HOUSE OF COMMONS.

MONDAY, Feb. 15.

The Speaker took the chair at 3:15 p.m.

RAILWAY REGULATIONS.

Hon. Mr. MACKENZIE asked leave to introduce a bill for the better protection of persons and property conveyed by railway. This law, he said, embodied the provisions of the several bills which were suggested last session. The first section provides that any person employed by any railway company, whose inattention, neglect or error might endanger the safety of life or property, or who shall be intoxicated while on duty, shall be deemed guilty of misdemeanour; and that any company knowingly employing a person convicted of such misdemeanour, or known to the company to be addicted to the use of intoxicating liquors, shall incur a penalty not exceeding $2,000, at the discretion of the court before which suit is brought, and an additional sum, at the discretion of the court, for each day during which such employment is continued. The reason for making this very stringent enactment rested in the fact that several accidents have occurred through pointsmen or switchmen having opened instead of shutting a switch, or *vice versa*, resulting in very serious loss of life and property. It was conceived that any legislation in this respect that could be practically carried out must be ultimately a great service to the public in the saving of human life. The second section contains the following:—The Governor in Council may from time to time, on the Report of the Railway Committee of the Privy Council, make regulations obliging companies, firstly, to provide means of communication for passengers throughout the line of passenger train while in motion: secondly, to provide doors constructed in a manner to be easily opened inwards or outwards: every such Order in Council to become law after six months from the date of its publication in the *Canada Gazette*; every company running cars in contravention to such order to be liable to a penalty at the discretion of the court before which suit is brought. A number of lives had been sacrificed on account of the clumsy connections between passenger carriages, some being constructed in a manner to render passage from one car to another extremely difficult, whilst the protection afforded by the ordinary rail was insufficient. It was deemed advisable that the platforms of all passenger carriages should be brought so close together, as to make it impossible for a human being to fall through, and that the sides should be protected by a proper railing. Respecting the doors of carriages, it would doubtless be remembered by most members that very serious loss of life occurred on the Great Western Railway near London through the door opening outwardly. The fire spread rapidly to the front of the carriage, whilst the passengers rushed to the rear. One or two escaped, but the remainder jammed against the door, and only such as had the courage and presence of mind to jump from the windows were saved, whilst the others, some twelve or fourteen, were burned to death. If the provision proposed had been in force, no lives would have been lost. The third section provides that compliance with the requirements of this Act shall not be construed into exempting any railway company from obligation to adopt in the construction and working of their line, rolling stock, and appliances, the best plans and arrangements, or to make such provisions for the safety of persons and property as are then acknowledged and in use, and shall not exempt them from responsibility for neglect to adopt the same. When he first proposed this measure, it was in amendment to the General Railway Act, but it was thought better to introduce it as an amendment to the Criminal Law, so as to bring all railways under its provisions, whether chartered by the Dominion or local authorities. He moved the first reading.

Mr. ROCHESTER suggested the propriety of making provision in the bill to regulate the speed of trains leaving stations. A great many accidents occurred through trains starting at a rapid speed, and were it stipulated that the speed of a train moving from a station should be within a certain limit until it was past the platform, many accidents which now occur would be prevented.

Mr. OLIVER said that several bills were before the Railway Committee last session, and a promise was made by the Government that they would deal with the subject matter of these bills. He had one before that Committee, which was not noticed in the bill just introduced. It referred more particularly to the carrying trade of the country; and it would obviate the necessity of his asking a question he had placed on the notice paper, were the Government now to state whether they proposed dealing with that matter. He might state that several of the present Ministry, particularly the Minister of Marine, previous to taking office, had stated to him and the Committee that the subject was too important to be left in the hands of a private member, but should be dealt with by the Government.

Sir JOHN A. MACDONALD—I think the hon. gentleman has acted very wisely in drawing up this bill as a branch of the Criminal Law, because it relates to that branch of the law. I would ask my hon. friend if he intends to refer the bill to the Railway Committee.

Hon. Mr. MACKENZIE—I think it should go to the Railway Committee.

Sir JOHN A. MACDONALD: Then I shall not trouble the House with any remarks upon it at this stage, except to say that I consider the clause respecting the punishment of persons addicted to the use of liquor is rather vague, and it would be difficult to obtain a conviction under it. However, when the bill goes before the Committee we can discuss that point there.

Mr. MILLS observed that it was rather singular to propose sending a bill relating to criminal law before the Railway Committee.

Sir JOHN A. MACDONALD—I merely asked the question.

Hon. Mr. MACKENZIE said he thought that as the bill affected railway companies it should go before the Railway Committee.

Hon. Mr. BLAKE said that although it might be very convenient to make the bill an amendment of the Criminal Law, the House should remember that this Parliament had no power of declaring crimes in order to bring matters within their jurisdiction which were not properly within it.

Sir JOHN A. MACDONALD observed that one reason why this bill should go to the Railway Committee was that it interfered with the position of railway companies, who should have a right to be heard before the Railway Committee.

The bill was read the first time.

REGULATION OF THE POSTAL SERVICE.

Hon. D. A. MACDONALD introduced a bill to amend the act for the regulation of the postal service. He explained that he could more conveniently explain its provisions when it came up for second reading, because in the meantime members would have the bill in their hands. He would therefore postpone any remarks until it came up for second reading.

The bill was read the first time.

PRESERVATION OF THE PEACE IN THE VICINITY OF PUBLIC WORKS.

Hon. Mr. MACKENZIE introduced a bill to amend the Act for the better preservation of the peace in the vicinity of public works. He stated that the object of the bill was to extend the authority which the Government now had, to prohibit the sale of liquor, and to take other measures for the preservation of order. That authority was at present confined to certain classes of public works, and this bill proposed to extend it to other classes.

The bill was read the first time.

PROCEDURE IN CROWN SUITS.

Mr. IRVING introduced a bill to provide for the institution of suits against the Crown by petition of right, and respecting procedure in Crown suits. He explained that the object of the bill was to provide means of settling disputes between contractors and the Government by judicial process, and thus avoid suspicion of partiality on the part of the Government in settlement of such disputes.

The bill was read the first time.

CONTROVERTED ELECTIONS.

Mr. COOK introduced a bill to amend the Dominion Controverted Elections Act of 1874. He explained that the object of the bill was to give to the judge trying any election case four days to make his report to the Speaker. Under the present Act, the judge was required to report immediately, and he knew of cases where considerable inconvenience had thereby arisen.

The bill was read the first time.

THE EXPULSION OF RIEL.

Hon. Mr. MACKENZIE, rising, said—Before the House proceeds to the other business of the day, I desire to intimate the course I propose to take with reference to the expulsion of Mr. Riel, who is at present the member-elect for Provencher. On Wednesday, the 10th instant, the final sentence of outlawry was pronounced in the Court of Queen's Bench in Manitoba, and on the same day the formal record of the sentence was forwarded to the Secretary of State. I think it is the most convenient method, and one that perhaps will best place upon our journals the precedent of any future action, to have that formal sentence laid upon the table of the House, and to base upon it the motion for expulsion precisely as was done in the Imperial Parliament in the case of O'Donavan Rossa. In that case, Mr. Gladstone first laid the judgment of the court on the table, and made his motion in accordance with the fact established by that judgment, namely, that he [O'Donavan Rossa] had ceased to be qualified to be a member of the House. He hoped a similar course in the present case would satisfy hon. gentlemen opposite and the House.

Sir JOHN A. MACDONADD—I think the proposition of the hon. gentleman the best course to be adopted, and have no doubt it will meet the views of all who think Riel ought to be expelled.

VITAL STATISTICS.

In reply to a question by Mr. Brouse,

Hon. Mr. MACKENZIE said the Government had given a great deal of attention to the whole subject of vital statistics, as well as to general statistics, with a view to determine if they could see their way to introduce a measure of a comprehensive character during this session; but the difficulty of reconciling the local and general powers of the Government had operated so as to place a very serious obstacle in the way of what he was very desirous of doing. While up to the present time he had not given the matter up, he had been compelled to postpone the introduction of a measure on the subject.

In reply to a question by Mr. YOUNG, as to whether the Government propose to lay before the House this session a bill regulating the rights and liabilities of carriers by land and water,

Hon. Mr. SMITH said the subject was under the consideration of the Government, and he was not prepared now to give an answer to the question.

Mr. OLIVER said he supposed the answer given his hon. friend from South Waterloo would be the same that would be given to him, but nevertheless he would ask whether the Government propose introducing a measure to regulate the railway carrying trade of the Dominion, in accordance with a promise made last session.

Hon. Mr. MACKENZIE said his hon. friend from Oxford had been anxious, during the last five years, to introduce a measure establishing a *pro rata* charge upon railways. He might say that the Government considered it impossible, as it would be unjust to introduce any measure that would carry that principle out in the sense contemplated by his hon. friend's bill. So they were not prepared to do what the hon. gentleman asked. They would not resist any fair modification of the existing regulations, and, indeed, they had it in their power to enforce uniform charges in a certain sense; but in the sense proposed by the hon. member, it would be impossible to enforce a *pro rata* system for goods and passengers.

ST. JOHNS HARBOUR.

Mr. DOMVILLE enquired whether the Government intend purchasing the property of F. Ferguson, Esq., in the harbour of St. John, N. B., for the purpose of a deep water terminus for the Intercolonial Railway or any other purpose.

Hon. Mr. MACKENZIE said the question was one that would require a good deal of explanation in order to give it a complete answer. He directed the Chief Engineer to make enquiries as to the value of the property in the vicinity of what is known as Rankin's wharf, and there was a report upon the subject in the Department, but no resolutions had been arrived at in the matter.

Mr. DOMVILLE asked if the report could be laid upon the table, as it would save further questions.

Hon. Mr. MACKENZIE said the Government would not bring the report down at present, but he had no objection if his hon. friend would call at the office and see it.

GEORGIAN BAY BRANCH LINE.

In reply to a question by Mr. WOOD relative to connections with the Georgian Bay branch of the Canada Pacific Railway,

Hon. Mr. MACKENZIE said the measures taken were to advertise for tenders for the construction of the road from the mouth of French River to the south east side of Lake Nipissing, a distance of some 85 miles, and to subsidize the road from that point to some point in the vicinity of Douglas and Pembroke. It was not the intention of the Government, at present, to ask aid to any line running south, as it would effect no object. As to the papers being laid on the table the Government were not bound by the Railway Act to ask the approval of the House of the contract for the branch, but in conformity with their general policy, it was their intention to lay that contract upon the table and solicit the approval of the House. The tenders would also be laid upon the table and the Order in Council granting the subsidy to the Canada Central Railway. The contract for steel rails would also be laid upon the table, and he hoped to be able to lay all these papers before the House to-morrow or next day.

ESQUIMALT GRAVING DOCK.

In reply to a question by Mr. DeCOSMOS as to whether the Government since last session had concluded to grant a bonus to British Columbia of two hundred and fifty thousand dollars towards the construction of a graving dock at Esquimalt,

Hon. Mr. MACKENZIE said the Government had come to no other decision than that arrived at previously. The sum of $250,000 for the construction of the graving dock would be advanced as the works proceeded.

COMMUNICATION WITH THE WEST INDIES.

Mr. YOUNG inquired what steps have been taken to secure regular steam communication between Canada and the West Indies, and, if none, what steps are proposed to accomplish the object.

Hon. Mr. MACDONALD said the matter was now engaging the attention of the Government, and when a conclusion is arrived at the House would be informed.

MENNONITE IMMIGRATION.

Mr. YOUNG enquired what steps had been taken to induce further immigration of Mennonites.

Hon. Mr. MACKENZIE said the steps taken last year, he was happy to say, had resulted in great success. His hon. friend from Compton was the first to initiate the movement in this direction, and last year a large proportion of the money lent to the Mennonites in Manitoba had been repaid. A deputation of the leading Mennonites in the Province of Ontario had visited Ottawa a few weeks ago and represented that 900 families in Russia were willing to come to Canada this year, but they were of the poorer class, and were not possessed of the considerable sums of money which these people usually brought to the country. The deputation, therefore, solicited from the Government an advance of $100,000 to enable them to emigrate, the deputation becoming personally responsible for the repayment of this amount in ten annual instalments. The Government considered the project favourably and proposed to ask a loan of $100,000 and $70,000 for transportation. He had no doubt the investment would be a good one, and that every cent of the money would be repaid to the Government, while there would be added to the population of the country a large number of the best emigrants.

LIFE BOAT SERVICE.

In reply to Mr. MACDOUGALD [East Elgin],

Hon. Mr. SMITH said it was not the intention of the Government to have life boats in all the harbours, but to provide them at such points where they would be most useful. He would be happy to receive any suggestions from his hon. friend as to the points desirable.

TORONTO HARBOUR.

Mr. WILKES, in moving an address to His Excellency the Governor General for copy of the engineer's report on the condition of the Harbour of Toronto, also for copies of Orders in Council, if any, concerning proposed improvements of the same, said it would be in the recollection of members of the former Parliament that in 1873 a sum was placed on the Estimates for a survey of the harbour, during which year, however, no expenditure was made. He believed that last year a survey of the harbour had been made, and it was important that no time should be lost in having it printed and laid before the House. He remarked that Toronto had not applied to Parliament for any appropriations for many years, and that the local authorities had improved the harbour at their own expense. It was one of the two harbours on the lake shore which was the resort for ships in a storm, and the basin of the bay had of recent years been gradually filling up with silicious deposit. Dredging had become a necessity, and as the cost of maintainance already absorbed the local revenue, he hoped the Government would be prepared to consider the matter in a broad and liberal spirit.

Hon. Mr. MACKENZIE said there was no objection to the motion, but he regretted that he was unable to give his hon. friend any assurances with regard to the course the Government would take in the matter. The explorations made this year were of a very thorough character, and revealed the extent of the destruction, which had been going on in the harbour for about ten years. The harbour was formed by a large sand bar extending from one end of the city to some distance beyond the other end, and wherever a channel had been broken through it by the force of the sea, the said banks were continually shifting. Storms from different directions formed the said banks in places altogether different from where they might have been settled before. The engineer had reported a plan involving a cost of between three and four hundred thousand dollars to carry it out. The Government could not think of entering upon such enormous expenditure without having further surveys made and plans prepared, and it would be necessary to have further explorations made after the present session. The Government could only take such means as they possessed to keep the channel dredged, by which vessels could have access to the lake. That could be done this year, but he did not think the Government would be justified in entering upon a large expenditure this year.

Mr. WILKES said the dredging last year had been done by the Harbour Commissioners and cost $13,000, but they had not constructed the crib work necessary to arrest the destruction of the harbour. If the Government were prepared during the present session to say whether stone and crib work would be sunk next summer to aid in the formation of the bar again, it would be of very great importance to know it.

Hon. Mr. MACKENZIE—It is precisely the crib work that would cost the $300,000.

Mr. COOK said he had an opportunity a few years ago of examining Toronto harbour, in connection with the buoying. It was considered by some members of the Board of Commissioners then that as the harbour commenced at Scarboro' Heights, and extended West, the people of Oakville have the use of it for some time, and gradually it would work back again.

Mr. WOOD said he had always looked upon this as a local work. He did not think it could be regarded as a harbour of refuge, and consequently the Government could not expend money upon the work. The people of Toronto levied a toll upon vessels entering and leaving the harbour, and he was quite satisfied if they would call it a local work and make it a good harbour, they could collect tolls enough there to keep it in good order. So far as Hamilton was concerned, they did not come begging for assistance. The city had a harbour of its own, and kept it in good order. If the people of Toronto could not manage local works let them go to Hamilton for an example, instead of looking to the Government for assistance.

Mr. WILKES said the channel through the bar between Burlington Bay and the Lake had been cut by Government, and a nominal toll levied on vessels. That toll was still further reduced for the benefit of the enterprising citizens of Hamilton, and the House would perceive how disinterested the hon. member was in the advice he had given on this subject.

Mr. WOOD said the tolls had paid for the improvement several times over.

The motion was carried.

THE MEMBER FOR PROVENCHER.

Mr. BOWELL asked leave to withdraw his motion for the expulsion of Louis Riel, member elect for Provencher. In doing so, he said that after what had fallen from the leader of the Government on this important question, he would not press his motion, because the result of the Government measure was the same as what he desired to accomplish. He had seen it charged that in discussing this matter he had done so in a savage manner. If so, it was only in repeating and reading the declarations which had been made by gentlemen who now occupied seats on the opposite side of the House, when they were in Opposition. It was also asserted that there was no difference in the circumstances surrounding this unfortunate question now and when it was brought up a few months ago. He was sure, when the charge was made, it was made in forgetfulness of the facts of the case, because he had pointed out to this House that there was a very great change in the gentlemen on the Treasury benches, and to that change he attributed greatly the change in their sentiments. He had nothing more to say on this point further than to hope that ere many days the Government would take the position that had been indicated by the Premier, and that a writ would be issued in order that Provencher might be properly represented in this House.

The motions were dropped.

MILITARY DRILL IN SCHOOLS.

Mr. BROUSE moved the appointment of a committee to report upon the present system of military drill, with a view to ascertain if some improvement could not be effected therein. He made a long speech in support of his motion, in the course of which he contended that, in order to perfect our system military instruction should form a portion of our Common School education. The present system he considered cumbersome, inefficient and expensive; and some of the wisest scholars and statesmen as well as successive Governments of Great Britain and the United States had turned the national thought to the consideration of juvenile military education. He quoted extensively from the report of the Royal Commission appointed in England in 1860 to enquire into the subject, also from the evidence of Mr. Chadwick given before that committee, all of which bear out his theory. He advocated it on account of the advantages to be derived by children in the way of physical development, which, he contended, gave a corresponding strength and elasticity to the mind. He contended that much of the time employed in a school was positively injurious to the mental and physical capacities of children; but at the same time, he did not desire to be understood to cast a reflection on our school system, but on the contrary believed that in Ontario we had the most perfect system in the world. Teachers were in favour of the system, in proof of which he cited the report of Dr. McClellan, Inspector of High Schools for Ontario. He further quoted from the report of the Committee of the Massachusetts Legislature in favour of the system, and instanced the success of the Prussian system. He commended the action of the Government in establishing a Military School for the education of young men as engineers and officers, and hoped they would make an effort to arrange with the Local Governments to have juveniles drill in the schools.

Hon. Mr. VAIL said he did not rise to object to the motion of his hon. friend, nor to express any opinion upon the question of military drill. The hon. gentleman had given the House and the country a great deal of valuable information, but as the education of the youth of our country was under the control of the Local Legislatures, he [Mr. Vail] feared that there might be some difficulty—perhaps almost insuperable—in carrying out the views so ably presented to the House by that hon. gentleman. He agreed to a great extent in what had fallen from his hon. friend, and was sorry that more members of the House were not present to hear his able speech, and stated that the hon. gentleman would, during the recess, visit various parts of the Dominion, and deliver that speech or a similar one before our educational institutions. If he did so he would be entitled to the thanks of the whole country. He [Mr. Vail] hoped that now his hon. friend had his views so ably before the House, he would allow the matter to stand over till next session. We have now at the head of the militia of this country a gentleman of very great ability and one from whom they expected a great deal in the direction of improvements in drill, and he thought he was not asking too much of his hon. friend when he asked him to let the matter stand over till next session. In the meantime he would take advantage of the information given the House by the hon. gentleman and would also gather such additional information as might be desired in the consideration of this subject. The question of military drill was one to which he himself had given considerable attention, and he had hoped that before Confederation when the Provincial authorities had the whole matter under their control, many of the views of the hon. gentleman would be carried into effect. There were new difficulties in the way which did not exist then, and if the hon. gentleman would allow the matter to stand over no doubt his ideas would receive careful consideration from the head of the militia, and by next session the Government would have such information on the whole subject as would place them in a better position to deal with those views.

Mr. ROCHESTER approved of the system proposed by the hon. member for Grenville, and contended that volunteers who performed the required amount of drill should be relieved from statute labour.

Hon. J. H. CAMERON also approved of the suggestions made, and complimented Mr. Brouse on the manner in which he had brought the subject before the House.

Hon. Mr. MACKENZIE said that the Government had no objection to the Committee being appointed, but they must object to being bound in any sense by any conclusions which the Committee might report to the House respecting the system of drill. As the Minister of Militia had very properly pointed out, they were not in a position to make any promise of that kind, particularly as the new general officer, who had been engaged by the Government, was considering what improvements were best to be adopted in order to place the active militia of the Dominion upon the best possible footing. It must also be remembered that the Government last session, with unanimous approval, decided to establish a Military College in order to supply a complete system of education for staff officers, thus affording the means of ultimately supplying the entire force with educated officers. They hoped within a very few months to have that institution opened. He might say—although he could not state what the suggestions were, that being a matter of confidential communication—that two or three entirely new suggestions had been made to the Government by the General Officer, which the Government had under consideration at present with regard to some radical changes in the military institutions of the country. While this was under consideration, the Government would not like to be embarrassed by the action of a Committee appointed by the House, otherwise there would be no objection to the appointment of a Committee, the Government of course reserving to themselves perfect liberty of action in reference to the matter, which after all must be brought up by the Government of the day.

Sir JOHN A. MACDONALD was glad the Hon. the Premier had acceded to the granting of the committee, but thought it would be more satisfactory if they were confined to considering how far the system could be made applicable to Common Schools. The question should be taken up at once in any case. This Parliament had not, however, the power of enforcing military drill on the youth of the country; and if they had the power its exercise would not be advisable.

Hon. Mr. MACKENZIE said he had forgotten to refer to the suggestion of the hon. member for Carleton, that those volunteers who undergo the annual drill should be relieved from statute labour. That was a subject not within the jurisdiction of the Dominion Parliament, and the only way they could carry out the suggestion would be by voting money to pay for the statute labour of these men, which they were not likely to do.

Messrs. YOUNG, MACDOUGALL [East Elgin], CASEY, DOMVILLE, MILLS, SCATCHERD and PLUMB supported the motion.

Hon. Mr. VAIL said the House would conclude, after the remarks they had just heard, that much information would be necessary that they did not now possess, before a conclusion could be reached on this subject. Hon. gentleman had referred to the very great expense that the militia system was to the country, but he was very much afraid if this system were introduced without due consideration it would add greatly to that expense. If he [Mr. Vail] understood the matter, the first thing required would be an arrangement with the local governments that the teachers employed in the Common Schools of the country should be qualified to drill the pupils. That would be necessary, otherwise the Dominion Government would be obliged to supply a drill instructor for each school. Arms and clothing would also be required, and caretakers to look after them. These alone would entail a large expense in addition to what the present system involved. After the remarks he had heard, he thought the House would conclude to let the matter stand over until next session.

Mr. OLIVER remarked that it was evident from the speech of the Minister of Militia that we need not expect a larger appropriation for the service this session than $1,000,000, which was insufficient to pay for the drilling of 40,000 men, and to provide them with clothing and arms. He thought the Government ought to recognise independent companies throughout Canada, providing them simply with arms, and leaving the men to provide themselves with clothing, and allowing them no pay for drill.

After some remarks from Mr. ROSS [Prince Edward Island],

Hon. MALCOLM CAMERON proposed in amendment, seconded by Mr. FORBES, that all after the word "that" be struck out, and the following substituted:

"That so far from its being desirable that our youth should be taught in schools the art of war, and a military spirit engendered, the doctrine of peace, love, and universal brotherhood, should be inculcated, and our Government would add greatly to its popularity if they would by Ministerial delegation to the mother country, to the Government at Washington, and the Government at Paris, endeavour to obtain a treaty on the basis of a decision by arbitration in case of any difficulty arising with any one of these powers. The same difficulty to be referred to a committee of four persons to be named by the other two."

Mr. COLIN McDOUGALL (East Elgin) moved that the matter be left to the Government to be dealt with, and that they be responsible for any legislation they might submit upon it.

Right Hon. Sir JOHN A. MACDONALD said this was a vote of want of confidence after the declaration of the Premier that he had no objection to the Committee. The necessity of military drill was evident when they found a spirit of mutiny at headquarters. The hon. gentleman was in rebellion against the Commander-in-Chief and the Minister of Militia was at war with the Premier. On this occasion he [Sir John] would follow the Premier.

Hon. Mr. MACKENZIE said he had no doubt the hon. gentleman would follow the Government, but was afraid they could not depend on him long. His [Mr. Mackenzie's] statement was simply this: if the hon. member desired to pursue the subject in a certain way the Government would not object to it, but he entirely agreed with the views of the Minister of Militia that it was of comparatively little use at all according to the views of some of the gentlemen who had spoken.

Mr. BROUSE, in consideration of the request of the Minister of Militia, was willing to leave the matter in the hands of the Government.

The amendments having been withdrawn the original motion was dropped.

The House adjourned at six o'clock.

Travellers' Guide.

ST. LAWRENCE AND OTTAWA RAILWAY.

Leaves.....10.45 a.m., 2.00 p.m., 10.45 p.m.
Arrives.... 7.35 a.m., 4.10 p.m., 7.10 p.m.

CANADA CENTRAL RAILWAY.

Leaves.....10.40 a.m., 5.00 p.m.
Arrives.....1.20 p.m., 7.40 p.m.

GRAND TRUNK RAILWAY.

Leaves Prescott Junction
going west.....1.40 p.m., 1.57 a.m.
Leaves " " east. 4.45 p.m., 4.35 a.m.

ROME, WATERTOWN, AND OGDENSBURG RAILWAY.

Leaves Ogdensburg.. 8.00 a.m., 2.25 p.m.
Arrives in New York. 10.00 p.m., 7.00 a.m.
Leaves New York... 6.00 p.m., 11.00 p.m.
Arrives in Ogdensburg.....11.15 a.m., 7.45 p.m.

CENTRAL VERMONT RAILROAD.

Leaves Ogdensburg
for Boston.....12.15 p.m., 5.30 p.m.
Arrives in Ogdensburg from Boston. 8.00 a.m., 12.50 p.m.

Local Intelligence.

POSTPONED.—There is reason to fear that in consequence of the total failure of the gas at Government House, the theatrical entertainments will have to be indefinitely postponed.

BOARD OF PUBLIC SCHOOL TRUSTEES.—A special meeting of the Board of Public School Trustees will be held at the City Hall this evening, at 7:30 o'clock, for the transactions of general business.

DEATH OF BISHOP HORAN.—Mr. Moore A. Higgins, brother-in-law of the late Bishop Horan of Kingston, and several other gentlemen left town last night for that city, to attend the obsequies of the deceased prelate. As a great number have expressed a desire to go, it was thought perhaps the different railway companies would issue tickets at half fare.

CHORAL UNION CONCERT.—This concert takes place on Tuesday the 23rd inst., not Monday, as inadvertently stated in our issue of yesterday. An advertisement in another column invites the subscribers to the society, to secure their seats on Thursday and Friday next. We are asked to remind the performing members that the usual practice takes place this evening.

ATTEMPTED SUICIDE.—A person named Timothy Hanrahan attempted to commit suicide, on Saturday night in the police station, by attaching his muffler to the iron gate and, endeavouring to hang himself. P. C. Groulx came to his rescue just in time to save his life. The attempt to take his life in this summary manner is attributed to a temporary insanity produced by an excessive use of intoxicating liquor.

KNOX CHURCH PASTORATE.—The members and adherents of Knox Church, City Hall Square, met last evening and moderated in a call to the Rev. Mr. Farries, of Paris, Ont. A resolution was unanimously adopted to pay an annual stipend of $2,500 to him in the event of his accepting the charge. It is to be hoped the pulpit, so long vacant in this church, will be filled by this effort on the part of the congregation.

PRICE OF FUEL.—The recent severe weather has had the effect of materially increasing the price of fuel. Coal has advanced considerably, and wood, which has been very cheap all season has evinced a sudden tendency to increase in price. Good hardwood, which has hitherto been selling for $4.00 and $4.50 per cord, could not be had yesterday for less than $4.50 to $5.00; and soft wood has increased in about the same proportion.

THE MARKET.—Yesterday no marked improvement for the better was evinced in the produce exhibited for sale on the market square. The dearth of articles, should it continue, will soon have a material effect upon quotations. It is fortunate that flour keeps so cheap. Double extra sells at $5.50, single extra at $5.25, and No. 1 flour at $5.00. Meats of all kinds are also reasonable, but potatoes, eggs and dairy products are selling at exorbitant prices. Fine weather is devoutly prayed for in domestic circles.

OBITUARY.—It is with deep regret we chronicle in another column the death of Mr. Thomas Hunter, one of the oldest and most respected citizens of Ottawa. He may truly be said to be one of its pioneer merchants, having established one of the earliest shops in the old town of Bytown. He was for a number of years a member of the City Council, and took an active part in promoting the growth and general interests of the city. The members of the corporation will to-day attend his funeral in a body out of respect to his memory. He took an active part in establishing the Wesleyan Church in this city, and was the only surviving member of the original board of trustees of the first Wesleyan church established. The Metcalfe street Church is being heavily draped in mourning for the funeral service of this afternoon. He leaves a wife and family to mourn his loss and also a large circle of friends.

CHANGE OF BASE.—Messrs. Garland and Hutcheson are busily engaged yesterday in removing to their new and elegant premises, just on the eve of completion, on the corner of Sparks and O'Connor streets. In their new house ample accommodation will be afforded for their increased wholesale business in the dry goods line. The removal so hurriedly was occasioned from the fact that Mr. Joseph Metcalfe intends on the first of March to open up a wholesale ready-made clothing establishment in their late premises.

GAS AT THE OPERA HOUSE.—The gas is as bad as can be well imagined each evening at the Grand Opera House. This matter of gas and the illumination of the city generally, is so wretchedly imperfect, that some immediate necessity exists for a change. The Fire and Light Committee have been warned time and again but without effect. They must, however, sooner or later take this bull by the horns, and afford some kind of relief to a long suffering community. Good light is not a luxury, but an actual necessity in every city. At the matinee on Saturday afternoon last the Herndon troupe were obliged to play without gas altogether.

LONDON WATER WORKS.—The *Monetary Times*, in speaking of the new water works for London, says that Mr. T. C. Keefer, the Engineer, has made a report to the London, Ont., Council, upon proposed new water works for that city. The approximate estimate of the cost of the water works, with twelve miles of street pipage, exclusive of land purchase or compensation, is as follows: For pumping basin, $3,000; engine and boilers, $55,000; rising main, $12,000; reservoirs and connection, $40,000; country main, $10,000; distribution, $100,000; contingencies and engineering, $30,000; total, $250,000. The site recommended is at Coomb's Mill, 2½ miles from the city, giving an elevation for the reservoir of about 240 feet.

SALE OF THE MARKET TOLLS.—The market tolls were sold yesterday afternoon, at two o'clock, by Mr. Bermingham, at the City Hall. There was a large number in attendance, and as predicted the bidding was very spirited. The auctioneer, by his energy and ability, succeeded in less than two hours in running from $6,000 to the extraordinary sum of $11,045. The By and Wellington Ward markets were sold together, and finally knocked down to Mr. Michael Starrs for the sum previously mentioned. Mr. John O'Reilly was the lessee last year, and had the tolls for the sum of $8,000. Mr. Starrs at once came forward and paid the forfeit money of $50, and tendered the names of his sureties for the fulfilment of his contract in three days. Considerable astonishment was manifested at the high figure reached, but the market has fallen into good hands, and there can be little doubt but that by care and attention it can be made a source of profit to the lessee. The great increase in the agricultural resources of the counties surrounding the Capital, together with the rapid growth of the city itself, enable us to come to this conclusion. His Worship the Mayor, Ald. Robertson, Chairman of the Market Committee; Ald. Rowe and Ald. Henry were present during the sale.

POLICE COURT.

Before M. O'Gara, P. M.

MONDAY, Feb. 15.

Timothy Hanrahan was up on a charge of window smashing, and was fined $5 and costs or go to gaol for a week. He defaulted.

James O'Brien was charged with breaking windows in the Clarendon House. He was fined $10 and costs and also $2 damages. In default he was sent to gaol for a month at hard labour.

DOMINION EDITORS' AND REPORTERS' ASSOCIATION.

The Association held its annual meeting on Saturday, when the election of officers was proceeded with, with the following result:—

PRESIDENT.—Thos. White, jr., *Gazette*, Montreal.

VICE-PRESIDENTS.—Mackenzie Bowell, M. P., *Intelligencer*, Belleville; Hon. Hector Fabre, Senator, *L'Evenement*, Quebec.

SECRETARY.—T. J. Richardson, *Globe*, Toronto.

TREASURER.—Charles Belford, *Mail*, Toronto.

MEMBERS OF COUNCIL.—Carroll Ryan, *Times*, Hamilton, Ottawa; J. F. Norris, *Herald*, Montreal; W. Boyd, *Leader*, Toronto.

AUDITORS.—C. H. Mackintosh, *Citizen*, Ottawa; E. R. Parkhurst, *Globe*, Toronto.

TRUSTEE OF BENEVOLENT FUND.—Geo. E. Elliott, *Free Press*, Winnipeg.

DR. GRANT'S LECTURE.

Last evening, according to previous announcement, Dr. Grant delivered his lecture on "Facts in the Chemistry of Life," with experiments, in behalf of the Young Men's Association of St. Andrew's Church. A much larger audience than is usual on such occasions assembled to hear the Doctor, among whom we observed many of the *elite* of the city. In tracing the chemistry of life, the Doctor dwelt at considerable length on the subject of combustion, dividing it into two heads—as taking place in the outer world, and as observed within the human system. The various elements of food were next discussed, and the physiological and chemical questions involved rendered exceedingly plain and easy of comprehension. The Doctor remarked that in Canada there were properly but two seasons, and the question very naturally suggested itself, what was the best means of enduring cold in winter and heat in summer. Certainly not by the use of spirits. Such articles of drink were contra indicated in the very strongest sense. Many facts substantiating his arguments were adduced, such as the experience of Northern employers and others. Good substantial diet did more to promote animal heat than any alcoholic substitute, and such is the well tested experience of those who undergo the greatest amount of both mental and physical exertion. After an admirably written introduction the Dr. lectured fully an hour extempore, on the gases—oxygen, hydrogen and carbonic acid, and performed quite a number of interesting and instructive experiments on heat and light produced. Altogether the lecture was most successful, and of such character as to afford ample food for reflections, and stimulate those who have a zest for scientific investigation, to view carefully the operations of nature and nature's laws when at work in the laboritory of man's system. At the conclusion of this exceedingly interesting lecture, a vote of thanks was proposed to Dr. Grant, which met with the cordial approval of the meeting.

DIED.

HUNTER.—At his residence, Metcalfe street, on Saturday, the 13th inst., Thomas Hunter, aged 8 years.

The funeral will take place on Tuesday, the 16th inst., leaving the Metcalfe street Wesleyan Methodist Church, at 2 o'clock, p. m.

Commercial.

GOLD IN NEW YORK - - 4 [illegible]

Foreign Markets.

LONDON, Feb. 15, 12.30.—Erie, 25¼ to 25¾.

LIVERPOOL, Feb. 15, 12.30 p. m.—Uplands, 7⅞ to 7 15/16; Orleans, 7⅞.

LONDON, 2 p. m.—Erie, 25¼ to 25¾. Refined Petroleum, 10½d to 10¾d per gallon. Tallow, 41s to 41s 6d per cwt.

LIVERPOOL, 2 p. m.—Cotton: Of sales to-day 5,700 bales were American. Breadstuffs quiet. Bacon, 46s 3d per cwt for long clear middles. Corn, 36s 3d to 36s 6d per quarter.

ANTWERP, Feb. 15.—Petroleum, 29 francs for fine pale American.

LAKE TITICACA.

This is the most singular and interesting lake in the world. Situated on the crest of the Andes, it is the highest large body of fresh water; and as concurrent traditions point to it as the spot where Manco Capac, the first Inca, appeared, and woke the aboriginal tribes from their long sleep of barbarism and ignorance, it is the historic centre of South America. Humboldt called it the theatre of the earliest American civilization. On an island within it are the imposing ruins of the Sun, and all around it are monuments which attest the skill and magnificence of the Incas. There are also, as at Tiahuanaco and Sillustani, the remains of burial towers and palaces, which antedate the crusades, and are therefore pre-incarial. Lake Titicaca is about the size of our Ontario, shallow on the west and north, deep towards the east and south. The eastern or Bolivian shore, being backed by the lofty range of Sorata, is very high and precipitous. The lake never freezes over, although the temperature of Puno is often 18 deg. at sunrise. Two little steamers of 100 tons each do a trifling business. Steam is generated by llama dung, the only fuel of the country; for there are no trees within 150 miles. The steamers actually cost their weight in silver; for their transportation (in pieces) from the coast, costs as much as the original price. A steamboat company has just asked of Bolivia the exclusive right of navigating the Titicaca and the Rio De Saguadero to Iago Pampa, with a guaranty of 6 per cent. cost on the capital and a share in all new mines discovered. Professor Orton, the latest traveller in that region, calls attention to the fact that Lake Titicaca is not so high as usually given in geographical works, by about 300 feet. Its true altitude is 12,493 feet, and in the dry season it is four feet less. This fact has been revealed by the consecutive levellings made in the building of the Arequipa Railway, just finished, which reaches from the Pacific to Lake Titicaca. —*Scientific American.*

Miscellaneous.

TIMBER LIMITS.

Attention is particularly directed to the Great Sale of Timber Limits owned by Robert Skead, Esq., to take place on Saturday next at 12 o'clock, noon, at the Union House, Ottawa.

HECTOR McLEAN, Auctioneer.

BOOKS ON SALE AT P. NAUGHTEN'S RIDEAU STREET.

Journals of The House of Assembly of Lower Canada, from 1792 to 1837.
Journals of The House of Assembly of Upper Canada, from 1825 to 1828.
Journals of The House of Legislative Council of Canada, from 1841 to 1866. English and French.
Statutes of Canada, from 1841 to 1872.
Consolidated Statutes of Canada, Ontario and Quebec, in English and French.
Trade and Navigation of Canada, from 1850 to 1873.
Cudastros complete in 7 vols. folio.
Wickstead's Table and Index to the Statutes of Canada. 25 cents.

A. E. GENDREAU'S New Parliamentary Tonsorial PARLOUR is now open.

FIRST CLASS Hair Dresser employed. Ladies' Combings done up in First Class style, and on the Shortest Notice.

Charges Moderate.

Mathewman's New Buildings, Wellington Street, between Dufferin Bridge and Bay Street.

SMOKERS! For a Good Smoke —USE THE— MYRTLE NAVY. See T. & H. on each Plug.

GOVERNMENT HOUSE, OTTAWA.

Friday, 15th day of January, 1875.

PRESENT:

HIS EXCELLENCY THE GO