

without either of them receiving any injury. Some efforts were then made by their friends to bring about an accommodation, but unavailingly, as Dr. Jeffrey declared he would not leave the ground until he had lost his own life, or taken that of his antagonist. Pistols were then handed to them a second time, and at this fire the right arm of Dr. Smith was broken, which delayed the proceedings for a few moments until he recovered from the exhaustion, when he declared that he was ready to die, and requested the seconds to proceed.

The pistols were then put into their hands a third time, Dr. Smith using his left hand. At this fire, Dr. Jeffrey was wounded in the thigh, and his loss of blood occasioned an exhaustion, which again delayed the conflict for a few minutes. He, however, recovered, and both desired to shorten the distance. They now stood up for the fourth time, covered with blood, and at a distance of six feet. They were to fire between the words "one" and "five," and the shots proved fatal to both parties. They fell. Dr. Smith dropped dead, the ball having penetrated his heart; Dr. Jeffrey was shot through the breast, and survived but four hours.

The more favourite method of proceeding in the United States is, however, to fight with rifles, beginning at eighty yards, and sometimes fighting in a wood, and applying one another like wild Indians, to imitate the feelings of a Parisian *Gandin* (the cream of society), or of our Cardigan class, invited to partake of satisfaction in a wood—sticking their hat on the muzzle of their rifle, to induce the other gentleman to waste his fire on that!

The last duel fought on English soil was so late as 1852, between two Frenchmen, at Egham, in which one was killed. In 1862, Mr. Dillon, an Englishman, was shot in the Bois de Boulogne by the Duc de Grammont Caderousse. As we have rarely stated, no social custom was ever so rapidly extinguished. It is not a century ago that their "cloth" did not even protect "the clergy." The Rev. Mr. Bates, editor of the *Morning Post*, earned his title of member of the church-militant by fighting two duels in one year with sword and pistol. Mr. Hill, too, chaplain to Bland's Dragoons, was shot by Colonel Gardiner of the Carabiniers at Epping. At this time, there were Handbooks of Duelling published—just as we now have Treatises on Cricket—containing the best advice.

Caution—James Nolan. Bestial Abuse—Globe Printing Company. Caution—Wm. Atkinson. Application to the Ontario Legislature. To Capitalists. Removal of Store—T. Rajotte. Hick & Co's Blankets—H. Hick & Co.

NEW ADVERTISEMENTS.

Caution—James Nolan. Bestial Abuse—Globe Printing Company. Caution—Wm. Atkinson. Application to the Ontario Legislature. To Capitalists. Removal of Store—T. Rajotte. Hick & Co's Blankets—H. Hick & Co.

THE OTTAWA TIMES

WEDNESDAY, OCTOBER 28, 1883.

For Ottawa Markets see Fourth Page.

The Hon. JOHN ROSE arrived here yesterday morning. There was a meeting of the Privy Council in the afternoon. The Conference on Immigration, it is expected, will commence its sittings to-morrow. The Toronto papers mention that Hon. Messrs. CARLING and WOOD will represent Ontario.

The Hon. Mr. CHATELAIN, at whose instance a Montreal contemporary informs us the Conference has been called, will, with the Hon. Mr. DUMAS, represent Quebec.

Mr. SANFORD FLEMING yesterday received a telegraphic despatch from the Mayor of Halifax, N.S., announcing the gratifying intelligence that \$1,800 had been subscribed by the citizens in aid of the distressed Red River settlers. This is exceedingly honorable to the people of Halifax. That city, up to the present time, stands next on the list after Ottawa, of all the cities in the Dominion, for the amount of its subscription towards the Red River fund; and we should add that Hamilton, Ont., follows closely after, and has also been the means of stimulating the neighboring municipalities, so that by this time we presume the Hamilton Committee must have forwarded nearly \$3,000, while Montreal and Toronto are only rubbing their eyes to see what could be done.

Mayor TOMES also informs Mr. FLEMING that he believes the Government of Nova Scotia will contribute \$1,000 towards the same object. What says the Ontario Cabinet, with its million of surplus funds on hand, and not a dollar for Red River relief to spare, to the action of the Nova Scotians? Surely Ontario will do its duty before it is too late.

To-day we insert a communication from Mr. Sheriff POWELL, on the subject of providing a public square for the city. There can be nothing to be said against the soundness of the Sheriff's argument; and from the able manner in which he has treated the question, he has left little room to say anything more in its favor.

Whether an attempt on the part of the Corporation to stop the sale of those portions of the Ordnance lands south of Maria-st., and west of Elgin-st., would be successful, we have very serious doubts; but the occasion should at least be utilized to secure the remaining portion between Maria-st. and the Canal.

avenue in front of them, by at least doubling the width of Metal-st. Had this been done in time there would have been a better plea for the city's claiming the Ordnance lands south of Maria-st., if not for nothing, at least at a moderate price, to be laid out as a public square, to which the avenue (that should have been) would have made an appropriate thoroughfare, at the same time that the noble pile on the hill would have been seen to far greater advantage, than it can be now, from that quarter. It is unfortunate that so little attention should have been paid to the laying out and building up of the Capital, on a site offering so many and such truly magnificent natural advantages for the combination of the useful and the beautiful. The unfortunate "jog" at the Sapper's Bridge, which turns Rideau-st. askew, up to the crossing of Elgin-st., where the road strikes what should have been the continuation, in a straight line, of Besser-st., is a bad blemish, to correct which, we fear, would cost more than the citizens of Ottawa would be able to pay, were they ever so willing. But there are many other things that might be done at comparatively small cost; and we should be very glad, were it possible, to rank the proposal of the Sheriff as one of them.

We did not expect that the Montreal Herald would endorse our proposal for the erection of official residences for Ministers at Ottawa. It gives us, however, all the more confidence in the soundness of the proposition, when we see how little the Opposition organ has to say against it. It is no reflection on other Opposition organs to say that the Herald generally makes the best possible case against any measure coming under its high displeasure; and when we find that all it can say against the official residences is, that "the modest, neatly-dressed waiting-maid, would have to give place to the 'gorgeous flunkey'"; that all manner of extravagance would follow in the train, if Ministers were guaranteed a home without having to search for it at the Capital; we may reasonably conclude that the case against the proposal is not very strong. We have no material guarantee against the "gorgeous flunkey" now. He sometimes looms up before our vision in other official quarters; but as he figures, in every case, solely at the cost of his employer, there cannot be very good grounds for opposition to him.

It is rather a lame plea, to argue that if Ministers were provided with residences they would then claim higher salaries to keep up a greater degree of state. Common sense people would arrive at a different conclusion. If the Ministers now are contented with the not very extravagant allowance of \$5,000 per annum, having to provide house-room for themselves, it is surely not an unreasonable inference that they would be better pleased with that salary and a residence added. But the question is not one of pleasing Ministers merely. It has a wider significance in the interest of the public business. When, as the Hon. M. H. FOLEY magnificently put it, a member of Parliament is "called to the councils of Her Grace 'CIOUS MAJESTY,'" he has a slight delicacy in venturing upon the fitting up of an establishment at the capital, not alone because of the expense, but because of the uncertainty of his office. Just suppose that Messrs. HOLTON, DIXON, and others, had fitted up establishments at Quebec in the summer of 1863, would it not have been an ungracious task to have been compelled to break them up again in the following spring? On the other hand, had the Ancient Capital possessed its "Downing-st.," there would have been nothing more unseemly in vacating the residence than in ceasing to frequent the Executive Council Chamber.

There are, no doubt, many things to be done with the public money. But the amount that would be required for the purpose of building official residences would not be by any means large, while the advantages in the interests of the public business are obvious. The Hon. Mr. GOSWAMY, with definite terms of office, have their official residences provided for them; and surely their Ministers, who have no guarantee of office, despite the very best of "good behaviour," beyond the fickle and imperious will of the people's representatives, and who are at the same time no less essential to the working of the governmental machinery than their Honors and His Excellency, are equally entitled to the benefit of a like provision on their behalf.

As it is reported that there is to be a special meeting of the Corporation this evening, to consider the Street Railway question, we may again refer to the subject, not in the purpose of going over the old questions of dispute, but merely to offer a few suggestions as to the location of the track. On behalf of the Sussex-st. merchants, it has been said that they desire a single track railway, and that such track should be laid in the middle of the street. It is probable, too, that this proposition may have advocates in the Corporation, and if so, or even whether it has or not, it is well to show that there are some grave objections to it.

The main sewer is built in the middle of Sussex-st. The railway would, therefore, be forced to run directly over it; and even assuming that the sewer itself is now a substantial structure, it is obvious that it will sometimes need repairs. Why then force the Company on to the very portion of the street where its traffic would be most likely to be interrupted?

Again, in the case of a single track the Company must have sidings, in other words a single track requires occasional doubles to permit cars passing in opposite directions; and were the single track in the middle of the street, clearly the turn-out must go much nearer the sidewalk, than if the single track were laid to one side. As a matter of fact the single track in the middle of the street would be equivalent, on the side where its turn-outs are placed, to a double track, because the middle being occupied by the main track, the side track would occupy a certain space on one or the other side.

In favour of laying the single track towards one side of the street, are the following considerations: The traffic of the Company would not be passed over the sewer, and the road bed over it being less exposed to travel, would save it from requiring such frequent repairs; the sewer, when necessary, could be repaired without interrupting the Company's traffic; the turn-outs

would occupy precisely the same position towards the sidewalk on the one side that the main track would on the other, so that they would not complain that they were specially hampered by it. The turn-out is, of course, so far more objectionable to business men than the main track, in that it involves the stoppage of the cars there, so that were the main track in the middle of the street, the waiting cars might be placed so near the sidewalk as to be an annoyance to business. So long as the cars are "running" they give little or no interruption to the traffic; it is only when they stop that they interfere with travel, and if the main track is in the middle of the street, then these stopping places will be just exactly in the worst position possible.

These are, to our way of thinking, plain, common sense considerations, so plain, in fact, that they must be apparent to any one who will reflect upon them. What we should expect of the Corporation is, that it would object to the Company's cars traversing the road bed above the sewers, wherever it is possible to avoid it. But if the track is laid in the middle of the street, not only will the traffic be over the sewer, but the turn-outs would in all probability have to be located above the distributing mains of the Gas Company. If, then, it is to be made a complaint against the Company that it prefers to lay its single track, not being put down, so far to one side that the centre of the street will be exactly midway between the main and side tracks; and that the sewer will not be interfered with, except in crossing to the side track, we think the foregoing considerations will show that such complaint is totally unfounded. However, we shall probably hear the other side of the question to-morrow.

As the Company have signified their intention of laying but one track, and that only to the south end of Sussex-st., this fall, which will not of course be used this year, we think the Corporation could very well afford to leave the question over for the consideration of the next year's Council. It is not improbable that candidates and electors may have their views on the subject of entering on an expensive, and, as we think, needless lawsuit. At all events, it would be well for the citizens to see the track made, when they will be better able to judge how far the objections urged against it will stand the test of experience. It would be very desirable could a good understanding be established between the City Council and the Company; but failing that the next best thing would be a cessation of hostilities which would give all parties time for reflection.

The Government steamer *Napoleon III*, arrived at Quebec on Sunday afternoon, the 25th instant, at three o'clock, from Belle Isle, and the lightness in the Lower St. Lawrence, which she had been supplying with the usual stores for the winter, having been absent thirty-three days. During the voyage she met with continued westerly winds and heavy weather, which detained her eleven days within sight of Belle Isle, unable to land the supplies for the light-house at that island. She had on board Mr. GOSWAMY, the acting-manager of the Provincial steamers at Quebec, who proceeded to Blanc Sablon, and other parts of the Labrador coast, where the inhabitants were suffering for the want of food, for the purpose of distributing provisions, which had been provided by the Government of Quebec, and of reporting as to the distress existing at that coast.

Mr. GOSWAMY reports that the supplies which were so kindly furnished by the Government of Quebec for these poor people in that locality were ample to meet their wants, and would be the means of preventing much suffering during the approaching winter.

Tax second instalment, \$80, of the Red River relief fund was transmitted yesterday. This makes \$2,000 thus far forwarded from Ottawa.

A splendid chance for the advertisement of the City to be thrown away. To the Editor of THE TIMES. Sir—A hand-bill bearing the well-known name, Hector McLean, auctioneer, invites the public to a sale of lands in the west, on most alluring terms, on Friday the 30th of October. These lots comprise two portions of the property transferred to the Corporation by the Hon. Mr. GOSWAMY, with definite terms of office, have their official residences provided for them; and surely their Ministers, who have no guarantee of office, despite the very best of "good behaviour," beyond the fickle and imperious will of the people's representatives, and who are at the same time no less essential to the working of the governmental machinery than their Honors and His Excellency, are equally entitled to the benefit of a like provision on their behalf.

As it is reported that there is to be a special meeting of the Corporation this evening, to consider the Street Railway question, we may again refer to the subject, not in the purpose of going over the old questions of dispute, but merely to offer a few suggestions as to the location of the track. On behalf of the Sussex-st. merchants, it has been said that they desire a single track railway, and that such track should be laid in the middle of the street. It is probable, too, that this proposition may have advocates in the Corporation, and if so, or even whether it has or not, it is well to show that there are some grave objections to it.

The main sewer is built in the middle of Sussex-st. The railway would, therefore, be forced to run directly over it; and even assuming that the sewer itself is now a substantial structure, it is obvious that it will sometimes need repairs. Why then force the Company on to the very portion of the street where its traffic would be most likely to be interrupted?

Again, in the case of a single track the Company must have sidings, in other words a single track requires occasional doubles to permit cars passing in opposite directions; and were the single track in the middle of the street, clearly the turn-out must go much nearer the sidewalk, than if the single track were laid to one side. As a matter of fact the single track in the middle of the street would be equivalent, on the side where its turn-outs are placed, to a double track, because the middle being occupied by the main track, the side track would occupy a certain space on one or the other side.

In favour of laying the single track towards one side of the street, are the following considerations: The traffic of the Company would not be passed over the sewer, and the road bed over it being less exposed to travel, would save it from requiring such frequent repairs; the sewer, when necessary, could be repaired without interrupting the Company's traffic; the turn-outs

would occupy precisely the same position towards the sidewalk on the one side that the main track would on the other, so that they would not complain that they were specially hampered by it. The turn-out is, of course, so far more objectionable to business men than the main track, in that it involves the stoppage of the cars there, so that were the main track in the middle of the street, the waiting cars might be placed so near the sidewalk as to be an annoyance to business. So long as the cars are "running" they give little or no interruption to the traffic; it is only when they stop that they interfere with travel, and if the main track is in the middle of the street, then these stopping places will be just exactly in the worst position possible.

These are, to our way of thinking, plain, common sense considerations, so plain, in fact, that they must be apparent to any one who will reflect upon them. What we should expect of the Corporation is, that it would object to the Company's cars traversing the road bed above the sewers, wherever it is possible to avoid it. But if the track is laid in the middle of the street, not only will the traffic be over the sewer, but the turn-outs would in all probability have to be located above the distributing mains of the Gas Company. If, then, it is to be made a complaint against the Company that it prefers to lay its single track, not being put down, so far to one side that the centre of the street will be exactly midway between the main and side tracks; and that the sewer will not be interfered with, except in crossing to the side track, we think the foregoing considerations will show that such complaint is totally unfounded. However, we shall probably hear the other side of the question to-morrow.

As the Company have signified their intention of laying but one track, and that only to the south end of Sussex-st., this fall, which will not of course be used this year, we think the Corporation could very well afford to leave the question over for the consideration of the next year's Council. It is not improbable that candidates and electors may have their views on the subject of entering on an expensive, and, as we think, needless lawsuit. At all events, it would be well for the citizens to see the track made, when they will be better able to judge how far the objections urged against it will stand the test of experience. It would be very desirable could a good understanding be established between the City Council and the Company; but failing that the next best thing would be a cessation of hostilities which would give all parties time for reflection.

The Government steamer *Napoleon III*, arrived at Quebec on Sunday afternoon, the 25th instant, at three o'clock, from Belle Isle, and the lightness in the Lower St. Lawrence, which she had been supplying with the usual stores for the winter, having been absent thirty-three days. During the voyage she met with continued westerly winds and heavy weather, which detained her eleven days within sight of Belle Isle, unable to land the supplies for the light-house at that island. She had on board Mr. GOSWAMY, the acting-manager of the Provincial steamers at Quebec, who proceeded to Blanc Sablon, and other parts of the Labrador coast, where the inhabitants were suffering for the want of food, for the purpose of distributing provisions, which had been provided by the Government of Quebec, and of reporting as to the distress existing at that coast.

Mr. GOSWAMY reports that the supplies which were so kindly furnished by the Government of Quebec for these poor people in that locality were ample to meet their wants, and would be the means of preventing much suffering during the approaching winter.

Tax second instalment, \$80, of the Red River relief fund was transmitted yesterday. This makes \$2,000 thus far forwarded from Ottawa.

A splendid chance for the advertisement of the City to be thrown away. To the Editor of THE TIMES. Sir—A hand-bill bearing the well-known name, Hector McLean, auctioneer, invites the public to a sale of lands in the west, on most alluring terms, on Friday the 30th of October. These lots comprise two portions of the property transferred to the Corporation by the Hon. Mr. GOSWAMY, with definite terms of office, have their official residences provided for them; and surely their Ministers, who have no guarantee of office, despite the very best of "good behaviour," beyond the fickle and imperious will of the people's representatives, and who are at the same time no less essential to the working of the governmental machinery than their Honors and His Excellency, are equally entitled to the benefit of a like provision on their behalf.

As it is reported that there is to be a special meeting of the Corporation this evening, to consider the Street Railway question, we may again refer to the subject, not in the purpose of going over the old questions of dispute, but merely to offer a few suggestions as to the location of the track. On behalf of the Sussex-st. merchants, it has been said that they desire a single track railway, and that such track should be laid in the middle of the street. It is probable, too, that this proposition may have advocates in the Corporation, and if so, or even whether it has or not, it is well to show that there are some grave objections to it.

The main sewer is built in the middle of Sussex-st. The railway would, therefore, be forced to run directly over it; and even assuming that the sewer itself is now a substantial structure, it is obvious that it will sometimes need repairs. Why then force the Company on to the very portion of the street where its traffic would be most likely to be interrupted?

Again, in the case of a single track the Company must have sidings, in other words a single track requires occasional doubles to permit cars passing in opposite directions; and were the single track in the middle of the street, clearly the turn-out must go much nearer the sidewalk, than if the single track were laid to one side. As a matter of fact the single track in the middle of the street would be equivalent, on the side where its turn-outs are placed, to a double track, because the middle being occupied by the main track, the side track would occupy a certain space on one or the other side.

In favour of laying the single track towards one side of the street, are the following considerations: The traffic of the Company would not be passed over the sewer, and the road bed over it being less exposed to travel, would save it from requiring such frequent repairs; the sewer, when necessary, could be repaired without interrupting the Company's traffic; the turn-outs

would occupy precisely the same position towards the sidewalk on the one side that the main track would on the other, so that they would not complain that they were specially hampered by it. The turn-out is, of course, so far more objectionable to business men than the main track, in that it involves the stoppage of the cars there, so that were the main track in the middle of the street, the waiting cars might be placed so near the sidewalk as to be an annoyance to business. So long as the cars are "running" they give little or no interruption to the traffic; it is only when they stop that they interfere with travel, and if the main track is in the middle of the street, then these stopping places will be just exactly in the worst position possible.

These are, to our way of thinking, plain, common sense considerations, so plain, in fact, that they must be apparent to any one who will reflect upon them. What we should expect of the Corporation is, that it would object to the Company's cars traversing the road bed above the sewers, wherever it is possible to avoid it. But if the track is laid in the middle of the street, not only will the traffic be over the sewer, but the turn-outs would in all probability have to be located above the distributing mains of the Gas Company. If, then, it is to be made a complaint against the Company that it prefers to lay its single track, not being put down, so far to one side that the centre of the street will be exactly midway between the main and side tracks; and that the sewer will not be interfered with, except in crossing to the side track, we think the foregoing considerations will show that such complaint is totally unfounded. However, we shall probably hear the other side of the question to-morrow.

As the Company have signified their intention of laying but one track, and that only to the south end of Sussex-st., this fall, which will not of course be used this year, we think the Corporation could very well afford to leave the question over for the consideration of the next year's Council. It is not improbable that candidates and electors may have their views on the subject of entering on an expensive, and, as we think, needless lawsuit. At all events, it would be well for the citizens to see the track made, when they will be better able to judge how far the objections urged against it will stand the test of experience. It would be very desirable could a good understanding be established between the City Council and the Company; but failing that the next best thing would be a cessation of hostilities which would give all parties time for reflection.

Ward's block. The ground hitherto reserved as a parade ground, is admirably and usefully adapted for the purpose; and if the unoccupied portion of the By-street, between it and Maria-st., were acquired by the Corporation, they would together form a square, that would be an ornament worthy of our city. In addition to the advantages of a parade ground, it would afford ample justification for the ceding their portion of it to the Dominion Government, as they would be devoting it to the legitimate object which formed one of the conditions on which its transfer to them was based, namely, the maintenance of a military service in Ottawa. Ottawa continues to be the Seat of the Dominion Government, it must continue to be garrisoned with more or fewer troops, and will, in consequence, require a permanent barracks accommodation, and other advantages in a military point of view, that may be presented; but the most important of these would be the maintenance of the barracks of large bodies of men. In the consideration then of the subject, our city authorities should not lose sight of the fact, that it is desirable to attract any additional military force that would make Ottawa their headquarters, and the direct result of this would be to increase its importance thereby. The property now offered for sale has been hurried into the market as a mere matter of departmental routine, most likely having never been considered by the Government, or even the heat of the particular branch with whom rests its disposal. Any portion of it once sold and buildings erected, the property would be unlikely to be ever resumed. Not an hour then should be lost in entering upon negotiations that may prevent what must, if consummated, be a desirable source of revenue to every ward of our city and its prosperity. If the municipal authorities are prepared to meet the question fairly and squarely, they may rest assured that the Dominion Government is not unreasonable in its demands. While it may be urged on the one hand that the Government hold this property in trust for the Dominion, and that they are bound to see to its application for the benefit of the whole, and not for a part of the people, it cannot be gainsaid that retaining the property for the public use is a local benefit alone. It is not by the resident citizens only that it is to be felt, but by the thousands who come to the metropolis annually, and in an almost greater degree, Ottawa is in reality the Washington of the Dominion, and may fairly be regarded as a neutral territory in which all sections are interested. To Quebec and Montreal have each in their day received their portions of the public property within their precincts on favorable terms, and no one can now doubt that the same policy should be adopted in the case of Ottawa. It is not by the resident citizens only that it is to be felt, but by the thousands who come to the metropolis annually, and in an almost greater degree, Ottawa is in reality the Washington of the Dominion, and may fairly be regarded as a neutral territory in which all sections are interested. To Quebec and Montreal have each in their day received their portions of the public property within their precincts on favorable terms, and no one can now doubt that the same policy should be adopted in the case of Ottawa. It is not by the resident citizens only that it is to be felt, but by the thousands who come to the metropolis annually, and in an almost greater degree, Ottawa is in reality the Washington of the Dominion, and may fairly be regarded as a neutral territory in which all sections are interested. To Quebec and Montreal have each in their day received their portions of the public property within their precincts on favorable terms, and no one can now doubt that the same policy should be adopted in the case of Ottawa.

As it is reported that there is to be a special meeting of the Corporation this evening, to consider the Street Railway question, we may again refer to the subject, not in the purpose of going over the old questions of dispute, but merely to offer a few suggestions as to the location of the track. On behalf of the Sussex-st. merchants, it has been said that they desire a single track railway, and that such track should be laid in the middle of the street. It is probable, too, that this proposition may have advocates in the Corporation, and if so, or even whether it has or not, it is well to show that there are some grave objections to it.

The main sewer is built in the middle of Sussex-st. The railway would, therefore, be forced to run directly over it; and even assuming that the sewer itself is now a substantial structure, it is obvious that it will sometimes need repairs. Why then force the Company on to the very portion of the street where its traffic would be most likely to be interrupted?

Again, in the case of a single track the Company must have sidings, in other words a single track requires occasional doubles to permit cars passing in opposite directions; and were the single track in the middle of the street, clearly the turn-out must go much nearer the sidewalk, than if the single track were laid to one side. As a matter of fact the single track in the middle of the street would be equivalent, on the side where its turn-outs are placed, to a double track, because the middle being occupied by the main track, the side track would occupy a certain space on one or the other side.

In favour of laying the single track towards one side of the street, are the following considerations: The traffic of the Company would not be passed over the sewer, and the road bed over it being less exposed to travel, would save it from requiring such frequent repairs; the sewer, when necessary, could be repaired without interrupting the Company's traffic; the turn-outs

would occupy precisely the same position towards the sidewalk on the one side that the main track would on the other, so that they would not complain that they were specially hampered by it. The turn-out is, of course, so far more objectionable to business men than the main track, in that it involves the stoppage of the cars there, so that were the main track in the middle of the street, the waiting cars might be placed so near the sidewalk as to be an annoyance to business. So long as the cars are "running" they give little or no interruption to the traffic; it is only when they stop that they interfere with travel, and if the main track is in the middle of the street, then these stopping places will be just exactly in the worst position possible.

These are, to our way of thinking, plain, common sense considerations, so plain, in fact, that they must be apparent to any one who will reflect upon them. What we should expect of the Corporation is, that it would object to the Company's cars traversing the road bed above the sewers, wherever it is possible to avoid it. But if the track is laid in the middle of the street, not only will the traffic be over the sewer, but the turn-outs would in all probability have to be located above the distributing mains of the Gas Company. If, then, it is to be made a complaint against the Company that it prefers to lay its single track, not being put down, so far to one side that the centre of the street will be exactly midway between the main and side tracks; and that the sewer will not be interfered with, except in crossing to the side track, we think the foregoing considerations will show that such complaint is totally unfounded. However, we shall probably hear the other side of the question to-morrow.

As the Company have signified their intention of laying but one track, and that only to the south end of Sussex-st., this fall, which will not of course be used this year, we think the Corporation could very well afford to leave the question over for the consideration of the next year's Council. It is not improbable that candidates and electors may have their views on the subject of entering on an expensive, and, as we think, needless lawsuit. At all events, it would be well for the citizens to see the track made, when they will be better able to judge how far the objections urged against it will stand the test of experience. It would be very desirable could a good understanding be established between the City Council and the Company; but failing that the next best thing would be a cessation of hostilities which would give all parties time for reflection.

The Government steamer *Napoleon III*, arrived at Quebec on Sunday afternoon, the 25th instant, at three o'clock, from Belle Isle, and the lightness in the Lower St. Lawrence, which she had been supplying with the usual stores for the winter, having been absent thirty-three days. During the voyage she met with continued westerly winds and heavy weather, which detained her eleven days within sight of Belle Isle, unable to land the supplies for the light-house at that island. She had on board Mr. GOSWAMY, the acting-manager of the Provincial steamers at Quebec, who proceeded to Blanc Sablon, and other parts of the Labrador coast, where the inhabitants were suffering for the want of food, for the purpose of distributing provisions, which had been provided by the Government of Quebec, and of reporting as to the distress existing at that coast.

Mr. GOSWAMY reports that the supplies which were so kindly furnished by the Government of Quebec for these poor people in that locality were ample to meet their wants, and would be the means of preventing much suffering during the approaching winter.

Tax second instalment, \$80, of the Red River relief fund was transmitted yesterday. This makes \$2,000 thus far forwarded from Ottawa.

A splendid chance for the advertisement of the City to be thrown away. To the Editor of THE TIMES. Sir—A hand-bill bearing the well-known name, Hector McLean, auctioneer, invites the public to a sale of lands in the west, on most alluring terms, on Friday the 30th of October. These lots comprise two portions of the property transferred to the Corporation by the Hon. Mr. GOSWAMY, with definite terms of office, have their official residences provided for them; and surely their Ministers, who have no guarantee of office, despite the very best of "good behaviour," beyond the fickle and imperious will of the people's representatives, and who are at the same time no less essential to the working of the governmental machinery than their Honors and His Excellency, are equally entitled to the benefit of a like provision on their behalf.

As it is reported that there is to be a special meeting of the Corporation this evening, to consider the Street Railway question, we may again refer to the subject, not in the purpose of going over the old questions of dispute, but merely to offer a few suggestions as to the location of the track. On behalf of the Sussex-st. merchants, it has been said that they desire a single track railway, and that such track should be laid in the middle of the street. It is probable, too, that this proposition may have advocates in the Corporation, and if so, or even whether it has or not, it is well to show that there are some grave objections to it.

The main sewer is built in the middle of Sussex-st. The railway would, therefore, be forced to run directly over it; and even assuming that the sewer itself is now a substantial structure, it is obvious that it will sometimes need repairs. Why then force the Company on to the very portion of the street where its traffic would be most likely to be interrupted?

Again, in the case of a single track the Company must have sidings, in other words a single track requires occasional doubles to permit cars passing in opposite directions; and were the single track in the middle of the street, clearly the turn-out must go much nearer the sidewalk, than if the single track were laid to one side. As a matter of fact the single track in the middle of the street would be equivalent, on the side where its turn-outs are placed, to a double track, because the middle being occupied by the main track, the side track would occupy a certain space on one or the other side.

In favour of laying the single track towards one side of the street, are the following considerations: The traffic of the Company would not be passed over the sewer, and the road bed over it being less exposed to travel, would save it from requiring such frequent repairs; the sewer, when necessary, could be repaired without interrupting the Company's traffic; the turn-outs

would occupy precisely the same position towards the sidewalk on the one side that the main track would on the other, so that they would not complain that they were specially hampered by it. The turn-out is, of course, so far more objectionable to business men than the main track, in that it involves the stoppage of the cars there, so that were the main track in the middle of the street, the waiting cars might be placed so near the sidewalk as to be an annoyance to business. So long as the cars are "running" they give little or no interruption to the traffic; it is only when they stop that they interfere with travel, and if the main track is in the middle of the street, then these stopping places will be just exactly in the worst position possible.

These are, to our way of thinking, plain, common sense considerations, so plain, in fact, that they must be apparent to any one who will reflect upon them. What we should expect of the Corporation is, that it would object to the Company's cars traversing the road bed above the sewers, wherever it is possible to avoid it. But if the track is laid in the middle of the street, not only will the traffic be over the sewer, but the turn-outs would in all probability have to be located above the distributing mains of the Gas Company. If, then, it is to be made a complaint against the Company that it prefers to lay its single track, not being put down, so far to one side that the centre of the street will be exactly midway between the main and side tracks; and that the sewer will not be interfered with, except in crossing to the side track, we think the foregoing considerations will show that such complaint is totally unfounded. However, we shall probably hear the other side of the question to-morrow.

As the Company have signified their intention of laying but one track, and that only to the south end of Sussex-st., this fall, which will not of course be used this year, we think the Corporation could very well afford to leave the question over for the consideration of the next year's Council. It is not improbable that candidates and electors may have their views on the subject of entering on an expensive, and, as we think, needless lawsuit. At all events, it would be well for the citizens to see the track made, when they will be better able to judge how far the objections urged against it will stand the test of experience. It would be very desirable could a good understanding be established between the City Council and the Company; but failing that the next best thing would be a cessation of hostilities which would give all parties time for reflection.

the man (not being a prize winner) making the last number of Miss—Pvt. Torranceau. In shooting off the ties of 15 Thibault wood, and of 14 Morin wood. This afternoon, 18. Also another trial of skill which the annexed was the result:

200yds. 300yds. 400yds. Tl. Lt. Ross.....2323 3200 4344.39 Pt. Torranceau.....2222 2200 2003.18

LOCAL NEWS. U. R. COCKERY.—The grand concert of the U. R. Club takes place to-morrow evening, and there is assurance that it will be a success. The programme is an advertisement.

VERY PLAIN.—We are glad to learn that the St. Patrick's Society have postponed the lecture which was to have been delivered before them to-morrow evening, on account of the U. R. concert. This is highly commendable, and will be appreciated.

DIVINE SERVICE, CHURCH OF HOPE.—For some Sunday evenings past some persons going to attend the Church of England evening service have been disappointed in finding the place of worship closed. We are requested, therefore, to inform the public that the service has been discontinued, and the afternoon service at half-past four o'clock resumed.

COUNTRY TAVERNKEEPERS.—Those hotel and tavernkeepers of the County of Carleton who have not paid up their licenses, will do well to look to it without loss of time, for Monday after that, and when they are thinking about the matter he will have half a hundred of them in his net, and having got \$20 out of them, he will go in for the \$40. Pay the county and not the informer.

POLICE COURT.—Mary Ann Thompson, for being drunk on the street, was sent to jail at hard labor for three weeks. James Ferris, for drunken and disorderly conduct, was fined \$2 and costs, or two weeks in jail. John Simson, same offence, \$3 and costs, or one week in jail.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—The first convention of the Young Men's Christian Association for the Provinces of Ontario and Quebec is now in session at Toronto. The delegates from the Ottawa Association are Messrs. J. McMillan, B. A. President, A. C. Wilson, and Mr. Shaw. If deemed advisable by the convention, the Ottawa delegates are authorized to attend the same for the next meeting to be held in this city.

ORPHANS' HOME ENTERTAINMENT.—Reminded by the musical and intellectual entertainment in behalf of the Protestant Orphans' Home to-night. The ladies of the Wesleyan Methodist church sang a full chorus. Let them have it, and let those who cannot sing their money. The proper treatment of the orphan question is now engaging some of the greatest minds in the New World. Let the next to be taken in? Who knows? But independently of the orphan there will be no one to "put money in its purse and go."

EXPLANATION EXTRAORDINARY.—The mysterious case of the "Slaughter," which has been the subject of so much speculation, is explained by the fact that the "Slaughter," which was supposed to be the work of a Fenian agent, was in fact an advertisement adopted by our enterprising citizens, H. Hick & Co., who are disposing of a bankrupt stock they purchased in Montreal. They are offering the goods at a low price, and clothing ever offered in this city. The store was so crowded yesterday that many would-be purchasers could not gain admittance; but several ladies attempted to secure entrance, and on en