NEW ADVERTISEMENTS.

Prepare for Hot Weather—H. Meadows & Co.
Card—Dr. A. A. A. Philion.
Ottawa Rowing Club—W. H. Cotton.
Mortgage Sale.—Thos. F. Nellis.

The Ottawa Times

Office: 38, Sparks Street.

WEDNESDAY, JULY 28, 1869.

☞ *For interesting Reading Matter see First Page; for Ottawa Markets see Fourth page.*

We present to-day, as briefly as possible, a reply to the Montreal *Gazette's* extraordinary defence of the Auditor, in relation to the Reiffenstein frauds. The *Gazette* says:

"While it is certain that the person most immediately and directly responsible, according to official routine, was the permanent chief of Mr. Reiffenstein's own department, and the next was the chief of the accountant's department—the Deputy Inspector General, upon the Auditor of Public Accounts, as if he were the party solely and altogether at fault."

Let us see how far this is just, according to law. By "an Act respecting the collection and management of the Revenue, the auditing of Public Accounts, and the liability of Public Accountants (assented to 21st Dec., 1867) it is provided:

"Sec. 20. The Deputy Receiver General shall keep the account with the financial agents of the Dominion in England, and with the bank or banks receiving or paying public moneys, and shall audit the accounts of moneys paid for interest on Canadian stock, debentures, or other Canadian securities."

Will any one pretend to say that this clause imposes upon the Deputy Receiver General one single duty in reference to the municipalities fund? Where, then, is the *Gazette's* authority for the assertion that the "person most immediately and directly responsible"—for Reiffenstein's frauds—is the Deputy Receiver General? Let our contemporary produce it.

Next we find in the same Act:

"Sec. 21. It shall be the duty of the Deputy Inspector General, to prepare all money warrants on the certificate of the auditor—to countersign all Canadian debentures, Receiver General's cheques and receipts—to keep a debenture book, which shall contain a record and description of all debentures outstanding or to be issued, showing the date of issue, period of redemption, when cancelled, and payment of interest, and also a register of Provincial Notes or Notes of the Dominion issued or cancelled, and an Interest Account;—to classify all appropriations of public moneys and keep posted up a book to be called the Appropriation Book, containing an account, under separate and distinct heads, of every such appropriation, whether permanent or temporary, entering under each head the amounts drawn on account of such appropriation, with the dates and names of the parties to whom Warrants are issued,—to examine and audit the accounts current of the Officers of Customs and Inland Revenue or Excise,—and to keep the Public Accounts of the Dominion."

How far does this clause implicate the Deputy Inspector General? No further than this, that he may have been bound, as the Auditor pretended he was simply bound, to see that the appropriation was not exceeded. His only duty of audit refers to the Customs and Inland Revenue Departments; and it has not yet been made manifest that he has failed in these. Will the Montreal *Gazette* please to show us how, in the face of this enactment, the Deputy Inspector General has failed in his duty in not detecting the Reiffenstein frauds? When it does so, we have a few facts in reserve to which we promise, for the behoof of our contemporary's client, to give a faithful airing; and to let the public judge whether it is fair that the Deputy Inspector General should be made a scape-goat for other people's faults. All that we desire in this matter is fair play, and we think there is a public opinion strong enough to obtain it for all the parties implicated.

Now as to the *Gazette's* pet, against whom "a dead set has been," according to our contemporary, "somewhat unfairly made," let us see how the law defines his duties:

"Sec. 22. It shall be the duty of the Auditor to examine, check and audit all other accounts of the receipt and expenditure of public moneys, whether appertaining to the Dominion of Canada, or received or expended by the Dominion on account of or in trust for any other party or parties; and all receipts and expenditure, which by the foregoing sections are required to be primarily audited by other members of the Board of Audit shall nevertheless be submitted to the Auditor for final audit and Review."

Does not this clause fairly bring the account which was manipulated by Reiffenstein under the primary audit of the Auditor? If not, it certainly makes him responsible for the *final* audit of this, as of all other public accounts; and therefore with eminent propriety the press of the country—the *Gazette* excepted, and even the *Gazette* until its last article—has held the Auditor responsible for the toleration of a long continued system of gross fraud, which the most ordinary supervision would have been amply competent to detect. And we believe, the *Gazette* to the contrary notwithstanding, that the country will endorse the almost unanimous opinion of the press, and hold the Auditor to account for the irregularities practised under a system organised mainly by himself.

So far as the law goes we have shewn the *Gazette's* statements to be utterly at variance with truth. But if we had not the *Gazette* itself to put into the box to bear testimony to the Auditor's gross inefficiency we should not have resumed the subject.

On the 12th inst., the *Gazette* stated that when the Municipalities Fund account went to the Audit Office "it did not add up correctly." Our contemporary continues: "It was sent back for correction, and a good many days were spent in ingenious transposition of figures to look like blunders or copying or printing. * * 341 for instance, would be made 743, &c., &c."

Here then we have this confession that the Auditor's "final audit and review" consisted in sending an account back because it "did not add up correctly," and in accepting the same account "after a good many days were spent in ingenious transposition of figures" to make it "add up correctly," a comprehension of the simple rule of addition being apparently the limit of the Auditor's arithmetical exploits.

With such law and with such facts, before the public, is it fair in the *Gazette* to pretend that a "dead set," or any "set" at all undeserved, has been made against the Auditor? We totally disclaim all sympathy or part with those who, according to the *Gazette*, attack the Auditor "as if they owed "him a personal grudge." We owe him no grudge—we owe him nothing but the good will we owe to all mankind; and if we have attacked the administration of his department, it has only been because of the facts recited, and of other facts, which have thoroughly convinced us—of what we were pretty well persuaded, even before the exposure of the Reiffenstein frauds—that Mr. Langton's boasted system of audit was lamentably deficient, if not utterly unserviceable to the public interests.

It is odd to find the *Gazette* of the 26th speaking of "other duties" being "forced upon" the Auditor, when on the 12th it described him as "greedy of work."

Another statement of the *Gazette* is equally odd. It now says the Municipalities Fund account "came in late of course, was printed "and sent in without being seen, if we are "not mistaken, by either of the three deputy "heads in the two Finance Departments." On the 12th, it declared that the same account "was sent back (from the Audit Office) "because it did not add up correctly." How is this?

The account manipulated by the defaulting clerk is not a very large one. Some four hundred and thirty, or four hundred and forty, items make up its early extent, and no one acquainted with accounting will pretend that its annual audit, even if accompanied, as it ought to be, with the examination of vouchers, could be a very serious affair, when its whole amount was but $150,000. How did it come that the "ingenious transpositions" from 347 to 743, &c., &c., were not detected in the audit office, when the "cooked" account was sent back from the Receiver General's Department? When the *Gazette* explains this we shall be better able to appreciate its allusions to the Auditor's "amiable assailants," and its pretension that the animadversions upon his branch of the public service have been inspired by a "personal grudge." But until our contemporary satisfies us—and we should be glad to be satisfied—upon the various points raised, we can but maintain that we have been discharging a painful but incumbent public duty, in pointing out, according to our lights, where we conceive the weak point exists in the Departmental administration which has allowed a system of peculation to go on, without detection, for years, and which would doubtless still have been going on but for accidental outside interference.

The *Leader*, on the strength of an assertion—concerning Mr. Ross's rumoured retirement—recently made by our city contemporary, and still more recently contradicted by the same authority, discusses the *personnel*, and the party complexion of the Dominion Government. Perhaps it may be as well that these premature, if not erroneous, announcements, should have been made, because thereby an expression of public opinion is evoked on the changes which circumstances may render necessary at a future day not far distant; and governments, to be successful, must sometimes follow public opinion, just as on other occasions their duty is to lead it.

After speaking in deservedly high terms of Mr. Ross's ability and successful administration of the finances the *Leader* refers to the probability of Sir A. T. Galt's coming into the Government as Mr. Ross's successor. It quotes the opinion of the Sarnia *Observer*, which is supposed to reflect the member for Lambton's views, as favourable to Sir A. T. Galt's return to his old position in the Government, and then says:

"We yield to no one in admiration of Sir Alexander Galt's ability, parliamentary and departmental; and yet we are not disposed to regard his accession to the cabinet at this time as Minister of Finance, as the best thing that could happen. He carried the country safely through the severest years of depression it has ever known. His task was no light one, and it is not, perhaps, to be wondered at that many people were but too ready to believe much of a disingenuous and untruthful kind that was said of him. Many persons get the impression, however, that, being an eastern man, he legislated in favour of Montreal and adversely to Ontario as a whole, and in a special sense to Toronto; and it would not be easy to persuade these persons even now that their apprehensions in this respect were mainly wrong. Last session the member for Sherbrooke did much to counteract the influence of this feeling. His declaration in the House that Ontario is the backbone of the Confederation; that as she prospers or goes back so must prosper or go back the Dominion; and the bold stand which he took on the banking question in favour of a view which was essentially the Ontario view, did much to set him right with the people of this province. His time to return to the cabinet in charge of the finances has not, however, come. We could wish it were otherwise—and we ought, perhaps, to say we regret it—but for the sake of Sir Alexander Galt himself and his usefulness, as well as for that of the government as a whole, we think it better that, if he comes back to power at all—which we would be pleased to see—he ought to do so as the chief of some other department than that which—there is no use in attempting to deny—he is best fitted for. The prejudice which still exists in Ontario against the member for Sherbrooke had better be humoured for some time longer than boldly fought against."

However much one might be disposed to dispute the justice of the Ontario public opinion as above described, he cannot fairly question the correctness of the *Leader's* estimate of it. The jealousy between Montreal and Toronto has had much to do with this opinion, and we know how impossible it is to counteract the jealousies between communities regarding each other as rivals, however ill-founded they may be. No doubt Sir A. T. Galt, who has heretofore proved himself sensitive even to a fault on this point, will weigh well the effect of his return to office in the light of his own future usefulness. We had occasion to chide him before for deferring rather too much to Ontario prejudice in a matter in which he struggled manfully for its supposed interests; and we should very much regret now, if the exigencies of the public business require his services, that his sensitiveness on this point would prevent his freely giving them. We hardly think he required to be informed of this Ontario feeling, because we are inclined to believe he has always held an exaggerated estimate of it; and it may be depended upon that when he returns to office—as in case of Mr. Ross's resignation we hope he will—he and his old colleagues will so arrange the portfolios as to give the most general satisfaction to all parts of the Dominion, without deferring too much to the prejudices of any one of them. The Minister of Finance of this Dominion should, if possible, be a man who would inspire confidence abroad as well as at home; and though no one will dispute that Sir A. T. Galt would do that, he is, fortunately for Canada, not the only one of her leading public men who have won this double fame.

After stating its conviction that (on the assumption of Mr. Ross's retirement) either Sir John A. Macdonald, or Sir George E. Cartier, should deliver the next budget speech, the *Leader* branches off into the wider question of the representation of Ontario in the Cabinet, and says:

"Mr. Macdougall remains the sole representative of the Reform party from Ontario in the Ministry. He, too, will soon be leaving it, there is reason to believe. What will Sir John Macdonald do in the circumstances? He is himself as able as any man to devise plans, and to carry them into effect. Left to himself—uninfluenced by personal ambitions and personal claims—he would be pretty certain to strike the right road. It is no secret, however, that ever since the election of 1867 many of Sir John Macdonald's ultra-Conservative friends have pressed him—circumstances favouring the change—to destroy the combination character of the cabinet, and make it purely and entirely a party government. It was urged that the election gave him, what he had not had for many years before, a Conservative following from Ontario; and it was claimed, upon the strength of this assertion, that as vacancies occurred they should be filled up from the Conservative party. It is not improbable that even now some persons may be pressing upon the Premier the same views. If they are, we think he will do well to resist their representations. It is not easy to draw the line as to the last election and divide the members into two different camps distinguished from each other by the simple words "Reform" and "Conservative." We cannot separate the elements which operated, upon that occasion, from the result. The majority of members were elected upon a "no-party" basis; and, although the Grits were thoroughly routed, it would be unjust to claim that Conservatives, pure and simple, as distinguished from supporters of the government, constitute the majority from Ontario. But, even were this point admitted, it would not follow that without any pressing reason for a change, the government, which gained the public confidence as a combination government, should change its character into one of a strictly party kind. Such an operation might very fairly be charged with bad faith; it might, without much impropriety, be characterized as stealing a march upon the constituencies. Besides, there are Reformers in the cabinet from the other provinces whose desirability in that position is unquestioned, and whom no one would think of removing from it. How could the government be made a strictly party one while Mr. Tilley, the acknowledged chief of the Reformers of New Brunswick, and Mr. Howe, the long-time leader of the Liberal party of Nova Scotia, were members of it?"

We do not dispute the justice of these remarks. It is not right to measure the amount of Reform support tendered the Government by the number of Ministerial Reformers in parliament; nor would it be fair to gauge it by the number of Reform votes cast for Ministerial candidates at the polls. But on the other hand it is indisputable that the Conservatives brought the largest measure of support to the Government at the last election. It is also true that the Reformers received the largest representation in the Cabinet, on the assumption that they were the largest party, which assumption, in so far as the Government was concerned, was proved to be erroneous by the result of the election. Now what the Conservatives—by no means "ultra"—contended for was this, that one Reformer having received the highest office in the Province, it would have been unfair to have again placed a Reform majority from Ontario in the Cabinet; and that that majority, if any, should be on the Conservative side. We are among those who took an early opportunity of pressing this view, and we believe that not only Conservatives but many Reformers admitted its justice. The Conservatives are not so exacting as the *Leader's* remarks would indicate, and as a party they have evinced no intention of breaking faith with those who made common cause with them at the last election. We are quite prepared to endorse the *Leader's* proposition that two Conservatives and two Reformers from Ontario should be a fair cabinet representation from that Province; though we feel the inconvenience of keeping up these party distinctions as to *men*, after the distinction as to *principle* has passed away, and would prefer to see public opinion advanced to that stage when it would endorse and uphold the appointment of the best and most competent men, without reference to the stripe of the party flag which they formerly followed.

"One who Knows" must excuse us for refusing to publish his letter, for the reason that it is too violently personal. Perhaps the one to which it was intended as a reply was liable to the same objection; but then our correspondent should remember that such controversies must stop somewhere, and we think he would lose nothing by treating the communication referred to with silence or—something else.

The Montreal *Gazette* of yesterday says:

"A Conference is being held in this city to adjust the basis on which the arbitration between the Dominion and the Provinces of Ontario and Quebec is to take place. There are present Sir John A. Macdonald, Sir George E. Cartier, Mr. Rose, Mr. J. S. Macdonald, Mr. Chauveau, Mr. Wood, and Mr. Dunkin. Mr. Langton, the Auditor, is also present.

The Conference sat all yesterday, and we believe will conclude to-day. We understand that the utmost cordiality prevailed, and that a basis had been agreed upon. Some figures of detail only require to be settled."

THE GAME LAW

To the Editor of THE TIMES.

Sir,—This morning's *Citizen* contains an article copied from the *Ontario Farmer* relative to the protection of Game, in which a blunder is made as to the length of the close season.

The article in question states that snipe and woodcock are protected by the present law between the first day of May and the twelfth day of August.

The following is the clause alluded to, which I give for the benefit of those interested, and in order to correct the mistake of the *Ontario Farmer*:

"No woodcock or snipe shall be taken or "killed between the first day of March (*not* "*May*) and the twelfth day of August in any "year."

It is to be regretted that newspapers are not more careful in publishing extracts from the Statutes, as by such careless statements an impression is conveyed abroad which tends to create the very evil which is sought to be averted, viz: the accidental infringement of the law.

The present Game Act is generally popular, and its provisions are mostly excellent; but unfortunately the Provincial Government has as yet taken no means to secure the enforcement of the law, and it is therefore, in many parts of the Province, almost a dead letter.

Until a more rigid system of game protection is inaugurated, we must expect to see the birds gradually but surely exterminated, and it is quite probable that fifteen or twenty years hence, legislation on this subject will be as unnecessary as it is now ineffective.

I am, Sir,
Your obdt. servt.,
RIDEAU.

Ottawa, 26th July, 1869.

OBITUARY.

Death of John A Roebling, the Engineer.

From the New York Times, July 23.

Mr. John A. Roebling died at the residence of his son in Hick street, Brooklyn, yesterday morning at 6 o'clock. While Mr. Roebling was engaged in making some measurement connected with the East River Bridge on the 28th of June, a boat at Fulton Ferry caught and severely bruised one of his feet. The immediate result of this accident was the amputation of his toes. A serious illness followed, which led finally to his death. It is also said that Mr. Roebling's determination to conduct his own case, instead of wholly unreservedly relying upon the advice of his physicians, had much to do with the result which so many of his friends now mourn. Up to 3 o'clock yesterday morning he continued to direct his attendants in writing, but soon after that time he showed signs of mental weakness, and he was observed to sink rapidly. In these last wandering moments his mind dwelt upon the East River bridge plans His last days were very much embittered to him by the loss of his power of speech, lockjaw having silenced him about four days ago. About an hour previous to his death he failed to recognize his friends, and was soon attacked by three spasms which operated upon his heart and lungs. In the last of these spasms he expired. The remains of the much lamented engineer will be removed to Trenton, N. J., and the funeral will take place on Sunday.

Mr. Roebling was born in 1806, in the city of Muhlhausen, Prussia. He graduated at the Royal Polytechnic School at Berlin, receiving the degree of Civil Engineer; this obliged him to remain three years in the service of the State, most of the time being spent in the superintendence of public works in Westphalia. Emigrating to the United States in 1831, he setteled in the neighbourhood of Pittsburgh, in Western Pennsylvania, purchased a tract of wild land, and devoted himself for several years to reclaiming it and building up a small country town. The life of a farmer proving rather monotonous to one educated for an engineer, he embraced the first opportunity which offered to enter again upon the pursuits of his profession. He obtained his first situation in America as assistant engineer on the slackwater navigation of the Beaver River tributary of the Ohio.

Entering the service of the State of Pennsylvania, he was employed for three years in surveying and locating three lines of railway across the Allegany Mountains, from Harrisburg to Pittsburg, the road being ultimately built by the Pennsylvania Central Railway Company.

A short period of rest from public work was devoted to commencing the manufacture of wire rope, a business in which he was the pioneer in America, and occupied the first place of this day.

In the year 1844, at Pittsburgh, the wooden aqueduct of the Pennsylvania Canal across the Allegheny River having become so unsafe as to require a removal and the erection of a new structure on the old piers, the time being limited to nine months, including the winter seasons of 1844-45, the work was let by contract to the lowest bidder, who proved to be Mr. Roebling. It was carried to a successful completion by him within the time specified, and opened to commerce in May, 1845. This aqueduct comprised seven spans of 162 ft. each, consisting of a wooden trunk to hold the water, and supported by a continuous wire cable on each side, of seven inches diameter. Following the building of the aqueduct come the erection of the Monongahela Suspension Bridge at Pittsburgh.

In 1848 Mr. Roebling undertook the construction of a series of five suspension aqueducts on the line of the Delaware and Hudson Canal, connecting the anthracite coal regions of Pennsylvania with the tide water of the Hudson river. There were all completed in the course of two years. During this period Mr. Roebling removed from the West and established his works and his residence at Trenton, in the State of New Jersey.

Public attention had for some time past been directed to the problem of connecting the New York Central and Great Western Railways of Canada by bridging the chasm of the Niagara river, a problem which, from the nature of the locality, admitted no other solution than by a railway suspension bridge. Mr. Roebling was invited to make plans and estimates for the bridge, and was at the same time appointed the engineer. For four years, commencing with 1851, the work was continued without interruption, until in March of 1855, the first locomotive and train crossed a railway suspension bridge; and it may be safely said that up to the present day it is still the only example of the kind of any magnitude. In the fall of 1856 the foundations of the towers of the Ohio Bridge, at Cincinnati, were laid; work was resumed next year, and then interrupted for want of means. In 1863, however, operations were resumed, and the bridge finally finished in 1867.

The last and crowning triumph of engineering anticipated by Mr. Roebling was the projected bridge over the East River, an enterprise of the most gigantic proportions, and which, if finished, will an enduring monument to his name and fame.

THEATRES IN EUROPE.

There are some curious statistics published as to the number of theatres in the different European countries. France rejoices in the greatest number, namely, 337. Italy comes next, having no less than 298. Spain is third on the list, its number being 168. England occupies the fourth place, with 159 theatres; and the other countries in Europe rank as follows, namely: Austria, 152; Germany, 115; Prussia, 76; Russia, 34; Belgium, 34; Holland, 23; Switzerland, 20; Portugal, 16; Poland, 10; Sweden, 10; Norway, 8; Denmark, 5; Schleswig, 5; Greece, 4; Turkey, 4; Roumania, 3; Servia, 1. The sum total is 1482. If we include Prussia under the general name of Germany, says the London *Daily News*, then Germany, with its 181 theatres, will rise to the third place in this remarkable catalogue, which may be accepted as a tolerably fair index of the theatrical tastes of the different European races. France worthily occupies the place of honour on the list, and no one can doubt that the drama flourishes more in France than in any other European country. Doubts may be raised, however as to the position of England. If we have fewer theatres than Italy or Spain, or Germany, will our dramatic authors submit to be told that it is because the dramatic art is less vital in this the land of Shakespeare than in those other lands? The fact is that we must carry to extremes the test of numbers. In a comparison of this kind, as in a comparison of wit, twenty shillings do not always make a sovereign. The number of paltry little playhouses which are spread over the Continent is far greater than with us, but these playhouses give small token as to the vitality of the drama, and are evidence chiefly of the cheapness of the entertainments they supply.

New French grey, drab, and mauve alpaccas and lustres, at Garland, Muchmor & Co.'s.

For a choice selection of pickles, sauces potted meats, jams, jellies, preserved fruits and claret, go to Bate & Co., 92 Sparks-st.

1,523 yards good fast coloured prints—a great bargain at 6d. per yard—at Garland Muchmor & Co.'s.

Additional Stock.—Garland, Muchmor & Co. have just received large lots of new goods in the various departments, to which they invite the attention of wholesale and retail buyers.

The Alabama claims were allowed to disturb too long the citizens of the two great Anglo-Saxon communities. The carelessness of one set of statesmen, the indifference of another set, and the cupidity of another class, have combined to keep this *quæstio vexata* rankling in the great political system, like consumption in the human frame, which spreads so rapidly until checked and expelled by the great Shoshonkee Remedy. For sale by all druggists.

EUROPEAN NEWS.

London, July 26.—The United States practice ships *Macedonian* and *Savannah* have arrived at Portsmouth. The officers are now visiting the different Government establishments there.

It is rumoured that a treaty has been concluded between France, Austria and Italy, whereby the latter, in case of war, is to support France with a contingent of 50,000 troops, and occupy Viterbo.

It is also rumoured that Prussia has offered the Pope 12,000 men if the French forces evacuate Rome.

Basle, July 26.—Steamer *Great Eastern* arrived at this port to-day from Miquelon.

London, July 26.—A dispatch from Constantinople, dated to-day, says the Egyptians are arming extensively.

Paris, July 26.—The *Journal Official* denies that J. Q. A. Warren, the American citizen who was arrested during the late riots, received ill-usage, and asks for the suspension of public judgment pending the Judicial enquiry into the circumstances of the case.

Marshal Neil, Minister of War, has ordered that the number of cadets admitted to military schools be increased.

The following appointments are announced: Baron de Talleyrond Paugird to be senator; M. Beuditti to be ambassador to St. Petersburg, and M. Charles Dardin to be ambassor to Berlin.

London, July 26.—The *Times* to-day refers to the effect of disestablishment as follows; "The Irish Church now knows what it is and what it can do, and for the first time in its history has a real honest independent character.

London, July 26.—In the House of Lords to-night the Royal assent was given to the Irish Church Bill; in the course of the evening the Marquis of Clanricide called attention to the inefficiency of police and magistrate arrangements in Ireland for the prevention and detection of crime. He said the constant recurrence of outrages in that island was a disgrace to the contry, and the impunity with which murder and outrages were committed showed that the Executive were powerless and assassins powerful. He urged the necessity of having a more efficient constabulary.

Lord Duffeyn said her Majesty's Government deplored the recent outrages in Ireland, and was ready to consider any proposal for the suppression. He added that no measures had been neglected to bring perpetrators of outrages to punishment.

The House of Lords passed the Endowed Schools Bill.

In the House of Commons the announcement that the Royal Assent had been given to the Irish Church Bill was read with cheers.

The Telegraph Purchase Bill passed in committee. There was a decided majority in favour of making a permanent monopoly of telegraph lines.

The interest in the Harvard and Oxford boat race exceeds that of the annual University contest. The betting is in favour of Oxford.

The Queen race of the Royal Yorkshire Yacht Club for prizes valued at £100 came off on Friday last. The race was open to yachts belonging to any Royal club, with allowances of time by Acker's scale. The course ended over was from Lowestoft to Hull road. The race was won by the *Cambria*, which beat all her competitors by two hours.

Paris, July 26.—The *Journal Official* congratulates the country on the completion of the French American Cable. It says the new route of communication, now opened between France and the United States, will henceforth render our intercourse more frequent, and our relations more intimate. It will draw closer the bonds of friendship which now unite the two countries.

Madrid, July 26.—The attempt made by the Carlists to take the city of Pompelnon, in Navarre, was frustrated by the garrison. Several men were killed and wounded on bothsides. Arrests of Carlists continue to be made.

London, July 26.—A collision occurred in the Baltic last night, between two steamers, both belonging to the Hull. One of the vessels sunk, and twenty-three of her passengers and crew were burned.

LATEST AMERICAN ITEMS.

New York, July 26.—An American who has just returned from travelling through Cuba says, the revolutionary forces display much more activity than the Spaniards, and are constantly making headway. The principal wants of the revolutionists are arms, medicine, salt, clothing and shoes. There is no lack of men. The patriots have ammunition enough of all kinds to have arsenals established for the manufacture of cartridges, and for repairing any arms that may become disabled in action. Leaders state that they do not need any men from abroad to come, particularly for the want of arms with which to equip the large number of volunteers constantly presenting themselves, and whom the chief cannot organize into regiments until the muskets are procured. The revolutionists are sanguine of success, depending, as the chiefs do, upon the well-known sympathy of the whole national element, and the belief that the yellow fever and cholera will so decimate the Spanish ranks as to render them powerless against the rapidly increasing revolutionary forces.

Utica, N. Y., July 25.—The lock on the Erie canal east of Frankfort, gave out on Saturday. It is thought that five days will be required to complete the repairs No boats have passed Frankfort since Saturday.

Havana, July 26.—According to official reports the number of effective regular troops on the island is nearly 32,000, and of volunteers 4,000. The rebels show that they have 6,000 well armed men in the field, besides a number of guerilla bands.

Marshal Serrano has issued an order withholding the government stipend from the Jesuit colleges in Havana, owing to the indiscretion of the director.

New York, July 26.—The yacht *Sappho* was towed to-day to Sandy Hook, where she awaits a favourable wind to sail to Europe.

PRINCE ARTHUR.

The Liverpool *Post* understands that Prince Arthur will sail for Canada on the 14th August, accompanied by Lieut. Col. Elphinstone, V.C. The Council of Military Education in their report, state:—"Prince Artaur remained three terms only at the academy, and devoted his attention principally to artillery, fortification, and surveying. In these subjects he passed a searching *viva voce* examination by the Professors in June, 1868, in the presence of Major-General Sir F Abbott, a member of the Council, who expressed himself in the following terms in his report:—The examination being *viva voce* was much more extensive and searching than it could otherwise have been made within reasonable limits of time, yet the answers given were, with few exceptions, prompt and accurate, showing that during an unusually brief course, his Royal Highness had devoted great attention to the instruction given by the able and zealous Professors of the Academy, and proving himself to be well qualified for a commission in either of the scientific corps of Her Majesty's Army."

Promotion in the Life Guards.—Lieutenant the Marquis of Graham, 1st Life Guards, is about to obtain his captaincy in the extraordinary short period of three years.

Outrage in Tipperary.—William Bradshaw, brother at Mr. Bradshaw, lately murdered in Tipperary, on entering his house lately, was followed by two men who hurled large stones with great force at him. He fired at them and missed, and afterwards pursued them, but they escaped.

The Nicobar Islands.—These Islands, taken possession of in the name of Her Majesty in March last, are to be colonised with Chinamen. More than a sufficient number of Chinamen at Singapore have expressed their willingness to leave the Straits Settlements for the Nicobars.

Another Assassination.—News form Cork, on July 3, reports a murder near Emly, county Tipperary. A wealthy farmer, named James Neille, who was driving geese from land upon which they were trespassing, was accosted by a tenant named Denis Fahey. An altercation ensued, and Fahey struck Neille with a weapon under the ear, killing him. Fahey has not yet been arrested.

A NEW PEOPLE DISCOVERED IN AFRICA.

A Race Like the Anglo-Saxon of Asiatic Origin—Their Religion Spiritual—Their Government Monarchical.

From the Observer.

In the southwestern portion of Africa is a tract about 300 miles in breadth, from north to south, and between 400 and 500 in length, from east to west, laid down in the maps as Herere Land to Damara Land. It extends from the Cheune river, on the north, to the Walfish Bay, on the south, and from the coast to Lgami, in the interior. Very few Europeans have visited it; three elephant hunters only, between 1857 and 1864, Anderson, whose works on "Lake Ngami," are so well known, Green and Smuts. Anderson was so much pleased with the country that he purchased a large tract of land there, and raised some thousands of cattle. He died there in the early part of the present year.

There are two races inhabiting the country, the Bechuanas, who occupy some kraals or villages in the central and northern part, but who are in a dependent condition, and the Ovas, of several tribes (Ovamguari, Ovakuenama, Ovambuere, etc.,) a red race, with long hair—curly, but never woolly—regular features and fine forms. These are the ruling race, and exhibit a high degree of intelligence and many characteristics which indicate their Asiatic origin. They are governed by a king—Tijikongo—of the Ovambo race, who resides at Ondonga. He is assisted in the government by a council, without whose consent he cannot execute any measure. Each tribe has its prince and its territory, and the princes are subject to the king and council, by whom, for any offence against the laws, they may be deposed or put to death. Each principality is divided into districts, governed by chiefs who are amenable to the princes, but have an appeal to the king and council. Their roads are excellent, and each has an inspector, whose business it is to see that every person coming into the kingdom is stopped and entertained until his name and purposes can be forwarded to the king and permission obtained for him to travel through the country. In the case of explorers and hunters, there is usually little difficulty; but traders are required to procure some responsible citizen of the country to be their guarantee that they shall deal honourably, and pay all the debts they contract.

The religion of the country is, in many respects, so much like that of the Parsees as to induce the belief that the Ovas belong to that race, or have been under its tuition. They are not idolators, but believe in a Supreme Being, the Creator, who is omnipresent, omnipotent, and omniscient, and whose symbols are the sun and the fire, and to these they pay homage as His representatives, but offer no sacrifices to them. They keep the sacred fire constantly burning, and the princes who are also priests, entrust to their daughters, and sometimes to their wives, the duty of superintending these sacred fires The Ovas also believe in the existence of a very powerful evil spirit, who is not, however, omniscient nor omnipresent, and to his interference they attribute their misfortunes and accidents, but they offer no sacrifices to him. They are said to be an honest, industrious, and temperate people, far more regardful of their word, and more observant of good morals, than most of the African nations.

"FREE TRANSPORT."

The New Method to Revive Business and to Increase Trade.

From the London Spectator, July, 10.

Free trade we have got, free labour we see every chance of getting, if Government and the unions can come to a hearty agreement about suspending legislative coercion on unions and unionists' coercion on competition; but to "Free Transport" nobody ever seems to give a serious thought. Yet we cannot but think that there lies in that curious phase the possibility of a new development of commerce as great as the introduction of the railways themselves secured. Suppose, for instance, that it were possible to carry all goods and all business men throughout the United Kingdom for about one fourth of the present rates, would not that be an immense stimulus to commercial movement? We believe it would do more for us than the discovery of a new continent; that it would not only make every existing external trade much larger and more profitable, not only treble the internal trade to which statistics never devote sufficient attention, but develop trades as yet unknown; trades arrested or stifled by difficulty and cost of transport. Statistics of eminence say that we could make this change if all the railways were in one hand, and were worked, not with a view to profit, but with a single eye to the benefit of the community by a vast increase in its power of transport. Mr. Bright is believed to be opposed to any plan for giving the State the railway; but has he ever looked at the subject carefully from this point of view—the possible increase of trading power given to every section of the community by "free transport"—that is, transport at the lowest possible rates, has he ever regarded free railways as, in fact, a necessary complement and logical result of free trade? The project has always been hitherto considered as one by which the State might profit, and so lighten taxation; but it has this other and still more important side, that through it we might do again for commerce and manufactures all that Stephenson's great achievement originally did for them; might repeat a process which has once so immensely increased our wealth. The absolute certainty of the conclusion, supposing the data established is, we imagine, past any serious question. If the railways increased traffic, cheap railways must also increase it; not, indeed, in full proportion, because no reduction of price could quite equal the difference between road and railway transport, but still to an extent which would appreciably affect the general prosperity of the people. And that the data are correct, no one who studies Mr. Galt's and Mr. Wheeler's books with an open mind can fail to be convinced. Both of them think a great deal too much about the Treasury; both of them shrink from prophecies in which they yet evidently believe, but the two leave, in our minds, this irresistable conclusion—it is possible, were the State to assume all the railways, giving proprietors say ten per cent. on present prices, to give as great a stimulus to the internal traffic of Great Britain as the railways themselves ever gave. If only half of that statement is true, or only a tenth, it is surely as well worth the attention of Northern Chambers of Commerce as any conceivable plan for seating their representatives in the Council at the India House "Free transport," we venture to predict, will yet be as loud and imperative a cry in Great Britain as free trade.

—Odessa is said to be falling into decay, and gradually losing its once flourishing trade.

—The Fergus *News* says Mr. Francis Cassidy, of West Garafraxa, has a field of extra tall wheat. On the 6th instant, some stalks measured over six feet, and as they are still growing, they will likely be considerably longer. At the above date, most of the wheat in the field would average over six feet. If any of our contemporaries can report taller wheat than Mr. Cassidy's we should like to hear from them.

—The St. Catharine's *Times* says the farmers in that neighbourhood are now so busily engaged in securing the hay crop, that very few of them are to be seen in our streets, and business is rather dull in consequence. The cutting of fall wheat will be commenced this week, and from all we can learn, the yield will be about the average, while the weight of straw is far greater than for many years past. As straw is now worth $5 per ton for paper making, the farmer's profits from this source will be quite handsome.

Novelties in Velocipedes.—We hear from France and Geneva of two startling novelties. A Frenchman, Monsieur Bluin, has adapted to his velocipede a pair of sails, and in a fair wind skims along like a terrestrial nautilus, at a rate exceeding the greatest speed hitherto attained with the ordinary vehicle propelled by the feet: while, at Geneva, an ingenious musical box maker has actually constructed a "velocipede a musique." We may expect soon to see an organ-grinder riding on his own instrument, which will singularly complicate the duties of the unfortunate policeman whom Mr. Babbage may commission to arrest the recalcitrant musician.

—The London *Free Press* says harvesting operations have already begun in various sections hereabouts, and in fields where the wheat has been annually favoured. The expectation is general that we shall have an extraordinary yield in all quarters. Mr. Thos. Winnett on Monday had a sample taken from a field on the Hamilton Road, near the One Horse Tavern, and firmer wheat it is hardly possible to see. The grains were large, full, clear, and of uniform size. We suppose the harvest will be general in a few days.

Ruined by Good Fortune.—The Russian journals bring us an account of a singular suicide—that of Komisarron, who, in 1866, saved the life of the Emperor Alexander by knocking up the arm of the assassin Karakasow just as he was about to direct a pistol against the person of the Czar. The man who was fortunate enough to render this service to his Majesty was a working hatter, and 35 years of age. From this time out honours continued to rain upon him. For his plebian name was substituted a noble one—that of Kostumski. He received an entailed estate, with all its privileges, was made colonel of a regiment of the Imperial Guards, and a national subscription was opened for him, which produced nearly two millions of roubles. The favourite of fortune, however, could not stand the intoxication of his good luck, and he sought to counterbalance its giddy effects by another species of inebriety. A hopeless sot, he became an intolerable burden to himself and others, and finally in one of his desperate fits of drunkenness hung himself.

DIED.

In Hull, on the morning of the 26th instant, Janet Buckham, infant daughter of Henry M. Mather, of Hull, aged three months and twenty-five days.

In Ottawa, on Tuesday, the 27th inst., Emelda, youngest daughter of Victor Laporte.

The funeral will take place this Wednesday afternoon, at half past three o'clock, from her father's residence, Rideau street. Friends and acquaintances are respectfully invited to attend without further notice.

Amusements.

OTTAWA ROWING CLUB,
1869.

PATRONS.

His Excellency the Governor General.
Colonel Lord A G Russell.

PRESIDENT.

Sir John A Macdonald, K C B.

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THE THIRD ANNUAL REGATTA
Will take place
SATURDAY, 14TH AUGUST, 1869.

PROGRAMME OF RACES.

No. 1.
Single Scull Boats, pulled from the Gunwale. Open to members of recognized clubs, 2 miles. Prize $40. Entrance $4.

No. 2.
Bark Canoe Race—Not more than 6 paddles in each canoe. Distance, 2 miles. Prize $10. Entrance free.

No. 3.
Champion Race—Single Scull Out Riggers, open to all comers. Prize $75, with badge. Entrance $7.50.

No. 4.
Boys' Race—Double Scull Skiffs, pulled from the gunwale. One mile. Open to boys seventeen years and under. Prize $10. Entrance $1.

No. 5.
Four oared boats, pulled from the gunwale. Open to members of recognized clubs. Four miles. Prize $100. Entrance $10. Second boat save entrance fee.

No. 6.
Challenge Prize—Single Scull out riggers. Prize, the Harington medal. Open to resid