Carpets !

OTTAWA KAILWAY

our trains will run daily, as follows :-

*7 1:25 A.M Do do Express from

No. | Leave | Connecting with.

GOING NORTH.

5 4:10 P.M Do do Mail from the 6.25 P.M.

* Every day, Mondays excepted. † Every day

Connecting with,

East & West, G. T. accommodation East.

accommodation for

Way Stations West

T. R. trains for

Car. 9.30 P.M. East and West .

Trajus are run on Montreal time. THOS REYNOLDS,

BUY YOUR TICKETS.

For Ottawa via Brockville,

CERTAIN CONNECTIONS MADE WITH THE

GRAND TRUNK TRAINS.

Three Express Trains Daily.

LEAVE

9.30 a.m., 4.45 p.m.

ARRIVE:

These Roads are of the same gauge

as the Grand Trunk, and there is conse

quently no transhipment of Freight, when

RAILROAD.

SUMMER ARRANGEMENT.

On and after MONDAY, May 28th, 1873, and un-

H. ARBOTT,

Brockville 7.20 a.m., 4.00 p.m.

Renfrew, 8.00 a.m., 3.00 p.m.

Ottawa, 8.00 p.m., 12.30 p.m. Renfrew, 200 p.m., 9.45 p.m.

Brockville, 1.50 p.m., 9.45 p.m.

May 7, 1873.

ROME,

Sure connections with al

trains both East and West.

GOING SOUTH.

ADVERTISING RATES. advertisements in Daily Times (lat. tion least per line; each subsequent small reading matter, 25 cents selal Notices, 12; cents per line.

Condensed Advertisements, such as Condensed Advertisements, such as Condensed Advertisements, such as Condensed Wanted.

Board and Lodging OUR

Board and Lodging undersigned, Edward Erus of Montreal, have been appoint

> 25 CENTS ted remain, each additional word over 34, Special Contracts for any definite term are made

Professional and Business Cards—not exceeding Professional and Business Cards—not exceeding professional and Business Cards—not exceeding THE WEEKLY TIMES,

The usual encouragement (ONE PRES COPT IN TRAI) and be given to partice getting up Clubs whether the DAILY or WEEKLY. A limited number of Advertisements are inserted the Westly Times at 10 cents per line, 1st inserall sivertisements measured by a Non-LETTERS prepaids and if contain money, assistered, (in which case they will be at a dispersion of the Publishers,) should be addressed to OBERTSON, ROGER & CO., Wellington Street,

Barrister, Solicitor, &c., MAGBOVE'S BUILDINGS, OTTAWA. onews, June 7, 1971. MAILLON & CHRYSLER, Barristers and Attorneys at Law.

olors in Chancery, Notaries, &c. -Harly's Block, Rideau Street. F. H. CHRYSLER. OCUPNOR & WADE,

OTTAWA Grave, April 18th, 1873, DANIEL WADE. W. MARSHAL MATHESON, brrister, Attorney, Notary, &c. Master in Chancery Chambers,

CANADA, DRUG WOUD,

Cancers cured without the use of the knife, by a sew but certain, speedy and almost painless pro-cess. Reference given to parties successfully treas-ed if required. Ottawn, May 9, 1879.

DR R P. LEWIS,

Trinity College, Toronto, Physician, Surgeon, and Accounteer. On and after 1st May next, may be consulted at his residence. Lioyd Street, next to tagt. Young's. Chaodiere, Le Breton's Flats.

F. YIELDING. laster of Marriage Licenses-60

SPICE:-G. RLWELL'S Drug Store, Sparks TONEY TO LEND ON REAL

CHRISTIE & HILL CRAND OPENING.

HOTEL DE PARIS.

FRENCH COOKERY INNERS supplied at the shortest notice. A Hall for social gatherings. Church Street, near Dalbouste. Diawa February 22, 1873.

TITAWA HOTEL, SE JAMES STREET, MONTREAL The recent Manager of this popular Hotel, Mr C.S. Browne, having formed a co-partnership with Mr. J. T. Perley, the establishment will

setinue to be conducted under the firm and spinof Browne & Perley, they having leased i es term of years. In assuming the propritrain, they may state that the house has unstant attention to the wants of the travelspable and its former patrons, to sustain the character of the "Ottawa" as the chief BROWNE & PERLEY. Parliamentary Tonsorial Parlour

Room No. 69, House of Commons and Wallington Street, Ottawa. A. E. GENDREAU, Ottawa, March 17th, 1873,-2214

DENGVAL.

To SPARKS-St., near BANK-St. Campbell & McBride,

RIEAM BOILER 'MAKERS Albert Street, Richmond Road, Ottawe.

m in Ottawa), are prepared to massice are all descriptions of STEAM BOILERS. Every attention given to repair Ottows, Decembe 23, 1872. 2122-17.

Xavier Warren's Hotel. This Hote has been refitted and refurnished column of Strangers. The facilities for Sea

thows to comment on them, and the comfort to guests, is equal to any other in the Carriages and rectal to any other in the Charges moderate, 9

HAVING NOW COMPLETED OUR

Carpets!

We are prepared to show in

CARPET DEPARTMENT

A splendid assortment of the newest designs in Brussels and Tapestry Carpets,

Also, a large stock, Extra Value, in Three Ply, Kidder, Union and Hemp, be-sides a full range of prices and colors in all wool.

Repps, Terrys, and Damasks, Cornices, Window Poles, Stair Rods, &c. Best English and Scotch Air Dried Floor Oil Cloths,

These goods were purchased from the manufacturers, and imported direct by us, onsequently we are in a position to sell at the lowest possible price.

Ottawa, April 16, 1873,

Russell & Watson, 29, SPARES STREET,

SELLING OFF

Regent House

30 SPARKS STREET.

In order to CLEAR OUT their surplus summer Stock

They do not quote prices, but will allow their customers and the public to judge for themselves, feel-

ing assured they will be satisfied the

July 8th, 1873.

J. R. STITT & Co.

36, RIDEAU STREET AND DUKE ST., CHAUDIERE

None can exceed them in

MR. COSTIER GENERAL GROCERIES,

TEAS in particular, guaranteed at 35 cents and upwards. REMEMBER THE ABOVE TWO STORES ONLY

P. BASKERVILLE & BROTHERS

ture, who have produced a thorough excellent method, filled with music which; cannot make the progress of the learner most agreeable, as it s sure to be rapid, Price \$2.50. THE RIVER OF LIFE

FOR BEED ORGANS \$2.50, Clarke's Dollar Instructor for Reed Organs. Dealers will bear in mind these popular books which will sell with the best. OLIVER DITSON & CO., Boston CHAS. H. DITSON & CO.

711 B'dway, New York,

than at any other house in the Dominion sholesale or retail.

Account Books adapted to every variety of business; if not in stock, ruled and bound to pattern, on the shortest notice. Book-binding executed in any style from the plainest and cheapest to the most ele-

ully and promptly attended to, and at most reasonable rates. the very shortest notice. Ottawa, June 22, 1872.

J. O. ARCHAMBAULT, Notary, Genera the following gentlemen:—Philemon Wright, Esq., J. P.; Hon, John Fraser, Lochaber; Chris-topher Webb and John Webb, Esquires. Office, topher Webb and John Webb, Esquires. Office, Hull, Main Street, Marston's Block, No. 8,
REFERENCES—Alonzo Wright, Esq., M. P.; E.
B. Eddy, Esq., M.P.P.; F, Samuel MacKay,
Esq., Notary, C.C.C., Papineauville. Mosgrove
& Taillon, Esqs., Barristers; Allan Gilmour,
Esq., Ottawa; John A. Cameron, Esq., Thurso;
Geo. W. Cameron, Esq., C. L. Agent. Thurso;
James McLaren, Esq., Buckingham; McPherson Lemoyne Esq., Buckingham

REMEDY FREE. We end free a simple and sure means of sel-sure, for Consumption, Bronchitis, Asthma, Catarrh, Scrofula, and any disease of the Throal Lungs. Nervous Debtifty, Premature Decay, Weakness, and all disorders brought on by youthful imprudence. TUTTLE & CO., 78 Nassau New York.

If you want value for your money, call to the above Stores.

follows, (Sunday excepted.) SPECIAL DAY EXPRESS.

Leave Ogdensburg 7.30 a m, arrive at Water-town 10.15 a m, Oswego 1.07 p m, Rome 1.32 p m connecting with New York Central Express trains for all points East and West, arriving at Utica 2.05 p m, Albany 5.30 p m. New York 9.30 p m, Springfield 1.30 a m, Boston 5.50 a m, Syra-cuse 2.30 p m, Rochester, 6.00 p m, Buffalo 9.00 p m, connecting at Buffalo and Suspension Bridge for all points West. NEW YORK EXPRESS.

Leave Ogdensburg 3.00 p m, arrive at Water-town 5.46 p m, [15 minutes for supper], Oswego 8.51 p m, Home 8.22 p m, Utica 10 00 p m, Albany 1.10 a m, New York 7.00 a m, Boston 8.30 a m, Syricuse 10.00 p m, Rochester 3.15 a m, Buffalo 6.20 a m. Close connections made at Buffalo and Suspension Bridge for all points west. Sleeping Car attached to this train at Watertown, and run through to New York.

Leave New York 7.00 p m, Albany 12 40 a n arrive at Watertown 7.52 a m, [15 minutes for breakfast], arriving at Ogdensburg 11.25 a m.
Leave New York (via People's Line of Steamers at 5.00 p m, via N. Y. C. and H.R.RR. 11.00 p m, Albany 8.00 a m, arrive at Watertown 3.57. p.m. Ogdensburg 6.67 p.m.
H. J. FRARY, J. W. MOAK.

General Ticket Agent, Genl. Superintenden NTERCOLONIAL RAILWAY.

1873 Summer Arrangement, 1873 On and after MONDAY, 26th May A passenger and mail train will leave Hallfar daily at 7.30 a. m., and be due in St. John at 8.30 p.m. A passenger and mail train will also leave St. John daily at 3 00 a.m., and be due in Hall fax at 8.30 p.m.

At Paiusec with trains to and from Shediae, an Intermediate Htations. At Trure with trains to sad from Pictou, and In-termediate Stations.

At Windoor Junction with the Trains of the Windsor and Annapolis Railway.

At St. John with the Consolidated European and
North American Railway for Bangor Danville Junction, Montreal, Quebec, Portland, Boston; also with the International Steam-ers to and from Eastport, Portland and Bos-

LEWIS CARVELL, Rallway Office, Moncton, N. B., May 26th, 1872.

Ottawa & North Wakefield Stage Line.

The undersigned will run a local stage between stawn and North Wakefield, commencing on MONDAY, the 19th, leaving Ottawa every Bionday, Wednesday and Friday at 6.30 a. m., and arrive at North Wakefield at half-past one, to connect with the Upper Gatinean Stage for the River Desertand intermediate places; will leave North Wakefield, every Tuesday, Thursday and Saturday, after the arrival of the Upper Gatineau Stage, and arrive in Ottawa at 4 o'clock.

Passengers will find this stage make the best time, and most comfortable stage on the line.

All orders or parcels left at T. Brown's Hotel, Rideau Street, will be promptly attended to.

Office at T. Brown's Hotel, Rideau Street, Ottawa.

Office: Elgin Street, opposite Russel House.
Orders left at above address will receive Carters are authorized to grant receipts, thereby relieving shippers from further lands in the Speaial rates for Furniture. W. R. BAKER,

Ottawa, Febys, 1873. BREEDERS.

15 to \$20 per day. Agouts wanted! At some state of the highest of working people. Of first prize for two years at the County of Ottawa either sex, young or old, make more money at work for us in their spare moments, or all the work for us in their spare moments, or all the work for us in their spare moments, or all the sond judges one of the best in the County; he is a beautiful dark red and white, and has all the characteristic make of that fine breed.

May 7, 1878.

Hull, June 26, 1878.

A CONTRACTOR OF THE PROPERTY O Crand Trunk Railway THE ST. LAWRENCE Co'y. of Canada.

The Great Direct Canadian Route Between the Eastern and Western States.

The old reliable, quickest and best route. The shortest line to all points East and West. 1878. Summer Arrangements, 1878 ALTERATION OF RUNNING TIME Ordinary Cars on all Trough Trains, and Palace Sleeping Cars on all Through Night Trains over the whole Line. ON AND FROM MONDAY June 9th, 1873

Close Connections At PRESCOTT and BROCKVILE with all trains the St. L. & O. and B. & O. Railways, to and OTTAWA.

TO CHICAGO.

Prescott and Brockville 2 7.15 A.M Royal Mail Steamers 9 35 A.M. AS FOLLOWS: GOING WEST. 4 10.30 A.M G.T. Express for West 12.45 P.M

Day Express for Kingston, Belle-Ville, Toronto, Guelph, London, Brantford, Buffalo, Detroit, Mil-waukee, Chicago, and all points 1.45 P.M G. T. R. for East and 4.00 P. 1.40 a m 2,15 am ight Express GOING EAST. Comfortable Sofa Cars on Nos. 7 and 8. Charge Day Express for Cornwall, Montreat Quebec, Riviere du Loup, Shetbrooke Island Pond, Gor-

ham, White Mountains, Portland, St. John, N.B., Halifax, Managing Director, Ottawa. Tourists Tickets good till November 1st to New York and Boston, via Lake Champlain and Hudson River, also to Montreal, Gorham and White Mountains, Portland and Boston. Sea Bathing Tickets good till November lat, o Tasousso, Biviere-du-Loup, Cacouna and ortigod and return.

The Grand Trunk is the cheapest, quickest and best route to all points East and West, Steel rails are being laid on several sections, and the entire road will shortly be relaid with steel. A large addition of New Locomotives and Passenger Cars has been made to the Rolling Stock. As the punctuality of the Train depends of connections with other lines, the Company will not be responsible for trains not arriving at or leaving any station at the hours named.

Excursion Tickets to Chicago From SARNIA to MILWAUKEE CHICAGO, and all the Principal Points on the Great Lakes.

leaves every TUESDAY, THURSDAY and SATURDAY evenings, on arrival of Grand Trunk Train from the East. A Delightful Route for Tourists.

Elegant Accommodation. FARES GREATLY REDUCED The splendid steamers of the "Ward's Line," leave Sarnia tri-weekly for

Thunder Bay, Duluth and FORT GARRY. Excellent accommodation provided for families moving to the Red River Settlement. This is the Steamer FALMOUTH leaves Portland every UESDAY at 5,30 p.m. for Halifax, N.S.

The splendid steamer "CARLOTTA," running in connection with the Grand Trunk Railway will leave Portland for Halifax, N. 8, every SATURDAY at 4.00 p.m. She has excellent accommodation for Passengers and Freight. The Steamship "CHASE" will also run be ween Portland and Halifax. The International Company's Steamers, also running in connection with the Grand Trunk Rallway, leave Portland every MONDAY and THURSDAY at 6.00 p.m. for St. John, N.B.

Baggage Checked Through CANADIAN AND AMERICAN POINTS. SEA BATHING EXCURSION TICKETS

For further information and tickets apply at the Company's Offices, RUSSELL HOUSE BLOCK, SPARKS STREET, OTTAWA. C. J. BRYDGES, A. JOYCE.

W. H. GREAVES, Agent for Brockville, NOTICE.

Department of Crown Lands, . Toronto, May 20, 1873

Superior

MINING REGION.

tespecting the Sale of PINE TIMBER,

DENJAMIN EDWARDS, BUTCHER.

always on hand Fresh Beef, Mutton, Lamb and Sausages, &c Everything in his line of business will be sold at the most reasonable rates. Please give him a call.

G. J. DUFF. Hatter, late of Quebec, 104 RIDEAU ST Felt, Pauama, Leghorn, Nilk and Straw Hats,

Department of Crown Lands, Toronto, May 28, 1873,

As great destruction of standing trees on

Crown Domain, NOTICE

Is hereby given that any person or persons illegally in occupation of lands of the Crown, who may be found to have set out fires on such lands during the months of JUNE, JULY, AUGUST AND SEPTEMBER

ROYAL MAIL LINE of STEAMERS

Ottawa to Montreal, 1873. Prince of Wales," Capt. Wm. Shepherd, Capt. P. Y. Macdonnel, Capt. P. McGowan. Queen Victoria, Commencing June 2nd

Passengers leave by the 7 a. m. and 5 p. m. rains for Lachine by Railway, and connect with he steamers "Prince of Wales," and "Princess brough passengers taken on Baturday evening urpassed, whilst the route is one of the defuresque in Canada. Tourists will find

haudiere. rince Arthur. at 8.00 a, m., Sundays excepted, connecting with

steamers to Deux Rivieres. Omnibusses will leave the Union House, at 6 a.m., calling at the Russell House, Post Office, a.m., calling at the Russell House, Post Office, Ac., for conveyance of Passengers.

A connection is made at Band Point with the Brock ville and Ottawa Rallway.

The spiendid new steamer, Joh Egan, Capt Duggan, leaves Pembroke daily, Sundays excepted, at 7 o'clock a. m. A connection is made daily, Sundays excepted, with steamers "Kippawe," Captain Mulligan, and "Deux Rivieres," Capt. Reid, for Deux Rivieres.

Bteamer "Sir John Young" leaves Bryson for Chapean every Tuesday and Friday mornings at 7 a. m., returning leaving Chapean same days at 1 p. m.

Ottowa, May 5, 1873. COLLINGWOOD

LAKE SUPERIOR LINE. SELLING OFF! Collingwood, Fort William and

CUMBERLAND, ALGUMA, in connection with the Northern Railway of Canada, leaving Collingwood every TUESDAY and FRIDAY, on arrival of mall train, leaving Toronto at 7 a. m., calling at owen Sound, Killarney, Little Current, Spanish River, Bruce Mines, Sault Ste. Marie, Michipicoton, Nepigon, dilver Islet, Prince Arthur's Landing and Duluth.

Connections at Thunder Bay with Dawson Route for Fort Garry, and at Duluth with the L. M. & Miss. Railway for St. Paul, and Northern Pacific Railway for Moorbead, Fort Garry and Red River country. Passenger fares and freight from Montreal,
Hamilton and Toronto as low as any other line.
Connection throughout punctual and certain.
For rates of passage and freight apply to
WM. RICE, Eigin Street, Ottawa,
JAS, CUNNINGHAM,

THAMES, THAMES .. EVERN .. day thereafter. And from QUEBEC for LONDON as

RATES OF PASSAGE.

Through tickets from all points West at reduced rates. Certificates issued to all persons desirous of bringing out their friends. Through Hils of Lading issued on the Continent and in London for all parts of Canada, and in the United Htates to Detroit, Milwaukee, Chicago and other For Freight or Passage, apply to TEMPERLEYS, CARTER & DARKE, 21 BI

ALLAN LINE

The shortest, cheapest and quickest passage to Liverpool, Londonderry and Glasgow. The fleet is one of the largest, fastest and safest in the world. Vessels will be despatched as follows:— 4,000 tons......12fh July

POLYNESIAN, HIBERNIAN, RATES OF PASSAGE-LIVERPOOL LINE GLASGOW LINE.

D. W. COWARD & CO., Agenta, 17, Sparks Street. Ottawa, May 8, 1878,

OTTAWA STEAM

River Navigation Co.'s Carriage and Sleigh FACTORY.

RIDEAU STREET, OTTAWA,

PROPRIETORS

At this establishment will be found on hand, or made order, the latest and wost approved styles of Coaches, Carriages, Omnibusses,

Which in point of finish and durability, are not surpassed in any market. All work warranted for one year, and all kinds of repairing carefully and A very large amount of new and imroved machinery has lately been added.

and as the whole is driven by steam power (the only establishment so supplied in this section of country), we are in a position to produce work more promptly and heaper than any one else. The proprietors are practical workmen

and give personal supervision to all work. Ottawa, March 25, 1872. 1931tf DUSH LOT FOR SALE

For sale south half of Lot No. 2, in the Sixth Range, Township of Gloucester, Ottawa Front, County of Russell, One Hundred Acres of Bush Land, lying near the Line of the Coteau Landing on Ottawa Railway.

N. R.-If not sold in a few days, it will be disposed of by public auction, of which due noice of time and place will be given.

Ottaws, June 7, 1878.

WROUGHT IRON BEDSTEADS Just arrived ex ship "River Ganges," from : Liverpool :— ENGLISH SINGLE BEDSTEADS.

ENGLISH DOUBLE BEDSTEADS CHILDRENS COTS. CHAIR BEDSTEADS. Special prices for Hotels, Schools, Hospitals, factory, and the prices are extremely low. Quotations by mail seut on application.

Elastic, durable and noiseless. Proof against H. MEADOWS & CO. CAPITAL STOVE DEPOT.

WOVEN WIRE MATTRASSES,

Ottawa, June 30, 1878. GREAT Clearing

SIGN OF THE MAPLE LEAF N. Faulkner's.

SUSSEX ST. STOCK of STAPLE and FANCY

DRY GOODS. \$30,000 at a Reduction of twentyfive per cent.

Sale to commence 1st JULY and continue for one month. This being a boun fide sale, and the Stock must be sold, goods will be sacrificed to clear the Stock out.

COME ALL AND SECURE BARGAINS DEPARTMENTS, Domestics, Parasols, FRENCH KID GLOVES. Millinery, Mantles, Costumes, Shawls, Ladies' Under Clothing, &c.

JAMES ANGUS For 8 years Kutter to the principal Haberdashers of Montreal. Merchants' Bank Block, Sparks Street, kor) Metcalfe.

Wines. SLOCOMBE & STEVENS.

PURE UNBRANDIED WINES, Red and White Wines and Sherries,

which they are prepared to furnish at a slight advance from Quetton St. George & Co.'s list. ed the engines were reversed, N. B.—These WINES are highly recommended by the Medical Faculty for strengthening Orders sent to all parts of the city. The Sugar Loaf,

FOR SALE. the following properties situated in the best busi-ness places of Hull, viz:

Rideau Street.

Dwellings and Stores. BRIDGE STREET-Not 1, 2, 8, 4, 5, 6, WELLINGTON STREET-Nos. 11,

N CENTRAL STREET-Nos. 15 and pr. ON CHURCH STREET-Nos. 17, 18, 19,

Terms easy, Apply to TETREAU of

An official examination into which led to the wreck of the S.S. 'City of Washington' off the coast of Nova Scotia, was opened in Halifax on Monday last be-

The following is the evidence taken on the fact of the variation of the compasses

were in reality the true ones; and, furttaches to the captain and his officers :-Captain William Robert Phillips was called, and being sworn, testified as follows :- I joined the 'City of Washington on the 23rd of June in this was my first trip in her. Do not know what her tonnage was. There was a table of deviations in a frame hung up in the thart room on board of the ship. Left Liverpool on Tuesday, 24th June, at 6 46 p.m., in charge of a pilot. Started from Queenstown at 5:10 p.m. of The weather was not clear. It was at times hazy and showery. I do not think that in going down St. George's Channel the ship made more northing than she should have done considering the tide. After leaving Queenstown we were enabled to take astronomical observations on the first two days-Thursday and Friday. We did not notice that the position, as given by the astronomical observations, slittered much from that by dead reckoning. Our cargo was not a full one. It was mostly

the ship. We were eight days in the fog The ship struck at 1:15 p.m. on Saturday, the 5th inst. The ship was not going at full speed, as it was the time to clean the

fires. I do not know what her speed was, but should suppose it was about nine knots. Was on deck when the vessel struck. I was underneath the bridge. As soon as she struck I ordered the signal boats were lowered promptly, and without confusion. In a few moments a small boat came alongside with two men, who piloted our boats to land. The women and chil dren were landed first. After all the passengers had been landed I adopted measures to lighten the ship and commu nicate with Halifax. The fires were down, and finally I had to charter the tug

'Daisy' to bring a messenger to this city Cross-examined by Mr. Peter Lynch on chalf of the Company-The ship was a first-class one, with a full compliment of men, provisions and coal on leaving Liverare that the meridian of Cape Bace is to be passed at about lat 42, I adhered to these instructions, passing to the south-west. The boats were lowered down with ease one by one, loaded and sent off to the shore in perfect order. There was no con

Capt. Wm. J. Hammond, a passenger was called, sworn, and testified as follows: -I am a master, holding as certificate of competency. Was a passenger in the 'City of Washington. Kept no reckoning. never saw a better disciplined steamship I have crossed four times as passenger in fusion in lowering the boats. Everything heard no complaints either as to management or the navigation of the ship Everything was carried on on board regularly, and I never saw any of the officers

have been 27 years in the emigrant trade, and never saw steerage passengers better treated. The first thing done after the passengers were landed, was to land ufficient quantity of provisions to serve all hands for three days, including biscuits beef and pork. This was kept as a reserve, in case the vessel should break up. Cross-examined by Mr. Lynch-I crossed previously in the 'Union,' 'Tower, Hebrew,' 'Washington,' I did not enquire whether the officers kept any account of the reckoning. I did not observe any difference between the true position and that posted every day. In speaking of the

John Shean, first officer, sworn, testified as follows-Was first officer all the voyage. This is my first trip in the ship. I did not notice that in coming down the Channel the ship made more westing or northing than she should. I was not present when the steel came on board. Did not know that there was steel on board. We took observations on the first two days. had no chance to observe azimuths. There was but a very slight difference between the dead reckoning and the observations. I worked both dead reckoning and the obreckoning agreed within a mile or two. never saw a ship steer better. I had no reason to suppose that she was making more than she should have done. The log was hove every hour. The tog was so dense that we could not tell the proper color of the water. When the ship ground

Cross-examined by Mr. Lynch-The ship was most obedient to its reckoning. Each officer kept a dead reckoning, and sent it to the captain, I did not see the captain's result of the work, and do not know whe attribute the difference between our reckoning and the ship's position either to the steel bars on board, or s strong current have been four years in the Inman employ, chiefly on this coast, two years as chief officer of the 'City of Halifax.' Was on the 'City of Baltimore' previous to joining the 'City of Washington.' During twenty years' sea service I never saw the fog so bad. Two degrees easterly deviation were allowed on all westerly courses up to the banks, but none afterwards The compass is what is known as a compensate

lookout from the bridge,

compass. I could not see

John Fisherty, second officer, sworn-1

Tongue and Grover, Plaining and Surface Plainer. Situated of Madawaska River, close and Ottawa and G. C. R. is published every morning (Sundays excepted of \$6.00 per annum payable in advance, or 12; at \$6.00 per week, delivered in the city. It is mailed man per week, delivered in the city. It is mailed to subscribers in the United States, at \$7.50 free.

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subscribers being about to bell

SOLVENT ACT OF 1860

are requested to his

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GANE, Solicites

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age Sank Department will be but a five per cent interest on Series ! S. BENGEY, M.

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am sole owner and plent are not sold to manufacture

Wm. Abbott

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FOR A GOOD SMOKE,

MHC_SI, CL

THAT'S MAKE

throughout the world.

ine restores the natural function to denach giving once more strengts to denach giving once more strengts and in
n. Powder, Losenges, Gibranes;
n. P. j and I-pint bottles.

20 DYNE has new obtained statements
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E MATTER OF

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when not exceeding 24 words,

EVERY PRIDAY MORNING, in

WILLIAM MOSGROVE.

Barristers, Attornies, Solicitors, Sec.,

Physician, Surg'on and Accoucheur, Ottawa, at. Day Office opposite the Times office. Sparks treet, Centre Town. Night office at his residence, faria Street, Centre Town.

Accou-te. Residence-Albert Street. Office bours mm 9 to 11 a, ma, and 2 to 4 p. m. Special attention given to

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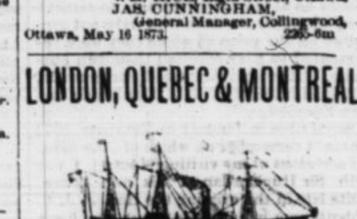
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THE "CITY OF WASHINGTON. Official Examination into the Causes of the Wreck

fore Capt, Scott, R. N. the first day, from which it will be appar ent that the causes previously assigned for the disaster, namely, the dense fog within which the sea was shrouded, together with

and boxes of tin. The standard compass main hatch. Do not know where the steel was stowed. The standard was the usual height, say 31 or 4 feet from the deck.. We watched all the way for an opportunit to take a zenith and altitude, but the wea ther was such that we could not (the log was produced, but does not give the positions by dead recironing the first days). My papers contain the mimites by dead reckoning after these two dates. The wind was westerly, head wind during the entire passage. On the 27th I altered the course of the ship to a little more southerly, owing to the action of the wind on the bow, to ease the ship. There was a very heavy for the same reason, to keep clear of the did not take soundings off the banks, believing that we were a long distance to the whatever during the passage. I did not water in closing. The fog was so dense all the passage after leaving the channel that we could scarcely see two yards from

By Capt, Scott-We used no sails during the passage, and the vessel was subject to no keeling over.

was worked in a seaman-like manner. ouch a glass of liquor during the passage.

sobriety of the officers, I include the captain. If the cargo consisted largely steel, as stated, it would probably influence

joined the ship the day she sailed. Never

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> > ther there was any difference or not.

sailed in her before. I knew nothing about the compass in her. I did not allow any. thing for deviation in working up my reckonings, because we steered to the south of our course. My work book was lost in the ship. Was always careful about the steerage. The ship was not making more northing than she should have done. The lead was not hove during the voyage. We did not heave the lead because we thought it would be useless. I have been in the Inman service four years. Have been going to sea sixteen years. I have never

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