Local Intelligence.

A gentleman of this city who purchased a lot from Mr. Burrows in 1873 at $123, which he had purchased at $75, was the other day offered four hundred dollars for it.

Remember Mr. O'Leary's lecture tomorrow, Wednesday, evening, at the Rink Music Hall, on the "North West." Admission 10 cents. Reserved Seats 25 cents.

NEW CITY COUNCIL. As anticipated, there was no quorum of the members of the new City Council yesterday at noon. This will necessitate the calling of a special meeting for organization.

THE MARKET.—Yesterday being election day, there was little or no attendance on the part of either vendor or purchaser on the Market square. Domestic affairs were considerably upset in consequence.

ANOTHER STEAM FIRE ENGINE.—The long talked of Chaudiere Steam Fire Engine has at length been shipped from Chatham, Ont., and will arrive in the city to-morrow or next day.

NO LIQUOR TO BE HAD.—All the taverns were closed yesterday in response to the advertisement of Inspector McVeity. The grocer shops were allowed to remain open on condition that no liquor would be vended between the hours of 9 o'clock a. m. and 5 o'clock p. m.

Remember Mr. O'Leary's lecture tomorrow, Wednesday, evening, at the Rink Music Hall, on the "North West." Admission 10 cents. Reserved seats 25 cents.

POLICE COURT.—There was only one case brought before the police court yesterday. Joseph Nadeau was arraigned for the larceny of a ring and some precious stones from Mr. Street of Montreal. The case was adjourned till this morning. The ring was valued at $100, Mr. Gibb appeared for the prisoner.

THE POLICE.—The police have survived the election of yesterday, having had little or no occasion to exercise their authority. The Ballot and great number of polling places had the desired effect, as there were no instances of a breach of the peace. This speaks volumes for the Ontario Election Law.

CHORAL UNION.—The usual weekly practice takes place this evening. The first public concert of the Society will be given in Govan's New Opera House in the first week in February, an announcement which should stimulate the members to extra exertions to perfect themselves in the pieces now in practice.

Remember Mr. O'Leary's lecture tomorrow, Wednesday, evening, at the Rink Music Hall, on the "North West." Admission 10 cents. Reserved seats 25 cents.

VIOLATIONS OF THE LAW.—Inspector McVeity was looking well after the rum sellers yesterday, but two natives of the Emerald Isle succeeded in getting outside of some old rye in remarkable quick time after five o'clock. In the evening they were making bright efforts to keep each other up, but one of them managed to take the measure of the real estate he will some day require for his own accommodation, and he carried home a coat well plastered with the "beautiful."

INTENSE FROST.—The intense cold of yesterday, made itself manifest in many instances. Canvassers who had occasion to drive considerably, had both noses and ears bitten with frost. The application of snow with a little friction had the desired effect of removing the unenviable frost bite. The weather has been very severe for the last few days, and has visibly reduced the wood pile and coal supply. A change will doubtless soon follow.

A RUSH.—Last night, while a large crowd at the Russell House corner, were excitedly discussing the probable issue of the election, some one raised the cry, "Here they come," whatever that meant, and a rush was made to the City Hall. Men and boys ran as if the arch-enemy of mankind was behind, and swarmed up on the pile of stones and round the old hall like bees when the temperature is some hundred degrees higher than it was then. The cry was a sell, however, for nothing came and the rush was a vain one. A shout for Dan O'Donoghue was sent up, but no Dan appeared, and the crowd had to disperse and keep their toes warm as best they could till the real state of the poll should be declared.

SURPRISE.—No little wonder and surprise was both felt and expressed yesterday at the quiet appearance of the city during the election. Knowing that there were three candidates in the field, who were all expected to poll a close vote, a good deal of excitement was expected, and lively times as of yore at the polling stations. But no such thing. Beyond the occasional arrival of voters on foot or in vehicles, there was nothing to indicate the important issue at stake. Doubtless this quiet state of affairs did not exist in the breasts of those who were busily engaged bringing up their men, and they likely had all happy anticipations of success which the revelation from the ballot-box must have speedily dispelled in the breasts of two thirds of them.

MR. O'LEARY'S LECTURE.—The subject of Mr. O'Leary's lecture at the Rink Music Hall, will embrace the following points, among others:—"The Resources of the Dominion in the Interests of Emigration," "The Great North West," "The Dawson Route, including the water route from Collingwood to Prince Arthur Landing," "Silver Island Thunder Bay, and the North Shore," "The chain of Great Northern lakes, land, timber, minerals, &c., along the route, "Fort Francis and Rainy river," "the Red River Valley, its soil, grasses, crops, climate and resources generally," "The Red and Assinobine rivers, their timber, belts, navigation, &c.," "Winnipeg (Fort Garry), its population, commerce and ambition, manufacturers and investments, together with other matters of interest pertaining to the Prairie Province." The chair will be taken by the Hon. Alex. Mackenzie at eight o'clock.

Thomas' Excelsior Electric Oil—Worth Ten times its weight in Gold.

Pain cannot stay where it is used. It is the cheapest medicine ever made. One bottle has cured bronchitis. Fifty cents worth has cured an old standing cough. It positively cures Catarrh, Asthma and Croup. Fifty cents worth has cured crick in the back, and the same quantity a lame back of eight years' standing. The following are extracts from a few of the many letters that have been received from the different parts of Canada, which, we think, should be sufficient to satisfy the most sceptical. J. Collard, of Sparta, Ontario, writes: "Send me six dozen Dr. Thomas' Electric Oil. Have sold all I had from you and want more now. Its cures are truly wonderful." William Maguire, of Franklin, writes: "I have sold all the agent left; it acts like a charm—it was slow at first, but takes splendidly now." H. Cole, of Iona, writes: "Please forward six dozen of Thomas' Electric Oil, I am nearly run out; nothing equals it. It is highly recommended by those who have used it." J. Bedford, Thamesville, writes: "Send at once a further supply of Electric Oil, I have only one bottle left. I never saw anything sell so well, and give such general satisfaction." J. Thompson, Woodford, writes: "Send me some more Electric Oil. Have sold entirely out. Nothing takes like it." Miller & Reed, Ulverton, P. Q., write: "The Electric Oil is getting a great reputation here, and is daily called for. Send us a further supply without delay." Lemoyne, Gibb, & Co., Buckingham, P. Q., write: "Send us one gross Electric Oil. We find it takes well."

Sold by all medicine dealers. Price 50 cents.

S. N. THOMAS, Phelps, N. Y. and NORTHROP & LYMAN, Toronto, Ontario, sole agents for the Dominion.

Note.—*Electric*—Selected and Elec-

The Local Election!

THE CONTEST IN THE CITY.

Mr. D. J. O'Donoghue Heads the Poll.

The contest yesterday was conducted in a very quiet and orderly manner. A good deal of anxiety was manifested throughout the day, and as it approached the close of the poll a good deal of curiosity was evinced as to the result. The Central Committees at the headquarters of the respective candidates kept reckoning up as the different scrutineers came in, and the returns sometimes made one candidate ahead and sometimes the other, until finally it turned out that Mr. O'Donoghue led the poll by 53 votes. The following is the state of the poll at the close at 5 o'clock.

VICTORIA WARD.

	Featherston	O'Donoghue	O'Connor
No. 1 sub-div	79	40	9
No. 2 "	47	45	10
No. 3 "	47	13	19
	173	98	38

WELLINGTON WARD.

No. 4 Sub-div	56	28	41
5 "	52	44	35
6 "	57	12	37
7 "	39	15	48
8 "	52	33	43
9 "	64	15	78
	320	147	282

ST. GEORGE'S WARD.

No. 10 Sub-div	30	19	71
11 "	22	26	50
12 "	44	11	47
13 "	28	5	34
14 "	28	15	27
	152	76	229

BY WARD.

No. 15 Sub-div	31	28	39
16 "	27	13	18
17 "	15	36	34
18 "	18	35	33
19 "	9	68	13
	100	250	137

OTTAWA WARD.

No. 20 Sub-div	13	69	16
21 "	7	78	10
22 "	10	83	13
23 "	12	55	20
24 "	11	25	9
	53	310	68

SUMMARY.

	Featherston	O'Donoghue	O'Connor
Victoria Ward	98	173	38
Wellington "	117	320	282
St. George's "	76	152	229
By "	250	100	137
Ottawa "	310	53	68
	851	798	754

O'Donoghue's maj. over Featherston ... 53
Featherston's maj. over O'Connor ... 44
Total vote polled ... 2,403

Correspondence.

TO THE EDITOR OF THE TIMES.

SIR,—I have just now read your article headed, "The Civil Service Vote," in this morning's TIMES. Admitting the full force of your strictures on the impropriety of referring to "The Prime Minister of Canada" as "Mackenzie" in a letter intended for publication in a newspaper, I desire by way of explanation to state how the error occurred, and I trust you will do me the justice to publish this letter in the TIMES.

The letter which appeared over my signature in the *Citizen* of Saturday last, was not intended for the public eye, and no person could be more surprised than I was when I saw it in print. Yet the editor of the *Citizen* was in no wise to blame for the publication. The mistake was the result of haste and my own consequent neglect of precaution.

Late on Saturday morning I read in the TIMES the letter of "Spectator," I felt then, as I still feel, that it presented, with an air of authority, the offer of a gross bribe to the employees of the Civil Service, and that the tone of the letter was, throughout, of the most reprehensible character. Feeling this, I desired that some thing condemnatory of the letter should appear in the *Citizen* of that afternoon. I therefore wrote in pencil, a hasty note to the editor, whereby I intended to call his attention to the letter and point out its impropriety, expecting that he would notice and condemn it editorially. I intended that note for a mere private one; but it struck me at the moment that as the Editor and Mr. Holland were both activity engaged in the canvass, going on, either or both of them might be absent when my messenger would call at the office with the note and that if it were addressed to either of those gentlemen, by name, it might remain unopened until too late to answer its purpose. I therefore addressed my note to the "Editor of the Citizen," forgetting, however, in its haste of the moment, to mark it "private," or otherwise indicate that it was not intended for publication.

While I admit, as I have already done, that if my note was intended for the public, the reference to Mr. Mackenzie by the bare name of "Mackenzie" might be construed to savor of contempt and would consequently be justly liable to criticism, on the ground of bad taste, I maintain that there was no impropriety in such a reference in a private note from one gentleman to another between whom existed relations of mutual confidence.

The error was wholly in the publication and that occurred by mistake and misunderstanding.

I am Sir,
Your ob't. serv't,
JOHN O'CONNOR.

Ottawa, Jan. 18, 1875.

Remember Mr. O'Leary's lecture tomorrow, Wednesday, evening, at the Rink Music Hall, on the "North West." Admission 10 cents. Reserved Seats 25 cents.

NEW FOES TO THE FELINE RACE.

The following statements appear in a communicate in the Richmond (Va.) *Whig*:—"In a recent number of your paper, it was announced that a fatal epidemic prevailed extensively in many parts of the State among the feline race. In this neighbourhood the disease has been raging, and the lives of many of the race have been destroyed by it. Some of the physicians here have ascertained that it is *trichina*—the same disease which has caused the death, at different times and places, of a great number of cattle and hogs. When cats were attacked with the disease, it was believed that there was no remedy—that death was inevitable. When I was in Richmond at the late State Agricultural Fair, a lady at whose house I was a guest informed me that she had found in a case of her own, that calomel was an effectual remedy. During the past week a half-grown kitten of my own, of remarkable beauty, was attacked by the disease. The above mentioned remedy (five grain of calomel) was applied, and she is now well, hearty and playful. The publication of this remedy may be instrumental in saving the lives of many cats."

Just arrived, and now for sale at a great reduction, having bought at very low prices, the following goods: Stoves of all kinds, japanned, polished and plain Tinware, Lamps and Coal Oil, Cutlery, Axes, Nails of all sizes, at C. P. Dorion's, 81 and 83 Sparks street, Ottawa. 3691d&w

Remember Mr. O'Leary's lecture tomorrow, Wednesday, evening, at the Rink Music Hall, on the "North West."

Commercial.

GOLD IN NEW YORK - - - 115¼

New York Markets.

NEW YORK, Jan. 18.

Cotton firm at ¼ for advance; 15¼ for middling uplands.

Flour: dull and heavy; receipts, 1,000 brls; sales, 8,000 brls; quotations unchanged.

Rye Flour: Quiet and unchanged at $4 10 to 4 25.

Wheat: dull: strongly in buyers favor; receipts, 6,000 bush; sales, 25,000, at $1 07 to 1 09; No 2 Chicago, $1 11 to 1 12; No. 2 Milwaukee $1 15 to 1 18; No 1 spring, $1 16 to 1 22; Winter, red Western, $1 54 to 1 38; Amber, do.

Rye: Quiet.

Corn: Dull: receipts, 37,000 bush; sales, 36,000, at 86c to 87½ for new Western mixed and yellow.

Barley: Quiet and unchanged.

Oats: Dull; receipts 17,000 bush; sales, 27,000 bush; 67c to 90c for mixed: Western, 68c to 70c; white, do.

Pork: $20 72½; new mess, $19 75; old, do.

Lard: 14c to 18c for steam; 14¾c to 14¾c for kettle rendered.

Butter: 24c to 42c for State and Pennsylvania.

Petroleum: Crude, 6c; refined, 12½c o 12¾.

London Markets.

LONDON, Jan. 18, 12:30 p.m.

American securities: Small sales at unchanged prices.

Liverpool Markets.

LIVERPOOL, Jan. 18, 12:30 p.m.

Cotton strong; uplands, 7¾c to 7¾; Orleans, 7¾c to 8c; sales, 20,000 bales, of which 4,000 were for speculation and export.

IRISH EMIGRATION TO CANADA.

The following letter, written by Mr. Henry Larkin, Canadian Emigration Agent, Ireland, to the Dublin *Freeman*, will doubtless be of interest to our readers:—

"Canadian Government Emigration Office,
"13 Eden Quay, Dublin, 11th Dec., 74.

"SIR—I would not trouble you with any remarks from me on what I consider your well-timed and honest advice to Intending Emigrants in your able editorial of yesterday, regarding the present overcrowded and gloomy state of the labour market in New York and the other large seaports of the United States, if I did not know from long experience that the great bulk of your readers don't stop to distinguish the wide difference between the United States and our Dominion of Canada, and that the strictures you make on emigration of our people to the former country must refer also to the latter. Indeed, when I assumed my present office, now three years ago, I found all those who came to consult the about emigrating, thought New York almost comprised the whole continent of America, and their great ambition was to reach that port, and the present state of things, consequent on the late commercial crisis there, is the natural result; but by late experience our people find their prospects in our wide Dominion of Canada much more cheerful and brighter than elsewhere, as I hope to convince all interested by letters which I hold from well-known and respectable emigrants, in time for the next spring's operations. All interested in promoting the welfare of our emigrating classes will agree with you and me in imploring them to get inland and avoid the populous seaboard cities; and if they only look intelligently and carefully over the map of the Western World, their attention must be drawn to that great and fertile tract of prairie and timbered lands lying yet idle in the great north-west of Canada, where there are millions upon millions of the most fertile and easily cultivated land in the whole world. That land is given in grants to emigrants on terms the most liberal that can be devised. The older provinces also need population as much as the new country in the north-west. I am advised by our Government that large tracts of land will speedily be laid out in free grants around Thunder Bay, and all the way along to Fort Garry. The construction of the Canada Pacific Railway will for years to come give profitable employment to thousands, and every one of these thousands ought, and can, be owners in a few years of 200 acres of as good land as the plough ever turned. This railway must be built, as the faith of the Imperial as well as the Dominion Government is pledged to British Columbia. So it is no myth. With such enterprises before them, and a kind, wise, and honest attention to their future prospects on the part of our Government, who have their agents at all convenient points, to direct them to good and lucrative employment on their arrival, surely intending emigrants risk very little in confiding themselves into our hands in the coming early spring. We only desire female domestics and mechanics who pursue an indoor occupation, with a few choice, willing, sober boys, to venture out before say next March, when we can absorb, in Canada alone, 100,000 suitable emigrants, without fear of overcrowding our labour market. Indeed, many were disappointed all last season, even down to last summer's arrival at Quebec, for the want of hands to do farm and house work during the winter; and hundreds daily are crowding into Canada at this moment from the States, as our papers just received inform us. This letter is rather long for to day, but with your kind permission I will revert to the subject again. With many thanks for your courtesy and kindness on all occasions—I have the honour to be,

"H. J. LARKIN,
"Canadian Government Emigration Agent to "Dublin (Ireland)."

CHOLERA AND PLAGUE.

The London *Times* of Dec. 19, says: "Hardly is there assurance that cholera, after nine years' uninterrupted prevalence, has ceased in the Continent of Europe, when a fresh alarm comes from the East. Cholera is reported to be ravaging the Dutch possessions in the Indian Archipelago. From these possessions every year a considerable number of pilgrims travel to Mecca. The Ottoman Government, believing that the beginning of the outbreak of cholera in Mecca in 1865 and subsequent great westward diffusion of the disease was a consequence of its introduction into the Hedjaz by pilgrims from the straits settlements, and fearing a similar danger in the approaching pilgrimage, has become seriously alarmed for the safety of the sacred city and of the pilgrims who will shortly congregate there. It has accordingly commissioned the Vice President of the General Board of Health for the Empire, Dr. Arif Bey, to proceed from Constantinople to Mecca and make all necessary precautionary arrangements. The coming pilgrimage is exposed also to danger from plague as well as from cholera. Plague, a few months ago, after upwards of fifty years' absence, it is believed, reappeared in the Assyr district, Yemen, in a locality eight days' journey from Mecca. The Ottoman sanitary authorities in the Hedjoz appear to have satisfied themselves as to the nature of the disease; but, in view of the approaching pilgrimage, Dr. Charles Millingen, of Constantinople, has been sent by the General Board of Health of the Empire to the infected locality to make further inquiries. The outbreak is stated to have been very circumscribed, and, according to the latest news, it has come to an end."

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FALSE MODESTY.—For people to allow disease to become seated upon them rather than consult a physician, or to suffer as many do for years with the different kinds of piles, without going at once to the drugist for Fowle's Pile and Humor Cure.

(Continued from first page.)

to the difficulties there had been in the way of making the survey, he could not recommend that the road should be built by this route, as he had no basis to go upon. Now, Mr. Legge, a gentleman of eminence in his profession, had compared the two lines carefully, and had come to the conclusion that owing to the easier grades the Mattawan route was the shortest and easiest.

It being six o'clock, the House rose.

AFTER RECESS,

Mr. CHURCH gave notice of motion that on Wednesday he would submit to the House questions which the witnesses Middlemiss, Dansereau, Duvernay, and Cote had refused to answer for decision as to whether the said witnesses should be summoned to attend and answer the same.

Mr. BEAUBIEN, on resuming his speech, said that when the deputation met the Prime Minister at Ottawa, the latter had insisted that it was of the utmost importance to Montreal, and in fact to the Province of Quebec generally that the most direct route should be selected, so that the road should not be exposed hereafter to damaging competition from rival roads. In this connection Mr. Mackenzie had pointed out all the sacrifices which were everywhere being made to obtain the shortest and most direct route. Boston had expended with this view enormous sums to cut through the mountains, as in the case of the Hoosac Tunnel. All the great American cities were straining every nerve for the same purpose to secure the great cereal tide, flowing from the inexhaustible prairies of the west to the eastern sea board. They admitted the truth of all this, but what they contended was that it should be first clearly demonstrated by a thorough, skilled and impartial survey that the line from the Georgian Bay to Renfrew or Pembroke was the shortest and most direct. If such were the case, then by all means let that route be taken, but on the other hand the surveys made by most competent and respectable men, and Mr. Fleming did not approve of it altogether. While admitting that certain sections which were on fire had not been thoroughly inspected by him, under such circumstances he held that they had a right to some consideration in absence of a thorough and impartial survey of the route they proposed. They had located their line over a distance of two hundred miles. When we considered the survey made by Mr. Slanly for the Huron and Ottawa ship canals, and subsequently by Mr. Clarke over the whole of the line which the Mattawan would take in, in connection with the surveys made by Sir Wm. Logan, it was easy to see the superiority of the Mattawan route. As far as ascertained, in that by Lake Nipissing there were a thousand feet more attitude than by the Mattawan. Twenty feet of elevation were equal to a mile of straight road from which it would seem that the Nipissing road was fifty miles longer than that from the Mattawan. Now was he not justified in bringing the matter before this House. Besides the Mattawan road would open up a large extent of rich but unsettled country, and would thus be still further productive of general benefit. He did not desire to see Ontario influence predominate over that of Quebec, which he held should, especially when it had such advantages to offer, have at least fair play. From the carefully prepared maps and charts of Sir Wm. Logan made in 1853 and 1856, he found that Burnt Island Lake and other lake sources of the Muskoka river flowing into Lake Huron on the west, to be each 1405 feet above tidewater; these two lakes are therefore with in a short distance of Quebec. In the Hon. Premier's air line between the mouth of French river and Renfrew taking the surveys of the two waters, Drew and Otter Lake, we find a difference of level of 751 feet, against the line of the Hon. Premier. It would require seven miles to overcome this height, which would make the Hon. Premier's route 322½ miles longer than its rival the Northern Colonization Railroad from Ottawa. In speaking of this difference of level between the two lines, he was surprised at the assurance with which the Premier spoke. He saw the Engineer and told him that he had made statements contrary to those of the Prime Minister, for he did not consider it possible that the Premier, who occupied so responsible a situation, could have made such assertions without being able to prove them; and also asked him to put his opinions in writing. If Sir William Logan, and Messrs. Shanly and Clarke were not able to take the level, then we would admit we were mistaken. He proceeded to quote from the report: "The fuller information we take, the more are we convinced that the valley of the Mattawan is the natural, financial and commercial route from these cities of Quebec and Montreal to the North West lake. According to the report of the engineers, all the surveys which had been made are in favour of the Mattawan route. He hoped that their representatives in the Dominion Parliament would demand that contracts should not be given until the House definitely located. He was surprised that contracts should have been given for the line between Renfrew and the Georgian Bay, without the Government knowing anything about a single rule of the route.

Hon. Mr. LAFRAMBOISE asked for a vote of want of confidence.

Mr. BEAUBIEN said no, he would only ask that the line be explored. It was extremely important that the line should touch Georgian Bay, at which point we should no doubt witness the growth of a city rivalling Buffalo. Without dwelling on the extraordinary course of giving such a contract without knowing the line, how could we calculate upon having a railway from Renfrew to Georgian Bay? This Mattawan route, he continued, was the most favourable to the Province of Quebec, and therefore the more preferable. Several gentlemen were present who would doubtless remember the debate which took place on this question in the Dominion Parliament. The Province of Ontario said the line ought to be fixed at the west of Lake Nipissing, and the Province of Quebec said it should be on the south-east side. This had been proposed by the representatives of Quebec.

Hon. Mr. DORION moved an amendment, seconded by the Hon. Mr. Holton, that the bill be sent back to the Committee, in order that the western terminus of the Pacific should be placed at the west of Ottawa river, which would offer the shortest route. Messrs. Paquet and Belleter were among those who voted for this amendment. He hoped these gentlemen would remember this vote, and be consistent if not faithful to the interests of this province when next they had an opportunity to discuss the question. He found in looking at the subsidies granted to railways, the sum of $6,810,000, to be expended in Ontario, and surely they would be justified in demanding that at least a small part of this sum should be expended in the Province of Quebec. But if from political or other means the Federal Government were prevented from accepting the national route he had advocated, it become the duty of the Northern Colonization Railroad Company to seek a junction with the line subsidized by the Government and if they could not go to Renfrew, they would have to go to Pembroke. He believed and hoped that this province would not allow its two lines to be meanly treated. Certainly, the interests of Montreal should be considered, and many said that Montreal was always sure to prosper, but he warned the House not to rely on past success without providing means for its continuance. Toronto was profiting by our supineness in the development of our railway system. In conclusion, he had presented the facts as he understood them, and he had bestowed special attention to the subject and believed it his duty to bring this matter before the Legislature previous to the approaching session of the Federal Parliament. (Applause.)

Mr. JOLY asked for some explanation as to the position of routes on the plan distributed in the House.

Mr. BEAUBIEN referred him to the plan of the Premier's route, which he handed

Mr. JOLY continued and he had asked for the explanations as notwithstanding he had voted on the subject in the Federal House, yet he knew but little more than what he had gleaned from the remarks of the hon. member for Hochelaga, and also from reading the report of Mr. Legge. The hon. member for Hochelaga had laid great stress on his having at heart the benefit of the line which he represented, and the Province of Quebec. He would say that he also held the interest of the Province at heart in the few brief remarks he was about to make. He considered, for his part, that the hon. member for Hochelaga had, to say the least, acted very strange in collecting the members together to listen to his long address, when far from speaking in the interest of the Province he had only been attacking the Federal Government. He thought he (Mr. Beaubien), might have done better service if, in 1872, he had voted as he (Mr. Joly) had done.

Mr. BEAUBIEN: I was not a member in 1872.

Mr. JOLY thought the hon. member must be mistaken, as his name appeared among fifteen who voted against the 125 who, in his opinion, acted more as if they had the interest of the Province at heart than the minority.

Mr. BEAUBIEN: I repeat I was not a member. It was the Hon. Louis Beaubien who was then in the Federal House.

Mr. JOLY went on to complain of the conduct of Mr. Beaubien in attacking the Federal House, and declared that this Parliament should not be used as a branch of Ottawa House. Mr. Joly asked who it was that had been traitors to the interests of this Province, showing who they were from division lists in the Federal House. When Mr. Holton had moved to place the terminus of the Pacific Railway near enough to Ottawa to secure its eastern terminus within the Province, he did this because he desired to show the contrast between the action taken then and the position assumed by the gentlemen of Mr. Beaubien's party. In following up this question he was obliged to refer to the constant strain of accusations against the public men of the Province by those who boasted that they were enabled, from party power, to thwart them in their patriotic efforts. In this connection he paid a warm tribute to Hon. Mr. Holton. He reproached the gentlemen opposite for assuming that their representatives would betray them and the interests of the province as to the Mattawan road. It was plain that from Pembroke to Nipissing was much shorter than the other; the road was very much easier, and the road of which he was himself in favour. He had every confidence that the representatives at Ottawa of this province would do their duty.

Mr. CHAPLEAU followed, charging Mr. Joly with having made the enthusiasm of Mr. Beaubein ground for an attack upon him as maligning the Opposition here and the Federal Government. This should not be a political discussion, as Mr. Joly wished to make it, and the proposition he had referred to in 1871 was one then impossible of being entertained. This was a public matter, and there was in it no reflection upon the Government in asking them to subsidize the Northern Colonization Railroad and North Shore Railroad, and make them available as the eastern end of the Pacific. He continued, in an eloquent address, pointing out the advantages which would accrue from this route, especially to this province.

Mr. CHURCH said that though the night had far advanced, he could not allow a debate of the importance of this one, not alone to the constituency which he represented, but to the whole province, to pass by without a few remarks. He well recollected when this province first determined to secure a material line of railway. He took an interest at the time in the movement, and contributed to the full measure of his influence in inaugurating that great enterprise. Later, when the satisfactory adjustment of the provincial debt enabled the province to grant still more effective aid, he was glad to see, although not a member of the House, that of the large sum appropriated to railroad enterprise, one half of this sum and more was voted to the scheme of an incidental road through the Province to Deep River, and from there westward to the Mattawa. He asked this House not to allow some political allusions, which in the heat of debate had been made, to draw hon. members off from the main point. Under consideration the question was a provincial one,—one which should not divide parties over what they could not afford to differ. The moment was a critical one if they did not present an united effort, if the people of this Province allowed party consideration to divide them, the golden opportunity would be lost. The grand provincial scheme would fail, and the interests of Quebec would be imperilled if not lost. He for one was determined that the original scheme should be carried out if possible, and a junction made with the Georgian Bay branch of the Pacific by way of Mattawan, and the valley of French river. He asked the House to rise superior to all question of party and show the people of the Dominion and the Federal executive that on this subject the people of this Province were a unit, and they might rest assured that the great natural wealth, and commercial and natural advantages of their route must prevail over that of its rival in Ontario.

Mr. BELLINGER on seconding the resolution recalled his previous action some years ago in connection with the line from Quebec to Deep River. He was puzzled by the statement put forth that the contractor had told the hon. member for Hochelaga that the contract was given out from a point 85 miles from French River.

The Premier said he could not give running facilities over the Canada Central Railroad from Pembroke to Renfrew. He said as to the Pacific Railroad he believed it was a railroad connection between Lake Huron and Quebec, which would be of real and immediately practical benefit.

The motion was then carried.

Mr. DAVIS moved for a copy of the correspondence between the issuers of licenses at Montreal and the Government. Carried.

Mr. MARCHAND moved for a statement showing the purchase price of the limits mentioned in the report of the Commissioner of Crown Lands for 1874. Carried.

Mr. MARCHAND moved for a statement of the charges since the 10th December, 1873, in relation to the possession of the limits mentioned in the Crown Land's report of 1874. Carried.

Mr. BELL moved to render part of the salaries of public officers and employees liable to seizure. Passed through committee.

The bill to amend certain articles of the Municipal Code of the Province of Quebec was referred to a special committee.

The House adjourned at 11:40 o'clock.

NIAGARA.

Three Persons Die from Starvation.

NIAGARA, Jan. 18.

Michael Murphy, better known as "Mayor Murphy," late of Dummer street, Toronto, and two of his children, died from starvation and exposure to-day. The oldest boy died early on Saturday morning, and about noon Murphy and his little daughter expired. A third child is at the point of death. Rumours of the family being poisoned were rife during the day, and, at the desire of a number of citizens a coroner's inquest was held, the jury returning a verdict to the effect that Murphy and his children came to their death from starvation and exposure to the cold.

SKIN DISEASES, of whatever nature, are completely eradicated by the use of Fowle's Pile and Humour Cure; its effect is marvellous for Scrofula, Salt Rheum, Ring-Worm, and even Leprosy; it has proved itself an almost never-failing cure. (See special notice.) 3733

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Arrival and Departure of Trains.

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1874. AUTUMN ARRANGEMENT. 1874

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Gloucester, Kanata, Stittsville, Ashton, Carp, Munster, Richmond, Fitzroy Harbour, Clayton, Pakenham, Fitzroy, Galetta, Arnprior, Braeside, Renfrew, Eganville, Beachburg, Cobden, Lake Dore, Pembroke, Mondays, Wednesdays and Fridays.
Gower Ottawa, by steamer, Buckingham, Cumberland, Orleans, Gatineau Point, Masson, Grand Calumet, Thursdays and Saturdays.
Ottawa, Melbourne, Metcalfe, Kinmount, Lindsay, Omemee, Port Hope, Newcastle, Bowmanville, Tyrone, Enniskillen, Millbrook, Cavan, Manvers, Lindsay, Ops, Mariposa, Eldon, Verulam, Bobcaygeon, Fenelon Falls, Kinmount, Minden, Haliburton, Gelert, Lake Kushog, Mondays, Wednesdays and Fridays.
Gatineau Point, Kingsmere, Lake Kamaniskeg, Lake Long, Templeton, Buckingham, Masson, Grand Calumet, Thursdays and Saturdays.
Aylmer, Lower Aylmer, Frontenac, Point Gatineau, Aylmer, Wednesdays and Fridays.
Templeton, Buckingham, Masson, Grand Calumet, Fridays.
Aylmer, Lower Aylmer, Frontenac, Point Gatineau, Aylmer, Saturdays.

☞ Matter posted up to 10:10 p.m. will be forwarded East and West in supplementary package the same night.

BRITISH MAILS.

Via New York, close every Saturday, Monday and Tuesday, at 5 p.m.
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G. P. BAKER,
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Post Office, Ottawa
Nov. 16 1874

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In all cases of Nervous and Spinal Affections, Pain in the Back and Limbs, Fatigue on slight exertion, Palpitation of the Heart, Hysterics and Whites, those Pills will effect a cure when all other means have failed; and although a powerful remedy, do not contain iron, calomel, antimony, or anything hurtful to the constitution.

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