

New Advertisements.

Canada Central Ry.—A. B. Chaffee. Opera House—C. Fechter.

The Times.

THURSDAY, JULY 8, 1875.

It is understood that the works at the Fingate building, Kingston, are sufficiently advanced to admit of its being occupied in about a fortnight.

Mr. Leonard G. Bell, the engineer appointed by Government to inspect the portion of the St. Francis and Merensie railway situated between Sherbrooke and the Village of Robinson, prior to its being opened for public travel, has presented his report to the Privy Council. We understand that Mr. Bell recommends that the railway company be required to make certain provision in regard to embankments, cattle guards, switches, and signals, before the road is allowed to come into full operation.

GLENGARRY ELECTION.

The election in Glengarry yesterday in the return of Mr. McNab, the Liberal candidate, by a handsome majority, not definitely ascertained, but given at three hundred. There was some apprehension as to the result, as there always must be when there is opposition, since no enemy is to be despised. Yet the general expectation was that McNab would win. It could not be well otherwise. He was one of Mr. D. A. Macdonald's leading supporters; he was a Liberal against whom only his party not one word could be whispered; and he was long and able member of the two. It would have been unaccountable had his opponent succeeded. For several reasons we take great pleasure in announcing the result in Glengarry. This county, for the old years, represented by men whom the people can remember with pride, will be creditably represented by its choice of yesterday.

INTERFERENCE IN ELECTIONS BY DOMINION MINISTERS.

A good deal of fuss has been made by the Opposition press over the circumstance that several of the members of the Government have been engaged in lending their personal assistance to their party in the election contest which has just closed in the Province of Quebec. It is perhaps well enough if they are hard up for a supply of that peculiar material out of which political capital is made, that opposition organs should seize upon the casual absence of ministers from their departments and strive to make the most of it. But they can effect much more with that cry than they can with the quiet service of assisting. It is quite an easy matter to set up a claim for damages; but the amount of actual damage must be furnished before the suit can recover. So it is here; it must be shown that the country has sustained injury; it must be proven that the duties of ministers have been neglected; then, and not till then, can ministers be charged with dereliction of duty. It cannot be maintained that cabinet ministers have foregone the rights of citizenship in any way. The franchise is much theirs as it is their accusers; why should they not take part in elections? We must confess that to us a Dominion Minister to take an active part in an election contest affecting the very life of the political party of which he is a prominent member; and admitting that the wrong is one that ought to be corrected by the most summary means, we must even in that emergency have some respect for the fitness of things. It is not favourable to the conversion of stiff-necked Liberals to the Tory out of office degrading what were his high privileges when in office. Who had not heard of Satan reproving Sam? And who has heard of his ever converting a sinner? The corruptionist of last year cannot well be the great tribune of purity to-day.

Now we do not pretend to say that our friends are privileged to repeat in office the misdeeds of their predecessors. We do not offer in defence of our friends the argument that their accusers are guilty of the same things. But we do say that the opposition must be very badly off for ground in finding when they think it worth their while to take the ground of doing that which their accusers did without scruple, and defend not as a matter of expediency but on the ground of right. Surely what was entirely proper and proper then, cannot involve a great wrong now. A conclusion so simple as this is reached without casuistry, and it is one that cannot be disputed. Equally clear and undoubted do we regard the right of ministers to enter the field as canvassers, as speakers, as wire-pullers in behalf of their party in any election—quite irrespective of whether it has relation to the Parliament of which they themselves are members or to another.

With respect to the special case which is the ground of present complaint, that of the interference of the Quebec members of the Liberal Administration in behalf of their party in their own Province, we must say that we regard their work as righteous, and would be prepared to criticize with severity inaction on their part. The Liberals of Lower Canada have long waged a glorious warfare. With us political partisanship is circumscribed in effect. In Quebec, to expose Liberalism is to do something more than merely become a politician; it is to become a patriot, and religious station is affected to a greater or less extent by such action. It marks a distinction without a difference. In other Provinces there is no such difference; the difference is marked. Liberal ideas, now happily booming popular in the

THE FIRE PATROL.

Its History in New York for Fifty Years—Report for 1874-5.

About fifty years ago an ambitious young officer of a fire insurance company in this city thought of inventing a fire in the city, and assisting in the protection of property against danger by fire and water, and the depreciation of values, and thus add to the amount of salvage for his company. His work proved so valuable that it resulted in the employment by the company of a staff of thirty men, many of whom were to attend all fires for this purpose. Other companies observing the advantages of the work, employed men for a similar purpose, and the result was a large saving of money to the companies. This was followed a few years later by a combination of several local companies for the purpose of employing an organized body of men, who should be constantly on duty as night and day, and for the purpose of saving property, especially merchandise and household furniture, from damage or destruction, and then leaving the fire department the sole duty of stopping the fire.

MARITIME PROVINCE RAILWAY.

P. E. I. RAILWAY.

Notwithstanding the very narrow gauge (3 ft.) of the P. E. I. Railway, the trains there make as good time as those on our own rails—in fact, better, taking into consideration the great number of stopping places. For instance, the distance between Charlottetown and Summerside is exactly the same as between Amherst and Moncton, 47 miles. The island trains make the run in two hours and fifteen minutes, with nineteen stops; whilst the I. C. R. trains make the same distance in two hours and ten minutes, with only eight stops.

THE FIRST—DOMINION DAY.

The First—Dominion Day was generally observed as a public holiday in P. E. I. An excursion train with 2,000 passengers left Charlottetown for Summerside on the morning of the 1st. At Moncton, also, the First was strictly observed as a holiday. The machine shops were closed, also all the places of business in the town. The celebration at Moncton about 11 o'clock by special train for Point du Chene, where they had a large picnic, and returned in the evening.

NEW LOCOMOTIVES.

The Spring Hill Coal Company have just received two new six-wheeled driver locomotive from the Baldwin Locomotive Works, Philadelphia. The new engine is to take the place of the old broad gauge locomotive belonging to the Government. The Railway Department have recently made extensive additions to their fleet of locomotives at Dorchester, from which port the Company expect to ship a large quantity of coal during the present summer. The Vale Colliery, Pictou County, has also received a new locomotive to take the place of the old one they purchased of the Grand Trunk about a year ago, and which proved very satisfactory. She has been in the shop for repair, nearly three months out of the year, and of course now that the gauge is narrowed is useless.

ACCIDENT.—MR. JAMES KERR.

Mr. James Kerr, of the Provincial Secretary's office, while on his way to the Windsor and Annapolis Railroad last night, fell from the train at Windsor Junction, and fell striking his face against a railing, and cutting it severely. One of his arms was also badly injured.

PRESENTATION OF TESTIMONIALS TO CONDUCTORS.

This afternoon a most interesting ceremony took place in the Legislative Council Chamber, being the occasion of the presentation of the testimonials to the railroad conductors who distinguished themselves by the performance of daring acts, in successful efforts to save passengers' lives. The testimonials were made by His Honour the Lieutenant-Governor, in the presence of a large number of citizens. His Worship the Mayor and Council were also present. The testimonials were conducted by Joseph Edwards and John Clarke, of the Windsor & Annapolis Railroad, and by Wm. Galtier, of the Intercolonial Railroad. Mr. Edwards was presented with a handsome gold watch and a medal, both of which bore an inscription, reading: "For his heroic and gallant conduct in saving the lives of several passengers on the 13th October last, when the train arrived at Beaver Bank and before it had stopped, a passenger in an attempt to jump overboard, and falling into the water, and rolling under the car just behind the front wheels. Edwards seeing his danger jumped to his rescue; and grasping the man by the neck, and holding him up to the wheels, he was able to save him from drowning. His heroic and gallant conduct in saving the lives of several passengers on the 13th October last, when the train arrived at Mount Uniacke and going to a siding, waiting for a train to pass, when it came up on the main track. When it passed, the Express ran on to the main track and was soon followed by the other train backing down to the station. As the Express started a man jumped from the car but fell on his foot and fell backward on the rails immediately before the wheels of the car backing down. Conductor Clarke saw the man jump, and dragged him away just as the wheels were about to pass over him. Mr. Galtier was also the recipient of a medal, and was on the train for Halifax to Toronto. On arriving at the Four Mile House, a man attempted to get off the train while it was still in motion. He missed his footing, and fell back between the platform and fell under the train and was killed. The medals were presented to the conductors by the Lieutenant-Governor, and the medals were presented to the conductors by the Lieutenant-Governor, and the medals were presented to the conductors by the Lieutenant-Governor.

PROPERTY OF THE PATROL.

Among the property of the patrol are 13 horses, 3 wagons, about 400 covers for marching, 300 blankets, 1 steam engine, 256 feet of hose, 30 feet of ladder, and 250 different kinds. Two of the buildings occupied as stations—to wit, those of the Central and Upper Belvidere, belong to the Board of Underwriters, and are very complete in all their appointments. Each house is provided with a library consisting of 100 volumes, and fifty copies of the patrol regulations. The discipline of the entire force is kept at the highest point, each station being in charge of a captain and assisted by a lieutenant. There are twenty-six men employed in the patrol force, and sixty comprising the auxiliary force, the former being organized into six companies, and the latter into six companies. The patrol force is organized into six companies, and the latter into six companies. The patrol force is organized into six companies, and the latter into six companies.

PATROLS IN OTHER CITIES.

The cities of Philadelphia, Chicago, Albany, Boston, Buffalo, Baltimore, New Orleans, and San Francisco have in successively organized patrol forces modeled after the New York patrol.

WORK OF 1874-5.

The report of the patrol for the last year, just published, shows that 1,075 fires were attended during the year, and the patrol was in active service 733 hours. There were 238 fires, aggregated 2,250 covers. During the year the patrol gave assistance, by lending covers, to the patrols of Chicago and St. Louis. Sixty-two fires were extinguished by the patrol during the year without the aid of the Fire Department. The automatic fire signal has been placed in a number of streets, and houses and connected by the patrol. On several occasions the patrol have by means been notified of the existence of a fire, and with the patrol stations by the automatic signal.

THE SNAILED COUNTERFEY.—SIR EDWARD THORNTON.

The Hon. Sir Edward Thornton, the Washington, a short time since, called the attention of the Secretary of State to the treasury regulations respecting merchandise from the Dominion, and inquired of the territory of the United States for the purpose of exportation, and gave an opinion that the regulations are in violation of the Treaty of Washington. The letter of the British Minister was referred to Mr. Olney, Secretary of the Treasury, and that officer yesterday, says the Post-Office, "I replied to Mr. Fish. He holds that under the Treaty of Washington the provisions for sealing cases under certain manifest, as contained in articles 1 and 2 of the Treaty, do not apply to the class of goods to be exported from the Dominion, and that the necessity of entry at the first port of call is an entry that is indispensable to the territory of the United States, and that the provisions for sealing cases under certain manifest, as contained in articles 1 and 2 of the Treaty, do not apply to the class of goods to be exported from the Dominion, and that the necessity of entry at the first port of call is an entry that is indispensable to the territory of the United States, and that the provisions for sealing cases under certain manifest, as contained in articles 1 and 2 of the Treaty, do not apply to the class of goods to be exported from the Dominion, and that the necessity of entry at the first port of call is an entry that is indispensable to the territory of the United States, and that the 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