NEW ADVERTISEMENTS.

Hauser' Lending Library.
Historical Lecture—T. S. Cartwright.
Proclamation—J. C. Aikins.
Proclmaation—Edouard J Langevin.

The Ottawa Times.

Office—38 Sparks Street.

MONDAY, JANUARY 16, 1871.

☞ *For interesting reading matter see First and Fourth Pages.*

It is understood that the census Commissioners will be appointed immediately.

It is rumored that the contract for the works on the Medawaska River has been awarded to Mr John Harvey.

Mr St. John, lately correspondent of the Toronto *Globe*, who was one of the candidates for the Local Legislature in Manitoba, was defeated, having been "sold" by Dr. Schultz.

The Commander of the Marine Police schooner *Water Lily* seized, on Saturday last, an American fishing vessel named the *Perseverance*, of Eastport, for fishing within three miles of land at Bliss Harbor, in the County of Charlotte, N.B. The master and crew had caught 120,000 herrings in shore, according to their admission. It appears also from the complaints made against the master by British fishermen who were alongside of the *Perseverance*, that their nets were disturbed by these foreigners. The captured vessel has been brought into the port of St. John for adjudication.

The herring fishery in Passamaquoddy Bay is of very great importance, as it is the chief source of the supply of bait for the United States fishermen in their fishing operations during both the winter and spring months. This may account for the perseverance with which they encroach on prohibited limits, even at the risk of capture.

THE QUESTIONS OF THE HOUR.

"What new measures will be introduced at the next session of Parliament?" is a question which will soon agitate the public mind. What great progress will be made in our onward way; what additional guarantees for our permanent strength and security will be given, and how far will the baneful influence of faction and a party opposition be able to retard the enactment of measures intended to develope the resources of the country and to promote its unity and stability? Already the organ of the great factionist has announced to the public that the Ministerial measures will be few and insignificant, and that all the important legislation of the session, with the rather important exception of the Bill providing for the admission of British Columbia, will be done by private members of the House. Before people accept this announcement as correct it will be well to consider what great measures the country really requires, and what are the principal questions likely to attract the attention of the public.

Since the close of last session we have acquired possession of the North West territory, a country half as large as the continent of Europe, and capable of affording a home and sustenance for millions of the human race. We now are charged with the duty of developing the resources of this great country, of throwing it open to settlement, and establishing a safe and expeditious means of communication with it as soon as may be. The certainty that British Columbia will soon become a portion of the Dominion, and that thus thousands of acres of rich, but as yet uncultivated land, will be placed at our disposal, renders it necessary that we should also have a line of railway connecting Ottawa and the Atlantic seaboard with the Pacific Colonies. Thus it will be seen that among the great questions of the day are, first the establishment of a line of communication between Ontario and Fort Garry through British territory, which shall at once be available, and secondly that a Pacific railroad should be constructed with all convenient speed. The first of these was a matter with which the Dominion Government had to deal, and, sensible of its importance, they have not permitted any time to elapse before taking action in reference thereto. In deciding what course to adopt, the Government had to bear two points in view: First, that the route established, in order to be available for immigrants, must be rendered as free from danger and delay as possible; and secondly, that as it is probable that in a comparatively short time we shall have railway communication with Fort Garry, it would not be prudent to put the country to any very heavy expense in the establishment of a temporary line of route. So after obtaining information on the subject from men of experience and reliable judgment, they have determined to adopt a mode of transit which, as we have already explained, seems likely to be all that is required. The proposed Intercolonial Railway, of which we have so frequently spoken as an absolute necessity of our position, is an undertaking of great magnitude and importance. Measured by the side of some of those matters which in times past used to exercise the public mind of Canada it assumes almost startling proportions, and the fact that a large majority of the people of this country now regard the speedy construction of this immense work as not only probable, but well nigh certain, affords a fair indication of the wonderful change which has in a few short years taken place in our political condition. From the subject of railway communication with our newly acquired territory, we come naturally to the question of Immigration. Our responsibilities in relation to this subject have grown far weighter than they previously were, and it becomes of greater importance than ever it was before that the people of the Old World should be made aware of the extent of our territory, and the magnitude of our resources. The subject of immigration is, therefore, one which will undoubtedly attract considerable attention during the session, and a new scheme will, we presume, be introduced by the Government, commensurate with the growth and changed condition of the country.

It must be evident to any one who gives the matter any consideration, that now that the foundation of our new nationality under the British crown has been laid; tation, and other matters purely political, have been determined to the satisfaction of all parties, the questions which will for some time to come attract most attention, and with which Parliament will be called upon to deal, are to a great extent of a different nature from those of former times. The old questions have passed away for ever; finally settled and disposed of, the party lines of demarkation which arose out of them have also lost all point and significance. The construction of railroads and internal lines of communication between the different portions of the Dominion, the enlargement and perfecting of our canal system, the establishment of a sound Immigration policy, in fact the promotion of everything which shall tend to develop the resources of the country, provide for its settlement and ensure its progress, these are the great questions of the Present and Future with which our Legislature will have to grapple, and out of the issues which shall arise from the consideration of these, party lines may, and probably will arise. But with such important subjects to engross the attention of our public men, does it not appear childish and absurd, nay absolutely wicked, that any attempt should be made to create parties for party's sake, and to inaugurate a factious opposition to the Government without ascertaining whether the measures which they propose to adopt are in accordance with the views of the people and the requirements of the country or not?

Those who talk about the number of important measures which may or may not be introduced in Parliament by the Government, should bear in mind that many of the most important must be comprised in the financial Budget, calling as they will do for an expenditure of the public money and an appropriation by Parliament.

What our legislators have to do is to provide measures for developing the resources of the Dominion, for converting in the most expeditious manner the uncultivated and uninhabited portions thereof into fruitful farms and thriving towns and villages, for uniting the various portions of it by links of communication, and thus, by promoting constant intercourse and binding all together by the ties of common interests, to destroy every vestige of sectionalism and render the entire community one in thought and feeling. The men who shall show themselves capable of doing this, of carrying out a broad comprehensive policy, will be the men in whom the people will trust and of whom they will approve, no matter what may have been the differences which in times past may have divided them. The man who fails to appreciate our changed condition and understand how entirely old political things have passed away and given place to these larger questions, to some of which we have referred, is not only unworthy of the name of "statesman," but is a "fossil politician" of the worst and most dangerous class. And the man who, in Parliament or out of it, strives to lead the public mind astray from the momentous questions of the present back to the issues of a dead past, is devoid alike of patriotism and of common sense.

WHAT'S IN A NAME?

Nothing, thought the Bard of Avon who said, "a rose by any other name would smell as sweet." Everything say the Opposition of Ontario, who contend that reforms are not reforms unless they owe their paternity to the Grits. In the estimation of the Opposition it is not the thing done, but the party by whom it is done, that constitutes reform. It matters not that the Government of Ontario have inaugurated and carried out a more liberal land policy than the country ever had before, they are no reformers, and this is no reform. It matters not that in the conduct and management of the public business they have practiced an economy that might almost be called parsimony, they are unworthy of the support of those who have always made economy a hobby. It matters not that they have opened up colonization roads, made large appropriations, and are now expending them in the drainage and reclamation of the waste marsh lands of the Province, built locks connecting inland waters, and have otherwise improved internal navigation; have provided additional accomodation for the insane, erected an asylum for the deaf and dumb, and are now erecting an asylum for the blind; they have done nothing, say the grumblers, and are, therefore, undeserving of the confidence of the party who call themselves the party of progress, but who might, with infinitely more justice, be called the party of obstruction; the party that finds fault with everything, but lacks the ability to suggest practical amendments to anything; the party, which, while shouting progress, never advances, but is always looking back, and resting its claim to consideration upon the usurped name of Reform, and to what Reformers did in the past. It matters not that at this moment the Government is devoting its energies to making provisions for the free education of all the youth of the country—one of the noblest works in which any Government could engage—it must be driven from power. And why must it be driven from power? Is it for its misdeeds? No, for none can be truthfully charged against it, but solely and only because it is not composed of Grits. If it had been and had done a tithe of the good it has accomplished its members would have been reformers of the purest water, and their acts would have been magnified into the greatest reforms. They are not Grits, they do not bow the knee to, nor do they act as the Gamaliel of the *Globe* office; they do not follow the lead of the present Grit blocks, the members for South Bruce and Bothwell, the representative embodiment of the reform manufactories in the Grit laboratories, the only manufactories of genuine reform, therefore they must be driven from power. We opine the country will require some stronger motive, some better reason for displacing men who have so well husbanded its finances, and legislated so wisely for its interests than that they are not called Grits, and reject the teachings of their oracles. Seeing their waning influence in the country and knowing that every day conscience is driving their adherents away from them, the Grits in their desperation are becoming furious; blind with impotent rage they rant, rave and call names, the last refuge of the hopelessly defeated, and defeated most assuredly they will be, and therefore the continued outpouring of their vindictive malice against the Government and its supporters.

INTERCOLONIAL RAILWAY.

The contract for the erection of the Moncton Station buildings has been awarded to Messrs. Crosby and McKean, of St. Johns, N. B. Contract price, $83,923.

CITY RAILWAYS.

We reprint below from a recent London paper an interesting article on city or street railways, called "trams" in England. It will be seen that Conservative England is yielding to the pressure of public opinion and public necessity, and "going in" for street railways. We particularly commend reference to what has occurred in San Francisco, to our friends in Sparks and Sussex streets, who have been so anxious to get the rails removed into some other street. Wherever street railways are permitted the rule that "the retail trade follows the rails" seems to be universal. It, however, some in Ottawa, the capital of the Dominion, have shown any ignorance in this subject, they may take comfort from the knowledge that London, the capital of the Empire, has hitherto been equally benighted:—

"In extent of suburbs, and in length of the arteries which supply its great heart with traffic, London far surpasses any other city. Seven hundred and fifty thousand men pour through these channels every morning, and the number is constantly increasing, until the problem of their accommodation becomes well nigh insoluble. No wonder, then, that every new means of improving locomotion is eagerly canvassed.

Last year three Bills were past for the purpose of establishing tramways in the metropolis, and several months have now elapsed since they were opened for traffic. Notwithstanding all the evil predicted from them, it is scarcely too much to say that they have been entirely successful, and we are not, therefore, surprised to see that several schemes for the extension of the system will be introduced next session. No one of the existing tramways has been allowed to approach central London, and thus the majority of citizens are not merely deprived of the benefits of the system, but are also not alive to its advantages. Overwhelming evidence of these benefits can now be produced without travelling to Liverpool, or to the continent of Europe, in search of it. It can scarcely, therefore, be anticipated that the opposition to extension will be so severe as it was last year. No doubt the Omnibus Company will do its best, as its existence may be involved, but the fact that the engineer of this Company reported in favour of tramways thirteen years ago ought to put them out of Court. It is true, we fear, that there is nothing about Tramways in that "palladium of all our liberties," the British Constitution, but we believe that the member of Parliament who opposed railways upon this ground is now gathered to his fathers, and he will probably lack a successor. The strongest opposition is likely to come from short-sighted people inhabiting the thoroughfares through which the tramways propose to pass. Oxford, Northampton, and other towns declined to sanction any railway that came near to their sacred precincts, and yet afterwards were compelled to sue for the boon. And if such policy is successful in tramways, the same result will ensue here. When tramways were first adopted in San Francisco, it was proposed to lay the line through Montgomery street, one of its busiest trading thoroughfares, but the inhabitants offered so strenuous an opposition, that the line was diverted through Sansom street, a thoroughfare of much less pretension. The result was found to be not merely that the traffic of Sansom street was better regulated, but that the retail custom formerly absorbed by Montgomery street was being fast transferred to a route which had the benefit of such easy and cheap locomotion. After six month's trial the Company were petitioned to return to their original scheme, and now a line runs along both routes.

Again the argument as to the interruption of traffic will probably be urged in all its force. But the more we know about tramways the weaker does that force become. Many American cities strenuously opposed their introduction upon this ground, but they have long seen their folly. The tram-cars are now run through streets in Halifax and New York, of twenty feet wide, not merely with perfect safety, but, we are assured, with the effect of actually regulating and accelerating the other traffic.

The saving in horse power is of course considerable, as one horse can do on a tram the work of four on a road. But the greatest change likely to result from the extensive introduction of the system is the increase in the number of people who will travel by road. The London General Omnibus Company carry about forty millions of people annually or some thirteen times the number of the population, but in New York the tramways carry *ninety* times the population every year. Indeed, in that city, with 64 miles of street traversed by tramway, there are more than twice as many people carried as in London with 350 miles of omnibus route.

London is by no means alone amongst English towns in the endeavor to avail itself of this new method of locomotion. Liverpool will apply to Parliament for powers to extend the system now working in that city, and Cardiff, Newcastle, Bristol, Dublin, and Edinburgh are all moving in the same direction. It is indeed time that the English people kept their tram carriage. Not merely have Denmark, Austria, and Belgium preceded us, and had down these systems in the finest thoroughfares of their capital cities, but even the lazy Hindoo rolls on such easy ways from his suburban villa to his office in Valparaiso.

We have never thought the obstructive arguments against tramways worthy of much attention. The tram-car is essentially the people's carriage, and, even if it did stop the way, which does not seem to be the case, it is certain that no other vehicle has so much right to do so. But it is evident that tramways will accelerate traffic, and whatever does this must be an advantage in a crowded thoroughfare. If a certain number of people are now dragged slowly along it, and are then drawn quickly, the advantage is not only in the saving of their time—which is their money—not only in their increased comfort and convenience, but the effect upon the traffic is the same as if the road had been widened.

The Rev. T S. Cartwright's Lectures.

To the Editor of the OTTAWA TIMES.

An evening contemporary contains a spicy letter from a peppery Englishman whose nationality would have been apparent without the *nom de plume* "John Bull." The writer seems to be labouring under a temporary fit of "Froude" and fury and takes you rather roughly to task for saying three gentle words of Mary, Queen of Scots. Your offence is that you spoke of her as "lovely and unfortunate." Being full of "Froude" and his description of her execution, he questions her loveliness, and uses another term for "unfortunate. He enforces his meaning by an illustration certainly not original, to wit, "that a spade should be called a spade." Moreover, he means to read Froude's history again, and then go to Mr. Cartwright's lectures, and hear what he has to say, whether in confirmation or abatement of Froude's narrative of the fair and "naughty" Queen. "John Bull" seems to incline to the opinion that Mr. Cartwright will take a north country view of the transactions of the these times, and withdraw Mary of Scotland from the sisterhood of magdalenes, in which he is bent upon leaving her. Therefore he gives a shout in advance for his "virtuous" and courageous heroine, "the glorious Elizabeth," by way, we suppose, of letting the lecturer know that there will, at least, be one prejudiced Englishman ready to try him by the testimony of our "latest historian." Now it so chances that Mr. Cartwright is neither an Englishman nor a Scot man, "only an Irishman" as the natives of the Green Isle sometimes confess with more humour than humility. But being an Irishman and a clergyman of a church which is bound to be a teacher of charity, he will probably be able to hold the scales of justice with a hand so true and even as to calm the ruffles of "John Bull" and quiet the thistles of John O'Groat. Assuredly "John Bull" will go to the lectures, but it is not necessary that he should take either his oak cudgel or his

TOP BOOTS.

Dominion Items.

An account has been published showing that $80,000 of the Quebec city taxes are not collected.

The Mayor, Reeves and Deputy Reeves of St. Catherines are alleged to hold their seats illegally because the Town Clerk did not take the oath of office prior to holding the elections.

The ball of the St. Patrick's Society, held at Montreal on the 11th, was a failure as to numbers, only 300 being present, as compared with over 1,500 last year.

Mr. Rufus Wright, the oldest settler in St. Catharines, died in that place a few days ago. The deceased was born in Northampton, Mass., in 1792, and removed to St. Catharines in 1816, when the place was a mere deer path, and the settlement consisted of about a dozen small houses. Mr. Wright was for fifty-four years a member of the Methodist Church.

The St. Catharines *Journal* says:—"Mr. Clarkson, of Toronto, at present on a visit here, shot a beautiful eagle on Monday, at the mouth of the fifteen mile creek. The extended wings of the noble bird measured 5 ft. 4 inches.

A few evenings ago two Indians attempted to cross the Grand River on the ice at Onondagus, when suddenly they broke through. Their cries brought a number of people to the bank of the river, when a raft was instantly constructed and launched into the river on which Mr Matthew Whiting, reeve of the township, and others floated out to the assistance of the Indians, who, as soon as it approached climbed upon it. The raft not being sufficiently strong to hold the extra weight brought upon it sank, and in consequence of the weight of slush and ice, which instantly surrounded them, they were compelled to remain up to their waists in water until daylight, when they were rescued from their perilous position, completely numbed and exhausted.

Hamilton Council has voted Mayor Murison $800 as a "slight token" of their appreciation of his services for the past year.

The Mount Forest *Examiner* states that Richard Brown, aged seventeen years, son of Mr. Francis Brown, of Clifford, was killed on Tuesday, 20th ult., by a piece of slab thrown by a saw at the saw-mill of Messrs. Brown & Howse, township of Minto.

The project of "Free Roads and no Tolls," has had its first success in Kingston, and what is more encouraging, says the *Whig*, from among the yeomanry themselves. The farmers living in the vicinity of Franklyn's Gate, Pittsburg, formed a club, and bid in the gate this year. Then they subscribed and paid the Road Company the amount of the lease, and thereby the road is thrown open to every one.

PERSONAL.

Sir Edwin Lanseer, the great painter of animals, has, from declining health, abandoned the easel forever.

Miss Mary Krebs, the eminent young pianist, is also a vocalist of rare gifts and accomplishments.

Surratt has given up lecturing. The slim audiences he drew in the South would not pay the hall rent.

Two colored men, Lieutenant Governor Dunn and Mr. Pinchback, are candidates for U. S. Senator in Louisiana.

From a careful examination of our contemporaries we find that at the present time Mlle. Nilsson has bestowed her heart and hand upon no less than five men, viz: 1st, Duc de Massa; 2nd, Gustave Dore; 3rd, a young Russian Count, "very rich and very deaf;" 4th, a "wealthy London banker;" 5th, M. Rousseau, "a French gentleman of moderate fortune."—*Philadelphia Ledger.*

M. Gounod is quietly living in London, devoting his hours of exile to the completion of two important works, a grand opera, founded upon the "Polyeucte" of Corneille, and an oratorio on the subject of Calvary and the Redemption, for which he has prepared the book himself.

A Theatrical Contretemps.

Miss Kate Fisher, a robust delineator of "Horse Opera," famed in the Bowery, lately astonished the rustics of Youngstown, Ohio, with a performance of "Mazeppa, or the Wild Horse of Tartary," which deserves record as the most doleful of histrionic failures. In the first place, after *Cassimir* had been lashed on the back of the "Fiery Untamed Steed," that animal, instead of rushing madly away to his native steppes, as he ought to have done, stood still, and refused to be dragged further than a side scene, where he mulishly stood till the curtain fell on the act. After a slight pause the curtain, by one of those unseen impulses which are most mysterious, went swiftly up on the stage full of scene-shifters and carpenters. Miss Kate Fisher, in that airy costume which tradition allows for her involuntary ride, was busy at work with the rest. The Castelian, had evidently returned to his natural vocation, and was plying carpenters' tools, while the Count Palatine was showing admirable qualities in fetching and carrying hammer, chisel, nails, etc. All dropped their work and sought refuge behind the wings, while the drop, as if regretting its mistake, came slowly and sorrowfully down. The curtain was then fairly started. It went up swiftly, it came down hesitatingly; it went up half way, dropped a foot, went up again, and for five minutes kept the audience in a roar by inexplicable vagaries. Then the scene started again. *Zenilla* came forth to sing a song. The orchestra hadn't the music. A pause of five minutes occurred and the deficiency was remedied. Just as the speaker was in the middle of "Naughty, naughty men," the hoofs of the Fiery Untamed were heard moving about in the wing, and in a few moments he stuck his head out from behind one of the side scenes and viewed the applauding audience with a long and complacent gaze. After a brief survey of his surroundings, he retired, and the play went on. In the Last act but one, where *Mazeppa* again mounts the F. U. and rides him around the stage, the black equine balked when half off the stage, and refused to stir a step. The drop curtain came down, but stopped on the animal's back, and a space of several minutes elapsed before the refractory quadruped could be induced to retire finally from the gaze of the delighted audience.

Increasing Strength

The Toronto *Telegraph* furnishes its readers with the results of several test divisions in the assembly, for the purpose of showing that the progressive measures of the Government have been the means of gaining for it increasing strength. The divisions in 1868—the first session of the Ontario Assembly, gave the Government an average majority of 12. During the second session—1869—the average majority on test questions was 14, being an advance of two votes. In the third session—1870—the first contest raised their majority to 19, and in some issues that the indiscretion of the Opposition brought on, it rose as high as 26, the average during the session being 18. This year the same progressive strength is seen, the Government being sustained in its policy of allowing a drawback to the price of land sold to settlers, in certain cases by a majority of 23, though against the Government were found on this particular question Mr. Scott, Mr. Lauder and Mr. Hays, who support the general policy of the Government.

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Latest by Telegraph

VIA MONTREAL LINE.

TORONTO.

TORONTO, Jan. 14.

The Hon. Wm. McDougall has received a requisition signed by the Attorney General of New Brunswick, the Mayor of St. John and a large number of merchants and others, requesting him to address the people of the city and county of St. John on the political questions of the day, especially in reference to the North West. Mr. McDougall has accepted the invitation, and will speak at St. John on the 9th of February.

THE WAR.

Midnight Despatches.

CABLE NEWS.

The Bombardment...The Conference...Retreat of Chausey... The Prussians Capture Cannon, Flags and 18,000 Prisoners...Further German Successes ....Shipment of Arms for France...Bourbaki meets with Success .... Chausey's Losses, 16,000...Prussian loss Heavy ... Fenian Prisoners Released Unconditionally.... The Nathan Murderer Discovered....A Rain of Shells Fall in Paris....Obstinate and Bloody Conflicts....Determined Sortie, &c., &c.

HAVANA, Jan. 14.—The steamer *Hornet* appeared at Punta Gunichas on Sunday last. She was discovered by a Spanish gunboat, which fired several shots at her, when the latter put out to sea. She was chased by the gunboat, but on account of her superior speed escaped.

LYONS, Jan 14.—Advices from the army around Paris state that the bombardment continues with wonderful effect.

The conference on the eastern question is summoned to meet on Tuesday next.

The *World's* special, dated Lemans 14th, says that Prince Frederick Charles entered Lemans at 11 o'clock to-day with the 3rd and 10th Prussian army corps.

There was fighting yesterday in the streets, but the town is quiet to-day.

Chausey and Gambetta retreated towards Augers pursued by the Duke of Mecklenburg.

The Prussians yesterday captured 13 cannon, 2 flags and 18,000 prisoners.

LONDON, Jan 14.—The Germans have evacuated the town of Versol.

Faidherbe has summoned the commander of the fortifications of Levert Chaurs to appear before a court martial for capitulating the fort unnecessarily.

The Prussians numbering 3,000 attacked a force of 1,000 Mobiles on Friday at Bowineville, near Havre. The French fought well, but were compelled to retire.

A Prussian war ship was sighted off Waterford, Ireland, to-day. She was apparently in full chase.

Council Read has arrived at Brussels from Paris.

It is reported that the Irish political prisoners Luby, O'Leary, McCadrey, Powers and Thos. Burke, who were undergoing their sentence for treason and felony, and confined at Dublin, have been released unconditionally. They will sail from Queenstown to-morrow in the steamer *Russia*.

The American houses here refuse to receive American bonds if they are not impressed by the English stamp as the Government requires.

The Germans captured Peronne to-day, and have raised the seige of Givet on the German frontier.

The Germans occupied Corneille at the same time as Lemans.

The purser and sailors of the *City of Brooklyn*, who were recently landed at Grimsby from the steamer *Hansa* are confident of the *Brooklyn's* safety.

The ships *Celtiope* and *Crescent* collided a day or two since, and both sank.

BRUSSELS, Jan. 13.—The Belgium Cabinet has earnestly sought to extract a universal peace from the London conference about to assemble.

NEW YORK, Jan. 15.—The steamer *Buenos Ayres* took out for France yesterday arms and ammunition to the value of $443,000. This is the fourteenth shipment to date, value at $12,000,000. Other vessels are loading.

The steamship *Riga*, from Shanghai, Sept. 9th, and the steamship *Mikado*, from the same port, August 31st, both with tea, the former by way of Suez Canal, and the latter by way of Good Hope Cape, arrived yesterday.

LONDON, Jan. 14.—The French Consel Office has protested against the bombardment of Paris, on the grounds that it was commenced without the formal notification required by the usages of civilized warfare.

HAVRE Jan. 14.—The Prussians at Dieppe have exacted a requisition of 50,000 francs.

VERSAILLES, Jan. 13.—The Prussian fire has been slacking off, the French reply continues weak.

BORDEAUX, Jan. 14.—Despatches from Laval dated 13th says, De Chausey is retreating to new positions in excellent order.

The corps of Jawieziberry crossed the river Sarthe on Thursday, fighting all the time with three divisions of the Duke of Mecklenburg's army.

Paris advices to 12th state that the bombardment continues but the population are undaunted.

A despatch from Bourbaki at Orans reports that the French have carried the villages of Arcey and Saint Marie, and that his troops are gaining ground. Dikon, Gray Livie, Ludoval have been re-occupied.

LONDON, Jan. 15.—The Tory organs deplore the election of Martinez to Parliament and the defeat of Plunkett.

NEW YORK, Jan. 15.—The *World's* Brussels special dated 13th says, Chausey's losses during the three days fighting were 16,000, and those of the Germans very heavy.

The bombardment of Paris yesterday was terrible. The whole district south of a line drawn through Portemaillot, Champ De Mars, De Invalides and Fort Debettre is reached with a rain of shells. Other portions of the city are perfectly safe. The forts outside of the city show signs of distress.

The *Herald's* special, dated Versailles, 11th, says that during the night of the 9th the Germans on the south side of Paris pushed forward to the front of Valde Gal and Mondelet. They met with some opposition at Valde Gal, but succeeded in establishing and holding their positions with some loss. During that night Paris was bombarded, the shells falling inside continually.

Shortly afterwards the French determined to attack the newly acquired battery of Notre Dame at Clamart, which was taken by surprise the day before. They succeeded in penetrating to the works, and a sharp struggle ensued, during which the bayonet was freely used. The French were finally driven out by the 6th Regiment of Bavarian infantry During the attack the commander of the Bavarians was killed by a bayonet thrust.

At noon on the 10th a sortie from St. Denis was made under the personal superintendence of General Trochu. The French were repulsed with loss to the Germans.

This morning there was an important sortie by a large force from Mont Vanverer The encounter by the besieging party with the besiegers was vigorous and fierce.

At the end the French were driven back almost to the glasis of the forts.

Heavy cannonading commenced this morning, and at 2 p. m. was proceeding with increased vigor. The fire was incessant from 21 batteries, the French replying all the line, and making infantry attacks of the most frantic character to win the batteries. Three new batteries were opened at Meudon to day.

BERLIN, Jan. 14.—Bismarck is preparing a circular shewing that abundant and unprecedented facilities existed for victualling Paris at the very time of the refusal of the German's most liberal proposals for an armistice. This fully proves that France never seriously contemplated entering into negotiations leading to peace.

Saturday's Midnight.

Shipwreck...The Army of the Loire Defeated.

SAN FRANCISCO, January 13.—The United States steamer *Saginaw* left San Francisco for Midway Island two months ago with orders to bring off the contractor's party, appropriations for improving the harbour having been given out. The *Saginaw* left Midway Island with said party on the evening of October 28th, and the captain having heard that some people were shipwrecked on Ocean Island steered for it. The captain gave orders to go slow expecting to make the Island in the morning. At 2:20 on the morning of the 29th the speed was reduced. A few minutes after three breakers were reported ahead. The engines were stopped and sails lowered, but the steam was insufficient to force her astern. The sails were again set to turn her off, but she immediately struck and bilged within ten minutes. The hold was flooded at once, and the forward body broke off. An hour afterwards her stern was in pieces, and so fast was the wreck that the crew could hardly save provisions and boats. They worked all next day saving provisions and necessaries, guns and ammunition, before the vessel sunk in deep water.

LONDON, January 14.—The Duke of Mecklenburg telegraphs to his wife from Malterenez Department, Sorthe, on the 12th, that after the engagements at St. Cormier we reached the river at Savegne, seven miles north east from Lemans with small loss. We have taken 1,000 prisoners.

NEW YORK, Jan. 14.—A cable special dated Lemans, Jan. 10th, midnight, says that the Army of the Loire, the hope of France, has been defeated in a bloody battle within seven miles of the city. The report of cannon was heard in the city today. The entire population of Lemans crowded the house tops and suburbs of the city and all thoroughfares, and the fight was anxiously watched, although the people are not accustomed to the roar of the cannon, and there never was such an excitement. At 9 o'clock in the morning the right wing of the French army, which was on the east of Lemans was suddenly attacked by the rear guard of the Prussians, which emerged from the wood on the extreme right of the French. Upon the alarm being given, the advance of the French infantry wheeled into a line of battle, the artillery pushing forward, through which it made up several ranks, and the cavalry took positions upon the the right and left wings. A more perfect line of battle could not have been formed by an other army. The artillery were well supplied with ammunitions and the infantry with 100 rounds per man. Supply trains were conveniently posted, and the bloody work began. The battle field was a valley. The two armies occupied the heights opposite each other. The French line was solid, and extended twelve miles in length over the valley which was covered with 12 inches of snow. On the opposite heights the Prussians held almost a similar position. Shortly after nine the Prussians began a furious cannonade from the woods near the extreme left, flanked by an immense force of cavalry, the woods concealing their position where the troops were massed with evident intention of turning Chauseys right artillery. The fire continued on both sides until the ammunition of the Prussian artillery was almost exhausted, when the Prussians became furious and gave orders for the advance of the infantry, the French advanced with equal rapidity along the whole line to meet the Germans in a fair hand to hand musketry fight, the Germans were cool and collected, the French impetous and be having bravely, but near noon the Mobiles began to waver and the French no longer able to hold their position, began to retreat; meanwhile the dead and wounded strewed the ground, and the fields were red with blood. The carnage was fearful, 15,000 French had fallen before 5 o'clock when the whole French army now was in full retreat. It is estimated the number of troops French and Germans actually engaged numbered 60,000 on each side. Gen. Chausey is reported sick, that he is in command of the army and that another battle is expected to-morrow.

Saturday's Despatches.

The Bombardment—Portions of Paris in Flames—The Lights Marks for the Prussian Fire—Another Fort Captured—Prussians have Ammunition for 18 Days—The Soldiers demand Peace—Conditions—American News.

LONDON, 3:30, Jan. 13.—A telegram just received from Versailles brings the important news, that the mines and counter mines around Fort Mont Valerian are in such close proximity that a collision is momentarily expected.

LONDON, Jan. 13, 3.30 p.m.—Extraordinary efforts are being made to place the entire British navy in seaworthy condition. Work upon all the ships now in course of construction or repair at the several dockyards has been ordered and pressed to completion by the Admiralty.

LONDON, Jan. 12.—The *Times* has the following despatch from Versailles, Jan. 12th, evening:

The bombardment was heavy up to this afternoon, and several fires are seen within the French lines.

The Prussians are crowding in front of Clamart and Mendon.

A company of Bavarians were surprised near Clamart by a sortie.

The French have erected new batteries.

NEW YORK, Jan. 13—A *Herald's* Versailles special of the 10th says:

The fires in Paris last night served as excellent marks for the gunners, and a brisk fire was sustained all night on the burnt locality, and still continues.

On Sunday night the Prussians captured the French battery of Notre Dame de Clamart, situated on the Rive Gauche Railway line, 175 yards in advance of any of the rest of the French batteries.

The Prussians are to attack the North West at once, and the guns will be immediately massed against Fort D'Issy. The fire that did most damage was sustained from the advance battery, which now commands a mile further range into the city. The siege will be actively prosecuted under the absolute direction of the chief of artillery, independent of the Field Marshal commanding in chief. The supply of ammunition will last eighteen days, and the surrender is believed certain before then.

Gen. Venoy lately reviewed the troops outside the walls. The soldiers demanded peace, but Gen. Venoy replied he chose to conduct them to victory.

A general concentration and reinforcement of all German commands is an evident effort to reach the climax. Changes have also taken place in the command of the German army of the Loire.

The south eastern army now comprises the 14th, 7th, and 2nd corps.

The destruction of buildings in the neighborhood of Luxembourg garden is everywhere visible, and the suburbs have been entirely destroyed by the German fire.

The south west suburb part of the city is in ruins, and seems hopelessly given up to the range of the Prussian fire.

The damage to buildings in the neighborhood of St. Jacques is great.

NEW YORK, Jan. 13.—The *Herald's* special from Vienna of the 12th instant, says Austria will initiate peace, and the proposals for peace and propositions for a conference are welcomed by Bernstaff. Preliminaries, are that the French shall surrend er a fort, twenty war ships, one thousand million thalers, and a strip of land four miles broad on the left bank of the Rhine, and destroy all ports within 20 miles of the Rhine. Prussia is to guarantee two million to Paris.

The *World's* special, Brussels 13, says be peace negotiations now pending at Versailles are to be discussed at the London conference.

Gen Chausey in the battles of the 10th and the 11th had two corps engaged and 60,000 men in reserve.

AMERICAN NEWS.

NEW YORK, January 15.—The following story has just been made public, but is not generally credited:—Detective Elicker of the United States secret police stationed at Chicago, arrived a few days ago, shewed Judge Cardozo, brother-in law of Benjamin Nathan, who was lately murdered, a locket and other property belonging to Nathan, and claiming that he had his murderer where he could produce him at any moment. Cardozo impressed with the truth of the Detective's statements gave him $150 to further accomplish the undertaking, and introduced him to Superintendent Kelso of the police. The latter stated that all New York Detectives must share in the reward, when the Chicago Detective left, returning Cardozo his money. The Chicago man is now negotiating with Jersey City Detectives.

WASHINGTON, Jan. 12.—The Bill introduced by Mr. Buffington in the House today providing for the appointment of Commissioners to determine the damages sustained by rebel cruisers authorizes the President to appoint three Commissioners, who shall meet at Washington on or before the first of April, 1871, but who may subsequently meet at New York, Boston, or New Bedford. They shall examine claimants and witnesses under oath. All claims must be presented within six months from the day of their first meeting, and all claims must be decided within a year from that time. The decision of any two Commissioners shall be final. The Commission shall hear any counsel which may be appointed by the Government of Great Britain. All sums awarded by the Commission shall be paid by United States within eighteen months after the first meeting of the Commission in 20 years' bonds bearing 8 per cent interest. The Secretary of Treasury is authorized to issue state bonds amounting to $20,000,000 in payment of claims, which shall be known as British Bonds. A copy of the Bill, when it passes, is directed to be furnished to the British Government.

A BEAUTIFUL HORSE.—There is nothing that can contribute so much to render the horse beautiful and elegant, to improve his condition and make him all that is desirable, as "Darley's Condition Powders and Arabian Heave Remedy;" it has been used by many persons who own valuable carriage and other horses with decided success, and so well pleased are they with it that they always keep it on hand in case of emergency; it may be given at all times with perfect safety. Remember the name, and see that the signature of Hurd & Co. is on each package. Northrop & Lyman, Newcastle, Ont., proprietors for Canada. Sold by all medicine dealers.

☞ Twenty years experience in using Bryan's Pulmonic Wafers have proved them to be the most effectual remedy for coughs, and irritation of the throat, caused by cold, or unusual exertion of the vocal organs; public speakers and singers will find them most beneficial. The entire freedom from all deleterious ingredients renders Bryan's Pulmonic Wafers, or Cough and Voice Lozenges, a safe remedy for the most delicate person, and has caused them to be held in high esteem by all who have used them. Sold by all medicine dealers at 25 cts. per box.

IDLENESS.—If idleness does not produce vice or malevolence, it commonly produces melancholy; therefore let every man be occupied, and occupied in the highest employment of which his nature is nature is capable; and if he is suffering from rheumatic pains, colds or summer complaints, and desirous of getting immediate relief, let him try a bottle of the "Canadian Pain Destroyer." It can be had at any Druggist's, and most of the country merchants in the Dominion, at 25 cents per bottle.

BLANKETS. Cornwall, St. Lawrence and Empire Mills Blankets, in all sizes and eights, very cheap. at

GARLAND, MUTCHMOR & CO.

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Ottawa, January 15, 1871 156y5

HISTORICAL LECTURE.

The Rev. T. S. CARTWRIGHT will deliver his two celebrated Historical Lectures on "QUEEN ELIZABETH" and "MARY, QUEEN OF SCOTS," at

GOWAN'S HALL,

In this City, on WEDNESDAY and THURSDAY next, the 18th and 19th January.

WEDNESDAY EVENING, 18th JAN'Y,

"QUEEN ELIZABETH."

THURSDAY EVENING, 19th JAN'Y,

"MARY, QUEEN OF SCOTS."

The doors will be opened at 7:30 p.m., and the Lecture will be commenced at 8 o'clock p.m. Admission to each Lecture 25cts.

Tickets for the Lectures may be had from any of the following gentlemen, who are Members of the Committee for the Lecture:

E A MEREDITH,
PENNINGS TAYLOR,
GRANT POWELL,
W W-LLE,
F W WaITCHER.

Ottawa, Jan. 15, 1871 1565td

Auction Sale.

By H. McLean, Auctioneer.

AUCTION SALE

—OF A—

TIMBER LIMIT.

The subscriber will sell by AUCTION at the

UNION HOUSE

In this City,

On THURSDAY, the 26th January last., at 12 o'clock, Noon,

The following described Timber Limit, viz:

License No. 234, on Constance Creek (being a portion the Limit owned by the late ARTHUR McARTHUR in his life-time) containing 14 square miles, covered with the best quality of White Pine Timber in sufficient quantities to last for years to come, with Roads cut, &c, and the distance to draw from ¼ to 5½ miles.

There are 1,000 Logs now cut on the limit and 30 pieces Tim