

NEW ADVERTISEMENTS.

Camillus on Merchants—A. O. Andy & Co. Billiard Rooms—A. M. Murray. Muffins and Crumpets—G. Bartlett. Portuguese Onions—James Buchanan. Baltimore Oysters—Do. Schiedam Schnapps—Do. Authorized Discount—R. M. Bouchette. Government Notice—W. S. Lee.

The Ottawa Times

MONDAY, OCTOBER 12, 1886.

For markets see Fourth Page.

Another letter from our friend "Unionist" appears in this issue on the state of affairs in Nova Scotia.

The appointment of the Hon. CHARLES FISHER to be a Judge of the Supreme Court of New Brunswick, in the room and stead of the Hon. LEMUEL ALLEN, appointed Justice Governor, was gazetted on Saturday.

The Local Government of Quebec has established a tariff of fees to be paid for commission, registration, &c., in the Secretary and Registrar's offices for the Province, and the appointments can only be made as fast as the fees are paid. The Secretary's salary is \$10,000 per annum. Among the items in the tariff are the following: Commission of Recorder, \$15; do of Peace, \$5; do of Sheriff, Clerks of Peace, &c., at the same rate for their commissions, while Clerks, Fire Marshals, and some others, get their pay for \$10. All certificates, registrations, &c., in or from both offices above named, are to be paid for at rates of from 50 cents upwards. These regulations are adopted in accordance with an Act passed at the last Session of the Legislature, which we mistake not was a device of Hon. Treasurer DENNIS to increase the Provincial income.

In the Citizen of Saturday appears a "statement" over four columns in length, prepared at the instance of His Worship the Mayor, "with a view of countering the effects of the incorrect statements and erroneous assumptions" of the TIMES on the subject of the Corporation's policy towards the Street Railway Company.

Before proceeding to discuss the "points" in this formidable statement, it may be explained that it contains the whole, or portions, of three reports of the special committee of the City Corporation, detailing the correspondence which took place between the Corporation and the City Member, when the Amendment Act was before the Legislative Assembly in February last; and the resolutions passed by the Corporation and by the public meeting, called about that time, to consider the subject, all of which were laid before our readers in due course. It also contains the four propositions submitted to the Corporation by the Joint Committee, under date 25th March, with Mr. STRANGE'S letter of the following day, asking for explanations concerning these propositions, and the reply of the Joint Committee, dated 30th March, to which the Mayor says "and accordingly go on to recommend."

1. To apply to the General Government to disallow the Bill amending the Company's charter; 2nd. To apply to Chancery for an injunction against the Company; 3rd. To ask the Government to prevent the Company from laying track on Sappers' and Pooley's bridges; and 4th. To apply to the Local Legislature for amendments to the Company's charter.

The statement further gives a copy of the city's advertisement in compliance with the last recommendation. It tells us that "instructions to file a Bill in Chancery have been issued," and gives copies of the two memorials to the Government, in accordance with the first and third recommendations. Following these come the letter of Mr. STRANGE of the 14th ultimo, which we printed on Thursday last; and to which, as we learn from the Mayor, "as it was necessary in law, and in fact, to reply," the Committee immediately went to work, and drew up their precious "law 264," prohibiting the Company from laying their track, which we must say, was a very curious "answer" to a courteous letter. This by-law also appeared in the TIMES on Thursday. Then comes a lengthy judgment by Vice-Chancellor MOWAT, in the matter of the ATTORNEY-GENERAL vs. the Toronto Street Railway Company, and the Toronto Corporation, for neglecting to keep the streets in repair. The above is a brief, but, we believe, correct inventory of the contents of this "statement," only that we have omitted thus far to notice the comments of the compiler, with which they are introduced, "and which" is concluded.

There is a singular omission in those comments which the Mayor brings out now as the history of the railway question. The reply of the Railway Directors to the four propositions, and the letter of the 30th March, finds no place in it. This reply is dated 4th of April, and besides being long enough to have added another column to the "statement" would have shown that the Directors promptly, fully, and courteously explained their reasons for not acquiescing in the four propositions, whereas, any reader of the statement previously unacquainted with the existence of this letter, must be left to infer that the Directors did not even answer the Joint Committee at all. The readers of the TIMES who have taken an interest in the railway discussion, may remember that we published that letter, with the four propositions, on the 19th June last, when we took occasion to condemn the Corporation for carrying out the four modes of attempting to defeat the Company's operations summarised above; and would the Mayor, but refer to the discussions which took place last winter, he would find that it is not true that we "have taken up the cudgel" against the ally course of the Corporation towards the company, for we have condemned throughout the policy of the Corporation in this matter since it first, referred to as "burke's" charter in Toronto, up to the day of its passing the first, to repeal a Provincial Statute, which, having been the most ridiculous step of all, we condemned with perhaps a little more than ordinary severity. Our view of the case has

been that the Corporation has acted unreasonably from first to last in the premises, and it stands now in a position of hostility to the true interests of the city, and nothing appears in the whole "statement" to induce us to modify this opinion.

What are the facts? At the Session of the Canadian Legislature, held in Ottawa in the summer of 1866, there was introduced and passed into law "an Act to incorporate the Ottawa City Passenger Railway Company." At that time Mr. FAIR was a member of the Corporation. There was no objection raised to the passage of the Act, either on the part of the Corporation or the property owners. Everybody appeared to have been pleased that the capital of the Dominion was about to be supplied with this modern convenience, of the advantages of which the principal cities of Canada had already enjoyed several years' experience. About election time last year, a feeble attempt was made to coin a little political capital against Mr. CURRIE, because of his connection with the Company, but it was a signal failure, as his opponent turned out to have been one of the original incorporators. To save the charter a formal beginning was made on the 4th, and the Company being unable to complete it within the time limited by their Act of Incorporation, and desiring certain amendments to enable them to interchange cars with the St. Lawrence and Ottawa Railway Company, and to carry freight, applied to the Provincial Legislature of Ontario to have their charter amended accordingly.

At this stage of the proceedings the Corporation appears on the scene, for the first time, demanding an alteration in some of the original conditions of the charter, as well as that freight cars be run only at night, and that no cars be run on Sunday. The City Member secured the insertion of the two last named restrictions, but refused to press his opposition to privileges which had previously been obtained from the old Parliament of Canada, in this city of Ottawa. Now, what do we desire to learn from the Mayor's statement? How was it that powers granted at Ottawa without any complaint from the Corporation, should have been attempted to be destroyed at Toronto? This piece of manifest inconsistency on the part of the City Council, has never been explained or accounted for, and therefore we repeat, "we do not understand the action of the Corporation," and what is more, we don't believe that His Worship, backed by the whole Board of Aldermen, and the members of the citizens' committee to boot, can give any intelligible reason why the powers conceded without a grudge in 1866, should have been objected to in 1886. If they can do so, within moderate space, we shall be most happy to give the public the benefit of their explanation.

To proceed with the history of the case: The amended charter is passed, restricted to the two points insisted on by Mr. SCOTT, but otherwise retaining the original privileges, and the power to interchange cars and carry freight. This is the whole history of the case, except that the Corporation, after the amended charter had become law, attempted to exact conditions from the Company which the Company refused to concede, and now we have the magnificent spectacle of a Corporation by-law intended to override the Act of Parliament as the climax of the Corporation's new-born opposition to the City Railway.

It is needless to go over the ground again. The Mayor's "statement" does not touch the question as raised by us on Wednesday and Thursday last. It merely gives a record of his own and the Corporation's folly in the matter, and we may say in brief that the charter confers no unusual powers on the Corporation, we think the Corporation acted boldly in inviting the Company to forego its undoubted privileges, and that the Company acted wisely in refusing. Our views on this head were fully set forth in the TIMES of June 19th, when the Directors' answer to the four propositions of the Joint Committee was published. Why did the Mayor ignore that answer in his statement?

The Mayor professes in his letter, introductory to the statement, that he has been "merely obeying instructions of the Corporation, endorsed by a public meeting of 'ratepayers.'" Recent events have shown that members of the Corporation were "merely obeying instructions" from the Mayor, as his own letter in our columns the other day abundantly proved, and with respect to the particular point on which we charged His Worship with directing the Council as to the passage of the "experimental" by-law intended to test the validity of the Company's charter, the reports in both the city papers will confirm our assertion; though doubtless His Worship may have been acting merely as spokesman for the Committee. We charged that the preamble of the by-law had asserted a falsehood, and to this His Worship has no rejoinder. Now, we ask him, or the City Corporation, "or any other man," how in the name of common sense can it be expected that a by-law, the preamble of which can be disproved, could be treated as of weight in the courts, even were there not a Provincial statute against it? The Directors of the Street Railway are not to be frightened by the Mayor's name and the Corporation seal, and if His Worship and his "instructors" persist in carrying out their schemes, they will only succeed in letting the citizens in for the costs.

The whole pretension of the statement, and the Mayor's letter, is that the Corporation has been warning against a double track, and the compiler of the statement accuses the TIMES of having advocated the building of a double track. This is disingenuous in one particular, and false in another. Where is the evidence that the Company intended to build a double track? Their charter gives them power to do so, and because they will not sign away their right to this privilege conferred, Mr. FAIR, "fully approving" of the by-law, declaring that they shall build no track at all! Yet in the next breath he professes that it is not open to the Railway. He is quite willing that the Railway should be built; but he must not cross Sappers' Bridge, nor Pooley's Bridge. Then, we ask him, how is it going to get to the City where? In the introductory to the "statement" we are told that we ought have applied to the City Clerk for information. Now, personally, we have the utmost confidence that both the Mayor and the City Clerk are men of every capacity, and that they would treat us with every courtesy, as they always have done heretofore. But the Mayor himself has produced nothing from the City Clerk's office, of which we were not already cog-

nisant; and we firmly believe that that respected city functionary has no record of the motive, or reason, which induced the Corporation to change its policy on the Railway question in 1866. This is the puzzling point. If the City Clerk has such record we shall be glad to see it.

We may remark that it is utterly absurd for the Mayor, and those who side with him in this crusade against the Railway Company, to pretend that their opposition is to a "double track" when, in fact, they have passed a by-law prohibiting the laying of any track at all in the city. As to the certificate from Toronto, which the statement says we published "without signatures," we have only to remark that it was signed by about seventy-three business firms in Toronto on the streets affixed by the Railway, and the fact stated we have quoted it, and we don't think that His Worship will ask us to publish the names before admitting the correctness of our assertion. As to the Chancery suit in Toronto, and the dispute between the Corporation of that city and the Street Railway, we cannot see that it has the remotest bearing on the case, further than that, that it shows what everybody knew before, that Railway as well as Civic Corporations are apt to neglect their duties to the public; but in all such cases the public has generally proved strong enough to get itself righted in the end, and such, we trust, will be the experience of Ottawa.

The Montreal News, in discussing the subject of immigration, says: "It is computed that a greater number of French Canadians and their descendants now dwell in the United States than are found in this Province, and from every county fresh waves of emigrants are being sent to the United States. Our first concern should be to check this depletion of our vital force. Let us devise some means of inducing those born on this soil to colonize wild lands. As we have reached the limit of our soil, we may feel satisfied that the same influences will attract those races to whom a rugged winter and a northern latitude are not insupportable."

We do not believe that any policy, however benevolent, will eradicate the migratory habit which is emphatically a characteristic of almost every people under the sun in the present generation. But it is quite possible that much more might be done towards making the wild lands of our own country attractive to our own people; and we hope when we get hold of the Northwest Territory that it will successfully attract the restless youth who get tired of home. It is no disparagement to the best people in Europe who may seek a home in the Northwest, to say that they would find it very profitable to have a few Canadians as neighbors, to instruct them in the ways of the New World.

The Athlete Boat Club, of Ogdensburg, hold their first annual regatta on Thursday next, the 11th inst., and we are glad to learn that in response to an application from Mr. MACGREGOR, the Secretary of the Ottawa Rowing Club, Mr. DAVIS, Superintendent of the St. Lawrence and Ottawa Railway, has kindly consented to carry passengers from Ottawa to Prescott and back for one fare, and to run on Thursday for the accommodation of 8 p.m. on that day for the regatta. We understand that one or two Ottawa boats—the *Lady Jane* or *Zephyr*, or both—will enter for competition, and no doubt there will be a large number of visitors from this city.

Mr. OFARRELL has written another "Blood and Thunder" letter to the ATTORNEY-GENERAL of Quebec, concerning the perpetrator of the attempt to upset the Grand Trunk train, professing to know all about it, whereupon, as we learn from the *Gazette*, Judge CUSCOSS has taken Mr. OFARRELL at his word, and issued a subpoena for his attendance, to give evidence at the pending investigation.

THE STATE OF AFFAIRS IN NOVA SCOTIA.

A Review of the Acts of the Legislature. To the Editor of THE TIMES. Sir,—The history of the Legislature of Nova Scotia which closed its first session under the new Constitution a few days ago, must be admitted by all those who have carefully watched its proceedings to be one which reflects little credit on the Province. When the Legislature of the new Province assembled to refer to its debates, he will wonder at the word of patriotism, the ignorance of all constitutional usage and Parliamentary practice, the mere repetition of platitudes and cant, and the exhibition by the men who have had such important interests entrusted to their care by a credulous, and too confiding people. He will search in vain through the records for that breadth of knowledge and thought which characterized the discussions of the Legislature of the Province, during the years it enjoyed its independence, and the cooperation of the willingness of the people to cooperate in the defence of British America.

When the Fenians were threatening the Province, the Legislature of the Province of Nova Scotia, on the motion of Dr. Tupper, then leader of the Government, unanimously placed the whole of the public revenue at the disposal of the Legislature, as commander-in-chief, for the public defence. The sentiments expressed on that occasion by the leaders of both parties were in perfect accord. It was not until the Fenian invasion, when they were ready to march anywhere, at any moment, to repel the invasion of British America. Did any man then dare to get up and say that the Fenian invasion was a revolution on the ground that the militia might be called upon to step beyond the boundaries of the Province? If such a thought occurred to any one, he had not the faintest idea of the nature of the Fenian invasion. The Legislature would have stepped forward with the same promptitude that characterized its predecessor in 1839.

Every day when political excitement is highest, and in note of the Province have party distinctions been more clearly defined, and political animosities carried to a pitch which no sane man would ever presume to advance as a selfish policy are now considered. No one would have rebuked such an unparliamentary and unchristian conduct, had it been done by himself. Throughout his public speeches and writings we find numerous passages in which he does full justice, not only to his own loyal and patriotic feelings, but to the feelings of the people of the British throne. We need only go back a few months to obtain some evidence of his views in respect to the all-important question of the Fenian invasion. In London, in the summer of 1867, he published a pamphlet propounding a scheme for the organization of the British Empire, in which he said that the Fenian invasion was a revolution on the ground that the militia might be called upon to step beyond the boundaries of the Province? If such a thought occurred to any one, he had not the faintest idea of the nature of the Fenian invasion. The Legislature would have stepped forward with the same promptitude that characterized its predecessor in 1839.

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frontic appeals have been made by usurpation and politicians, for the purpose of exciting the masses to acts which would blot out all the records of our previous history. Even the Attorney-General of the Province, the rash, inconsistent Wilkins, gave his testimony to the loyalty of the people of Nova Scotia, and to the more into the power of those whose confidence he and his friends are abusing every hour they remain in office.

If it could be shown that the people of Nova Scotia are not as loyal and patriotic as they are reputed to be, I am about to refer, then I would be called upon to make the humiliating acknowledgment that they are not possessed of those generous and manly qualities which have made them so commonly supposed to possess. But it would be a gross injustice to the patriotism and manliness of the people, to entertain, for a single moment, the idea that they are not as loyal and patriotic as they are reputed to be. We are about to refer, then I would be called upon to make the humiliating acknowledgment that they are not possessed of those generous and manly qualities which have made them so commonly supposed to possess. But it would be a gross injustice to the patriotism and manliness of the people, to entertain, for a single moment, the idea that they are not as loyal and patriotic as they are reputed to be.

The first thought which suggests itself to one who contemplates the subject is, in this case, to suppose that it is a case of a few affecting the whole of British America, any large number of men could be drawn away from the Province, and the Province of Nova Scotia, of the great size of Canada. But laying all such arguments aside, are there any men so good as to implicitly give all the assistance that Nova Scotia could spare to our fellow-countrymen in Canada in the hour of their peril. The records of our past history give us no example of such a course being taken by Nova Scotia. It is a case of a few affecting the whole of British America, any large number of men could be drawn away from the Province, and the Province of Nova Scotia, of the great size of Canada. But laying all such arguments aside, are there any men so good as to implicitly give all the assistance that Nova Scotia could spare to our fellow-countrymen in Canada in the hour of their peril.

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CIVIL SERVICE RIFLE REGIMENT.

The Regimental Match will take place at the Rideau Rifle Range, Ottawa, on Thursday 15th, Friday 16th, and Saturday 17th October, 1886. The following is the prize list: RESIMENTAL MATCH NO. 1. Open to all members of the Regiment, duly qualified under Rule 1. Entrance fee, 25 cts. First prize—Black marble Portman clock. Second prize—Ice pitcher. Third prize—Old chromo—framed, presented by Capt. Debarthe. Fourth prize—Coke bucket. Fifth prize—Gold-mounted Malacca walking cane. Sixth prize—Plated beer mug. Seventh prize—Meerschaum pipe. Eighth prize—Case of razors. Ninth prize—Pair of brass-bound fowling gloves. Tenth prize—Sawtooth. Eleventh prize—Fish slice and fork. Twelfth prize—Picnic set. Thirteenth prize—Meerschaum pipe. Fourteenth prize—Bronze statuette. Fifteenth prize—Broad knife and plate. Sixteenth prize—Wine flask. Seventeenth prize—Silver-mounted walking cane. Eighteenth prize—Camp stool, presented by Lieutenant Walsh.

The regimental challenge cup, now held by No. 6 Company. To be competed for by five members from each company, 200 and 400 yards, 5 rounds at 500 yards. Second prize, butter cooler. To the highest individual score of the whole. RUNNING TIME MATCH NO. 3. Competitors to be placed each with 10 rounds of ammunition at the 500 yards post, and to run from that point to the 100 yards post. To fire one shot in any position, at each post, full and half distance. Two different targets to be fired at, according to the distance of the competitor from the 100 yards post. To fire one shot in any position, at each post, full and half distance. Two different targets to be fired at, according to the distance of the competitor from the 100 yards post.

The first prize will be a silver cup, presented by the Civil Service Rifle Regiment. Competitors to be placed each with 10 rounds of ammunition at the 500 yards post, and to run from that point to the 100 yards post. To fire one shot in any position, at each post, full and half distance. Two different targets to be fired at, according to the distance of the competitor from the 100 yards post. To fire one shot in any position, at each post, full and half distance. Two different targets to be fired at, according to the distance of the competitor from the 100 yards post.

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THE BELLS' CORNERS LACROSSE MATCH.

The Officers of the Bells' Corners Lacrosse Club have deemed it necessary to rush into print in a morning contemporary to regard the statements of some reporters in respect to the report of the recent lacrosse match at Bells' Corners, between seven players of Ottawa and the select twelve of the "Orchers" club. In the outset it is to be stated that the lacrosse people resist Confederation at all hazards. We, however, who live in Nova Scotia, know full well that such sentiments are not only entirely unjustified, but are very generally censured, and it only requires time to make that body extremely unpopular. It is simply necessary for intelligent persons to calmly and dispassionately review the acts of the majority in the Legislature during the recent legislative session to appreciate their want of true patriotism, and their inconsistency in the matter of public duties. They prolonged the session to nearly three months, when they could have done far more work in four weeks than they actually did. They refused to perform a large amount of necessary public business on the ground that they could not conclude the session until they had voted on Confederation. A few months pass by, and they again assemble and transact business under the very same circumstances that they had in the previous session. They have systematically misrepresented the condition of the public finances, although their misrepresentations have been, time and again, exposed. No fact is so readily shown as the policy of the Legislature that the resolution, passed immediately previous to the adjournment, to place \$50,000 at the disposal of the Government very soon thereafter, and that the resolution is altogether unjust in our legislative history, and certainly gives rise to very strange suspicions, especially when we reflect that the money was not actually paid out, and must curtail the grants for public services.

During the early discussions respecting the resolution, it was stated that the money was to be paid out, and that the resolution was altogether unjust in our legislative history, and certainly gives rise to very strange suspicions, especially when we reflect that the money was not actually paid out, and must curtail the grants for public services. During the early discussions respecting the resolution, it was stated that the money was to be paid out, and that the resolution was altogether unjust in our legislative history, and certainly gives rise to very strange suspicions, especially when we reflect that the money was not actually paid out, and must curtail the grants for public services.

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LOCAL NEWS.

Billiard Tables and Billiards for Sale.—Mrs. Murray advertises the sale of three of Phelan's patent pool tables, and the good will of the billiard room, Metcalfe-street.

Late Arrivals.—Messrs. Russell are in receipt of a large importation of new and fashionable fall and winter goods, of the richest and finest material. A list will be published to-morrow.

The Bazaar.—The bazaar in aid of the Sisters of the Good Shepherd will open to-day in the store lately occupied by Messrs. Magee & Russell, Spasska-st. The ladies in charge of the bazaar will, no doubt, be most happy to have a call from their friends.

Wolfe's Schiedam Schnapps.—Mr. James Buchanan, grocer, Succell-st. has just received a quantity of this excellent medicinal beverage, and has for sale at 25 cts. per bottle. It is recommended by very high medical authority.

Messrs. M. Bartlett, of the English branch, has resumed the manufacture of muffins for the season. Muffins and families can be supplied with warm muffins throughout the winter at low rates. Confectionery, cakes and pastry always on hand. Remember the place, English branch house, Spasska-st.

Stoves.—A new invention has lately been made in this necessary article of household furniture, whereby a saving of fifty per cent. in fuel is gained, without burning coal, wood or peat. As the cold weather is now approaching, housekeepers would do well to call and see Eaton's patent automatic ventilating stoves, on exhibition on the main floor of the Blyth & Kerr's, Rideau-st. This firm is also the agent in Ottawa and district for Beecher & Co.'s celebrated hot air furnaces.

New Grocery Establishment.—We desire to call the attention of our readers to the advertisement of Messrs. A. O. Andy & Co., in another column, announcing the opening of a sample room, on Elgin-st., opposite the Russell House, where they have opened an extensive stock of groceries, including all the delicacies. Messrs. Andy & Co., particularly mention their stock of tea—a price list of which they publish, by which it will be seen they make reductions on all retail rates—as being fresh and of good flavor.

Obituary Notice.—The funeral of the late Mrs. Malcolm Cameron will leave her late residence, the Bessy-st., at noon, to-day, precisely, for the railway station, whence the body will be conveyed to Sarnia for interment. Mrs. Cameron was born in Glasgow in 1808. She was the daughter of Robert McGregor, Esq., of the old firm of Robt. McGregor & Co., cotton spinners, Glasgow. She married in 1828, John Cameron, Esq., of the same firm, and was first attacked by rheumatism in 1853, since which time she has suffered constantly. She leaves an only child, Miss Cameron.

A Girl Drowned off a Bridge.—Intelligence reached us too late for publication in Saturday's issue of a case of a young girl being drowned on Friday evening, by falling from a large bridge which was crossing the foot of the Chaudiere Bridge. It appears that the captain of a tugboat was passing under the bridge, and whilst his daughter was engaged in cooking supper on deck she missed her footing and fell backward into the water. She floated for some time, but was unable to swim, and a cable way down stream till she had passed out of all human reach, and was seen to sink to rise no more. She had been accustomed to swim, and was a very good swimmer, which fact was ascertained by the body being found in a shallow pool of water, and being carried away by the current. The body was recovered, and was seen to sink to rise no more. She had been accustomed to swim, and was a very good swimmer, which fact was ascertained by the body being found in a shallow pool of water, and being carried away by the current.

A Drunken Madman.—On Saturday night, St. Andrew-st., Lower Town, was the scene of a dreadful outrage, which filled a number of its residents with alarm and terror. John McGillivray, who keeps a tavern on that street, became seriously drunk, and in that condition rushed into the street, and, with a wooden club, threatened to cut her daughter's head off. He was restrained by his friends, and was carried to his home, where he was confined to his bed for several days, and armed with a drawn sword and another dangerous weapon, threatened to cut her daughter's head off. He was restrained by his friends, and was carried to his home, where he was confined to his bed for several days, and armed with a drawn sword and another dangerous weapon, threatened to cut her daughter's head off.

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