facts connected with the administration of Canadian public affairs. From some cause our good brother sees all our public questions through coloured spectacles, but his prophetic warnings create little alarm, and his oft-proffered advice, whether to GOVERNOR-GENERAL, Ministers of the Crown, whole Provinces, or isolated journalists, commands about as little attention.

KENNEDY, the Scottish vocalist, now on a westward tour, has been delighting the Montrealers with his "twa nights in Scotland."

SANDWICH is in a bad way. The local correspondent of the Windsor *Dominion* gives the following melancholy picture of affairs:

"Everybody is sick in town, some of us have got chill fever, some worms, and others diarrhœa. We repair every fine afternoon to the oil well for our health, and imagine we see faint visions of a watering-place; we take lunch along, which generally consists of a corn dodger, rolled up in a judgment summons, that kind of wrapping paper being very plentiful, our credit is gone, but we still retain our respectability, save and except the Town Council.

MR. COCHRANE, the famous stock-raiser of Compton, has taken a great many prizes for cattle and sheep at the New York State Fair, recently held at Rochester, and has gladdened the heart of the Montreal press accordingly. It is gratifying to find that the Province of Quebec is able to carry off a brace of gold medals, with a great many "first prizes," from one of the best exhibitions in the neighbouring country.

A CORRESPONDENT sends us an account of a destructive fire at Buckingham village on 21st ult., by which two stores and dwellings were consumed, the one occupied by Mr. PALMER, the other by Mr. MCANDREW. While thanking our correspondent for his attention, we may hint that the item was somewhat stale before it reached us.

THE TEETOTALER'S COMPANION; a Handbook of Dialogues, Recitations, &c. *Ottawa*: HUNTER, ROSE & Co.

This is a neat little volume of 100 pages, containing a judicious selection in prose and poetry. The volume will no doubt command a ready sale, as readings, recitations, &c., are becoming extremely fashionable, and are very healthy and instructive amusements. It sells for 40 cents in cloth, or 25 cents in paper, and may be had of the booksellers. We should have said that Messrs. ROSE and HAMMOND are the compilers, and the result of their labors proves the excellence of their taste.

THE DISMISSAL OF LOCAL OFFICERS IN NOVA SCOTIA.

MR. EDITOR,—The reign of extermination has begun in Nova Scotia. The last issued, and previous *Gazette*, contain a long list of dismissals and appointments by the Local Government. Some of the offices are important and of value, others of no profit; but the whole goes to show the animus. The Yarmouth *Tribune*, hitherto a strong "anti" paper, concludes a long article on the subject as follows: "If their tactics are to be borrowed from the roving tribes of the great American desert, and the tomahawk, and the scalping-knife are henceforth to be the weapons of their warfare, their rule will be as short-lived as was that of the tyrants whom they displaced, and those who wish to avoid sharing in their downfall, will be constrained to "*come out from among them and be separate.*" Such is the deliverance of the Yarmouth *Tribune*, and if *our* Government would note the signs of the times, they would not be fearful of the result, as sometimes they seem to be. One dismissed Registrar of Probate has requested the Governor to inform him of the cause of his dismissal. I am informed that His Honor's reply was, that "he would direct his Council—by whose advice he had acted—to give the required information." The dismissed Registrar then received a letter from the Provincial Secretary, wherein he stated that the appointment "which *necessarily caused the dismissal*, was made at the request of the members for the county."

Ever since responsible government has been in force the Government has been administered according to the well understood wishes of the people, as expressed through their representatives—that is, by a parliamentary majority; and it is a well understood rule that members *supporting* the Government have the patronage of their counties.

But I believe that the *right to dismiss* without cause has not yet been accorded to the members, as it would *now* seem to be, by the answer of the Provincial Secretary. The Governor, it appears, knew nothing about it. All the persons superseded, it is said, are *Unionists*—from Judge of Probate to Commissioners of Schools, &c. Verily, the friends and supporters of Union are in a bad plight here—*persecuted* by the Local power, and *not supported* by the General Government *as they should be*. It no doubt would be a delicate and, perhaps, difficult matter, *under present circumstances*, to interfere with this action of the Local Government, this proscribing every man who has been firm in his loyalty to his Government and to the laws of his country—the men who have been firm in their support of the policy, urged upon them by the British Government!

But this state of affairs will cure itself *sooner than may be expected*; and perhaps the Dominion Government may be excusable in letting the Locals expend their spite in this way! But while loyal men are thus being punished by the Local authorities, it behoves the General Government *to be careful*, to sustain and encourage them, and to let them understand, that the friends and supporters of British rule and of the Union, will not be abandoned by them. There is a feeling creeping in among Unionists, that the Dominion Government, in its desire to conciliate their enemies, may sacrifice their friends. It is to be hoped that such fears are groundless, and that all who have hitherto supported the Union cause may have no reason to regret their choice, and may still be enabled to look to their leaders with confidence.

Many of them have done good service and have suffered for their adherence to the cause; and it would be a poor return to cast them off at the bidding of an enemy.

BLUE NOSE.

NOVA SCOTIA, September 28, 1868.

—Efforts are being made in England to form a company for the purpose of laying a submarine cable from Peterhead, Scotland, to Norway. The distance is about 480 miles.

—Two New Haven men, one a Republican and the other a Democrat, have backed their respective candidates for the Presidency, the loser to walk to New York.

—One of the most determined poachers in France was recently tried at Meaux, and condemned to four months' imprisonment and $20 fine. It was his forty-fifth conviction.

—The latest news from the Wisconsin hop fields are: One birth in field; one marriage at first sight; and one elopement, with several precincts to be heard from. Hops are "lively."

—Beecher says he never saw a dyspeptic, broken-down professional man walking beside a healthy, stout mechanic, without thinking how far preferable was the lot of the toiler, with his wealth of health and muscle.

—The Chicago *Evening Post*, of the 28th ult., says: "A foolish and brutal attempt to introduce the disgusting barbarities of the bull fight into Chicago took place last night, at the Wabash Avenue Riding Academy. About forty persons only were present as spectators, and the majority left early in disgust. The 'sport' consisted in the torture of a crippled buffalo-bull by two half-breed Mexicans, who pricked him into a feeble trot, and then half strangled him with a lasso."

—An English fashion paper says: For morning and out-door dress the long skirt is absolutely abolished. The difference between the skirt for young and elderly ladies is exactly the length of skirt. Of course the younger the lady, the shorter the skirt; but, pray, let it be distinctly understood, that the extent of the difference is simply that of a very few inches—in fact, the depth of the boot. No skirt should be set above the line formed by the top of the boot; no dress should do more than touch the ground.

FALL FASHIONS IN MILLINERY.—Garland, Mutchmor & Co. are now showing the latest Paris and London fashions in bonnets, hats millinery, and bonnet ornaments.

NOW AND THEN.—When Garland, Mutchmor & Co. first opened their present splendid store some parties said it looked empty, now they say it is too full. Their immense stock is selling rapidly to crowds of customers, all anxious to secure some of the many great bargains out of the wholesale bankrupt stock, purchased by them at twelve-and-six-pence on the pound.

SALE OF TIMBER BERTHS.

Yesterday, at the Crown Timber Office, in this city, a sale of timber berths, in the Upper Ottawa territory, was held by Mr. Hector McLean, auctioneer, on behalf of the Crown Lands Department of the Province of Quebec. The attendance was large and the competition spirited, the bonuses paid for some of the berths, as will be seen below, having reached a pretty high figure, and the average bonus per square mile realised about $19. This bonus is in addition to the annual ground rent, and according to conditions of sale is payable at the time the berth is adjudged to the purchaser. The limits sold (nearly all new) cover an area of about two thousand square miles, and realised the handsome sum of about $39,000 in the shape of bonus. If we are to judge by this sale it is pretty evident that the Quebec Government did not make such sad havoc with the timber business by its new regulations as some newspaper writers recently represented. Of the whole number of berths offered for competition only two or three were withdrawn. The following are the numbers, area and prices of the limits sold, with the names of their purchasers:

ON EAST BRANCH RIVER COULONGE.

Forfeited License No. 331, of 1864–5. Estimated area, 42 square miles, J. Roach			$ 385 00
Forfeited license No. 332, of 1864–5 Estimated area 39 square miles, J. Roach			542 00
Forfeited license No. 333, of 1864–5. Estimated area, 50 square miles, J. Roach			460 00

New Timber Berths.

ON HEAD WATERS OF WEST BRANCH RIVER COULONGE.

Berth A, next above highest existing licenses. Estimated area, 50 square miles, John Roach			800 00

ON HEAD WATERS OF RIVER COULONGE.

Berth B. 50 square m.,	J. Roach		3,030 00
do C. 50	do	Mr. Lauzon	1,250 00
do D. 50	do	Mr. Lauzon	2,020 00
do E. 50	do	J. Roach	810 00
do F. 50	do	do	820 00
do G. 50	do	do	910 00
do H. 41	do	do	930 00
do I. 50	do	do	1,040 00
do J. 50	do	do	1,600 00

ON LAKE KEEPAWA AND TRIBUTARIES.

Nos. 2, 40	square m.,	Geo. Brighton	800 00
3, 20	do	Geo. Brighton	900 00
4, 35	do	D. M. Moore	1,200 00
5, 26	do	D. M. Moore	1,120 00
6, 28	do	Charles Mohr	340 00
9, 44	do	Doctor Grant	850 00
10, 41	do	Doctor Grant	640 00
11, 46	do	Charles Mohr	740 00
12, 40	do	Doctor Grant	860 00
13, 33	do	Doctor Grant	730 00
14, 46	do	Doctor Grant	1,340 00
15, 16	do	E. B. Eddy	800 00
16, 27	do	Mr. Ward	1,000 00
17, 29	do	Mr. Ward	640 00
18, 35	do	Mr. Ward	520 00
19, 38	do	B. McConnell	540 00
21, 36	do	David Mohr	680 00
22, 50	do	James Finley	730 00
23, 50	do	James Finley	770 00
24, 50	do	James Finley	1,050 00
25, 18	do	James Finley	440 00
26, 46	do	Rod. Ryan	710 00
27, 26	do	Rod. Ryan	240 00
28, 26	do	Rod. Ryan	220 00
29, 50	do	Mr. Thistle	420 00
30, 50	do	Charles Mohr	530 00
31, 50	do	Charles Mohr	520 00
32, 50	do	Charles Mohr	810 00
33, 50	do	Charles Mohr	420 00
45, 50	do	Rod. Ryan	450 00
46, 50	do	Ed. Griffin	430 00
47, 50	do	Ed. Griffin	410 00

ON EAST SIDE LAKE TEMISCAMANG.

Nos. 39, 42	square m.,	John Roach	400 00
40, 36	do	John Roach	310 00
43, 39	do	John Roach	320 00
44, 39	do	John Roach	360 00

The above are the estimated areas, more or less, but not guaranteed.

LOCAL NEWS.

JEWELLERY.—All kinds of jewellery, of the latest designs, and at the cheapest rates, can be bought of Young & Radford, Sparks-st.

CHEESE! CHEESE! CHEESE!—Those wanting choice cheese would do well to call at G. Bermingham's, where cheese will be sold cheap for cash. Ales and porter as usual. 866tf

APPLES.—We call attention to an advertisement in another column, of a large supply of very fine apples, to be found at Mrs. Scott's confectionery store.

FINNAN HADDIES.—Mr. T. Patterson, of Rideau-st., has just received a large importation of excellent finnan haddies. Mr. Patterson's store is always well supplied with the best quality of family groceries, liquors, &c.

LIGHT.—The great want of light in dry goods stores which has been a constant source of complaint and annoyance to ladies shopping, is now obviated by the opening of Magee & Russell's new establishment, where there is a rich flood of light thrown through the whole of the first two stories by the large handsome embossed windows in rear of the store.

POLICE COURT.—Hilaire Boucher was charged with being drunk and disorderly, for which he was fined $2 and $1 costs.—The three young boys Ryan, Hogan, and Guinanne were brought up again, charged with stealing a box of raisins from the grocery store of Mr. Wall. The witness who was to have proved that two of the boys were in the store and the other waiting at the door, did not appear. His Worship called up Ryan, and after explaining the consequences of his being caught in the act of stealing again, sent him to jail for one week. Hogan and Guinanne were then called up and told that though there was not direct evidence to prove them guilty, they, no doubt, were so, and if they came before him again for any similar offence, he would send them to be dealt with by the Recorder. They were then dismissed.

BREAK DOWNS.—An interesting discussion took place last night on Sappers' Bridge, the subject being the cause of the many break downs on the bridge, two waggons having become disabled on the bridge, one on Monday and another on Tuesday. One of the disputants was a young man who got his hand injured in assisting to remove one of the wrecks; he declared the cause to be the bad state of the roads. The other was one of the few friends of the Board of Works. He denied the foul charge, and attributed the break downs to the bad timber put in waggons now-a-days. The disputants grew angry, and used language to each other as uncourteous, as if they had been members of a Board of School Trustees, and finally it was proposed to settle the dispute on Major's Hill. Just at the crisis two or three gentlemen came by who took sides against the Board of Works, when their champion, finding himself overpowered by numbers, consented to adjourn to the Metropolitan and extinguish his indignation, which was accordingly done. Whether it ended in another break down, deponent saith not.

WHAT THEY SAY OF US.—A writer in *Le Journal de Quebec*, noticing the charts which our corporation authorities have caused to be placed in suitable localities, and which contain instructions for the restoration of drowned persons, greatly admires their solicitude for such persons, and ventures to express a hope that our city fathers will now begin to extend a measure of their paternal solicitude to that portion of our citizens who are alive and in good health, by attending to their wants in reference to sidewalks, gas, and other material conveniences which we require, and for which, he believes, the present taxes are amply sufficient, if properly expended. The above writer is probably one of those who have had opportunities of comparing our city in these respects with others, and observed how much Ottawa suffers by such comparison. He has probably wondered at the supineness and lethargy of our population in permitting the gross maladministration and corporation jobbery by which from two to three times the value of material for effecting the necessary improvements is paid to one of the said fathers. He has seen the tame submission of men who are sworn to promote the best interests of the city, to the will of two or three cunning schemers, who seek office for selfish objects—for the gratification of their present pecuniary avidity, or for prospective elevation to higher political positions. Nor is the day far off, we trust, when the corrupt scheming which is seen afar off, will become visible to our own people; when the mask will be torn from those who, pandering to the ignorant and the selfish, aid their leaders in public peculation, with the ulterior object of future support, or oppose the progress of the age for this city, for a similar or a worse reason.

THE MEN WE TRUST AT SEA.

(From the N. Y. Commercial Advertiser.)

Every person who goes to sea feels a sense of safety, and a certain degree of confidence, when they know that their vessel is officered by experienced and intelligent sailors. The success of the Cunard line of steamers is entirely to be attributed to the superiority of the officers in command, and the discipline, order, and decorum of the respective crews of the various vessels of the line. All our American lines, to a certain extent, are behind hand in comparison with the class of men who perform subordinate duties on English merchant vessels. This is owing to the fact that we do not educate our sailor boys as the English do. As the case now stands, we are mainly dependent upon foreign nations for our supply of able seamen, and from this class a selection is made of the officers who hold second, third, and fourth rate grades on board of our merchant vessels. As a general thing, these men possess no better qualifications for their position than that of being passable sailors, who are able to control, by means of powerful frames, the generally ignorant and often ruffianly characters who "ship before the mast." What we ought to have is a system for educating youth into the art of seamanship, which shall hold out the right inducements to those who are, at the same time, adventurous and intelligent. Our ship officers should not only be seamen, but gentlemen—as well versed in the usages of polite intercourse as they are in their profession. To secure good seamen, the best way is to make it incumbent upon shipowners to carry a number of boys as apprentices on every vessel in proportion to her tonnage. These boys should be apprenticed at a nominal rate of wages, to be gradually increased each year. The captain or owner of the ship should be held responsible for their education in practical seamanship, including knowledge of the science of navigation, and the apprentices should be rated as midshipmen, and assigned accommodations apart from the forecastle. This is no new plan. It has been practised for many years in England with the best results. We have no doubt that thousands of intelligent and spirited boys who attend our public schools would be willing to adopt the life of a sailor, provided they were assured of good treatment at the beginning, and a sure prospect of advancement after thoroughly understanding their calling. Something certainly should be done to improve the men we trust with our lives at sea. Should not our commercial community move in this matter?

SURRATT AND HIS MOTHER.

A Review of the Facts of the Case.

[From the Cincinnati Enquirer.]

For two years and more all the exertions of this powerful Government were employed for the arrest of the young man known as John H. Surratt. It was made the subject of grave communications from our Secretary of State to our diplomatic agents abroad. Secret detectives in abundance were placed upon his track. Large rewards were offered for his apprehension. So great were the efforts made to capture him, that in no part of the civilized world, not even in its most inaccessible corners, was he in a position of the slightest safety. Knowing that the bloodhounds were on his scent, and remembering the fate of his innocent and unfortunate mother, he fled from one quarter of the globe to the other—from America to Europe, from Europe to Asia, from Asia to Africa, and from Africa back to Europe. There, while in disguise in the Papal service in Italy, he was betrayed to the detectives by a pretended friend in whom he had reposed confidence, but who was willing to sacrifice him, to sell his heart's blood for the Government reward. By the basest act of treachery, and the encouragement of this vilest of informers, the Administration effected his arrest, and brought him in triumph on a Government vessel to the United States. His capture was considered a great national event—one upon which we should greatly felicitate ourselves. The charge against him was being one of the murderers of President Lincoln, and the whole country, almost as one man, took it for granted that the accusation was true. Had he been brought before that tyrannical mockery known as a military commission, he would have had a short shrift to the gallows. But the nation had recovered in some degree from the deadly stupor which afflicted it in 1865, and the reign of law was partially re-established. He was at first treated with extreme severity, thrown into a dungeon, and heavily ironed. But his trial, after a long delay, at last came. His innocence was made perfectly manifest, despite the bold and audacious efforts of witnesses of the Conover stamp to swear his life away. But he proved, by irreproachable testimony, that he was hundreds of miles from Washington when the pistol of Booth put an end to the career of Mr. Lincoln. Booth conceived the idea of assassinating Lincoln that very day, after he had heard that he was going to the theatre, and it was certainly improbable that he could have been aided, either before or after the crime, by a man who was then at a great distance away, and with whom he could have had no communication whatever relative to the murder. But he was not acquitted, although he made a plain case of innocence. There were men on the jury with whom it was a part of their politics to take the life of Surratt. A disagreement was the result. The Government, however, ashamed of the frauds and perjuries that had characterized the murder trial, dropped it and commenced another action, based on a "criminal conspiracy," which it was easier to establish by loose and reckless testimony. But fortunately for the ends of justice, they delayed the case so long as to bring it within the statute of limitations, and under it the prisoner, for whom we had traversed the earth, and whom we had brought home in a special national vessel, was discharged. The result of this case against the son only exhibits in blacker colors the iniquity of the proceedings which led to the murder of the mother under pretended judicial forms and solemnities. The evidence on the trial of John H. Surratt proved conclusively what all intelligent and dispassionate men were convinced of before, that Mrs. Anna Surratt had nothing to do in the murder of Mr. Lincoln. The case against her would not have gone to a jury before any fairly constituted court in Christendom. But she was before that which was infinitely worse than a mob, a tribunal existing in defiance of law, and governed by none of the rules of ordinary courts, and which was organized solely to convict. Among its members were such men as General Hunter, General Lew Wallace—base parasites of power—who, fit for nothing in the army, were convenient tools for tyranny to use in such objects as it desired to effect outside of legitimate military duty. They were men who would recoil from nothing which they were ordered to do by Stanton and Holt, no matter how repugnant it might be to justice and humanity. For sixty days or more this conclave continued to assemble in Washington. It continued to assemble right in the seat of the law whose majesty it was its special purpose to outrage and violate. There it held its prisoners in its iron grasp, in the face of *habeas corpus* and of all the exertions of the courts for their release. If we had a President who dared to take his just responsibility he would have dispersed this infamous commission instanter, instead of which he gave his countenance to its illegal action. Arrayed in military toggery, with all the insignia of despotism, this monstrous military court was the great feature of Washington during the spring and summer months of 1865. It had for Judge Advocate the hard-featured, relentless and cruel Bingham, of Ohio, who is admirably qualified to have been the prosecuting attorney under such a Judge as the infamous Jeffries, of England, and who only wanted a little experience to have even rivalled the Judge himself in his worst traits of character. The Jack Ketch service was so captivating to some men that General Burnett, of this city, by some means or other, crowded himself into the case as an assistant or volunteer. Before such a tribunal, and with perjured witnesses like Conover, backed up and sustained by all the power of Stanton and Holt, it would have been a miracle if Mrs. Surratt had escaped. Pale and trembling, a helpless and defenceless woman, she was every day, for months, brought into the august presence of the mighty Hunter and Wallace, incased in irons, with fetters and shackles. They condemned her to die by strangulation upon the scaffold, and with a refinement of cruelty not before known in this generation, they only allowed her twelve hours between the announcement of the sentence and its dread execution. They were apparently afraid that if a reasonable time was allowed the passions of the hour would subside—that there would be an executive interference, and that their prey would escape them. Hence they hurried it on with indecent haste to its consummation. The tragedy was accordingly finished, and no circumstance was omitted to increase its atrocity. Very few believed at the time that the woman would be executed. A reprieve or a pardon was looked for at the last moment, and the details, therefore, of the proceeding upon the scaffold were read with surprise and horror. The actors in this bloody drama did not have long to wait for popular judgment upon them. Within two years from the commission of the deed, even a man with as ill reputation as General B. F. Butler, stained as he is with odium, pointed his finger at Bingham, and denounced him in the strongest terms for his participation in the Surratt execution. He held him up to the scorn and hatred of the world. Generals Hunter, Wallace and others who comprised the commission, have sought to free themselves from blame, by the statement that, after they found Mrs. Surratt guilty, they signed a paper, recommending her to the mercy of the President. The President, feeling the force of this, denies that he ever received the paper in question, and he intimates that it was suppressed by some one in the War Department. Preston King, of New York, who was then at the President's mansion, is said to have been the person who took upon himself the responsibility of denying Miss Anna Surratt admission to the presence of the President, to intercede for her mother on the morning of the day of the execution. If so, we do not wonder that he became insane, and in his delirium threw himself into the dark waters of the Hudson. The criminations and recriminations, and attempts to shift the responsibility from one to another, have been frequent between the actors of this deed of blood. To posterity it will even appear in a more hateful light than it does to this generation. We have often wondered what could be the motives of Stanton and Holt in their persecution of this hapless woman. Had it been a prominent political opponent upon whom they could have gratified their personal and political resentment, we should not have felt any surprise. But both her sex and position in life were such as seem to forbid the idea that she could have rendered herself in any peculiar manner obnoxious to the cruel men then at the head of the Government. The only reconcilable theory is this: that at the time it was the purpose of Stanton and Holt to strike "terror" into the people, and what could strike more "terror" than the execution of one for whom her innocence and sex alike plead in vain.

A HUSBAND AND WIFE SEEK DEATH BY TAKING LAUDANUM.

[From the Dubuque Times.]

A fearful tragedy, one that may well cause the blood to curdle in the veins and fill the soul of any sensitive mortal with horror, was enacted at the Planter's House, corner of Bluff and Third-sts., yesterday afternoon. The motives which prompted the commission of the act are still involved in mystery, but of the result enough is known to stamp it as a tragedy which, for the credit of humanity, we are happy to say, is not often witnessed—that of a husband and wife quietly resolving to end their lives together by suicide.

The parties to the tragedy arrived in this city by boat, and took quarters at the Planter's House, where they registered their names as George Baker and lady, of Madison, Wisconsin. Both were well dressed, and apparently used to moving in the best society. The pair were assigned to room No. 19, and remained much of the time in quiet and seclusion, but nothing unusual was noticed in their conversation and demeanor. About three o'clock yesterday afternoon, as Thomas Hardie and another gentleman were passing by the hotel, they noticed a man who came out on the outside stairway, and start to come down street. He had got down about half way when he missed his footing, and fell headforemost, striking the pavement below with much force. On raising him up, a bottle was found in his left hand, crushed to atoms, while his wrist was cut severely by the broken glass. He was removed to his room, where his wife was found in strong convulsions. Regaining consciousness, the man stated, to the amazement of all those present, that he and his wife had taken laudanum with the deliberate intention of committing suicide, and ending their troubles together. Of the motives which impelled them to the deed he gave no explanation. He said that he and his wife were in the room together: that she took the laudanum (one ounce) first, and he followed, but fearing there was not enough of the poison to kill him he had started out to procure some more, when he met with the accident we have mentioned. When the state of affairs became known the best medical talent in the city was summoned, and all that humanity, skill and science could suggest was done for the relief of the sufferers. The man was soon relieved, but the deadly poison had got too deeply seated in the system of the woman to be eradicated, and she died about 9½ o'clock last evening. The husband is now confined in the county jail.

A memorandum book found in the room contains a few entries in a female handwriting, the majority of which are couched in ambiguous terms, and afford but little explanation. One of these states that the woman was married to George A. Baker, Oct. 1, 1868. From this it seems that the parties were not married, but soon expected to be. Another is to the effect that "If I do not marry you I shall not marry any one else; but will seek happiness in another and a better world—or a worse one." On the table was an open Bible, with a pencil mark at the 16th verse, 2nd chapter of Isaiah, which passage the woman had evidently been perusing before the commission of the act. The book bears evidence of having been freely used, and it would seem that the unfortunate woman was probably a member of some church.

MR. J. S. MILL, M. P., ON THE RELATIONS BETWEEN MASTERS AND WORKMEN.—Mr. John Stuart Mill, M. P., has addressed the following letter to the *Illustrated Weekly News*, in whose columns the system of small percentage partnerships between masters and men has been advocated as a means of adjusting the differences at present existing between labor and capital: "I am quite of opinion that the various forms of co-operation (among which the one most widely applicable at present to production, as distinguished from distribution, is what you term the system of small percentage partnerships) are the real and only thorough means of healing the feud between capitalists and laborers, and while tending eventually to supersede trades unions, are meanwhile a natural and gradually increasing corrective of their operation. I look also with hope to the ultimate working of the foreign combination. The operatives are now fully alive to this part of the case, and are beginning to try how far the combination principle among laborers for wages admits of its becoming international, as it has already become national, instead of only local, and general, instead of being confined to each trade, without help from other trades. The final experiment has thus commenced, the result of which will fix the limit of what the trades union principle can do. And the larger view of questions which these considerations open up, and which is already visibly enlightening the minds of the more advanced work-people, will dispose them more and more to look for the just improvement of their condition, rather in becoming their own capitalists, or allying themselves on fair conditions with the owners of capital, than in their present uncomfortable and often disastrous relations with them."

Latest by Telegraph.

FROM TORONTO.

The Court of Assize—The Volunteers in Camp—The Sabbath School Convention in St. Catharines—Accident—Lacrosse Match.

Special to THE TIMES.

TORONTO, October 7, 1868.

Several true bills were found by the Grand Jury of the Assize Court to-day, and a good deal of business was disposed of.

The Police Magistrate having on Monday made a strong statement as to the volunteers in camp drinking, Col. Jenyns has written a letter to the papers denying the charge most indignantly, and saying that he knows the thing to be impossible from personal observations. It is understood that Mr. McNabb has written a reply trying to wriggle out of having made the charge.

The Sabbath School Convention met at St Catharines yesterday. About 450 delegates were present by 2:30 p.m. Two hundred more are expected. The officers were elected, and some addresses delivered.

The express robbers were re-arrested on Mr. McMicken's warrant, and carried off to Sandwich to appear before him.

On the wharf to-day a farmer having delivered a load of barley began backing off, but unfortunately backed into the lake