New Advertisements.

No Old Advertisements Inserted in this List.

Ladies—S G Doran
Dry Goods—W S Wilson
Importations—McGarity & Thompson
Situation Wanted—Apply at This Office
Intercolonial Railway—C J Brydges
Nurse and Housemaid Wanted—W Cousens
Cool Yourself—S G Doran
Gowan's Opera House—Grand Concert
House to Let—MacLean, Roger & Co
Chaudière Fancy Store—Mrs Venn
Gowan's Opera House—Teachers' Entertainment
Local Notice—Musical Treat
Dry Goods—W S Wilson
Local Notice—Entertainment
Annual Meeting—Capital Mutual Building Society

The Times.

OTTAWA, FRIDAY, JUNE 9, 1876.

Hon. C. F. Fraser, Commissioner of Public Works of Ontario, was in town yesterday, and visited the Supreme Court while it was in session.

Spotted Tail has kindly supplied the Associated Press with the pleasing information that he and his people are not going on the war-path this summer.

The Sarnia *Canadian* has the following: "The city of Ottawa has property to the value of over $1,218,000 exempted from taxation. The reader can form a better idea of the injustice of our present assessment law which allows such exemptions, on being informed that the above amount of money represents more than the entire assessment value of the Town of Sarnia and Point Edward. Imagine those two places enjoying all the benefits of an advanced civilization and not paying one cent for taxes!

BRIDGE OVER BURLINGTON BAY CANAL.

The Railway Committee of the Privy Council addressed yesterday a reply to the application of the Hamilton and Northwestern Railway for authority to build a bridge over the Burlington Bay Canal. The decision arrived at is, we understand, that the reports and evidence generally warrant the conclusion that authority ought to be granted to construct the bridge, the company to be held liable for damages accruing from the construction of the same, negligence of servants, and all accidents, of whatsoever nature, arising therefrom. The plans are not, however, approved, and the company are requested to send in new ones modified in certain details for the approval of the Committee.

WATER WORKS.

If civic economy can possibly spread itself in any direction more ill-advised than another, it certainly is the rejection on the score of expense of proposals to furnish an adequate water supply. Brockville has done this; but to be wise in *one's* generation is, it occurs to us, not the limit of social responsibility when property and life are at stake. However, we subjoin the despatch which will speak for itself, amuse the reader, and make the writer grudge the trouble to which he put the operator. It is a matter, however, into which we are not much disposed to enter. If the Brockville folks dislike water, and are nearly unanimous in their distaste for that accessory to human comfort and safety, it would be an impertinence to remark on their undoubtedly bad taste. Still if they so decide, all right; it would take some time for either filth or fire to travel to Ottawa. We subjoin the telegram which serves us as a text:—

BROCKVILLE, June 7.—The voting on the Water Works by-law took place to-day. It was defeated by a vote of 35. Not much interest shown.

ON HONOURS.

If any justification were necessary for our directing attention a few days ago to the delicate matter of the distribution of honours of which the Crown is dispenser, it might be found in the excitement which our few words have stirred from one end of the country to the other. The rising of such a storm seems altogether out of proportion to the incantation which proceeded from our tripod. Clearing the ground somewhat—it is indisputable among many other things that the TIMES never affirmed that a decoration made a Canadian personally one whit more worthy of admiration than he was before its bestowment; that any Canadian desired it, however much he might deserve it; that in any instance the bestowal of such dignities has been actively sought after by any one who is in political sympathy with the TIMES. All we did was to call attention to the fact which was undoubtedly a most legitimate subject for comment, namely, that—whatever value may attach to such distinctions—eminent Canadians are not as liberally treated as other colonists, no doubt equally worthy of Royal favour in the disposal of honours a condition of the reception of which is residence if not service in a colony.

A SUGGESTION TO THE POST-MASTER GENERAL.

It has often occurred to us that greater postal facilities might be extended to the public without not only not proving a source of expense, but actually increasing the revenue of the Post Office Department. Business men have, frequently, occasion to write to individuals for information on some subject, or to send for a price list or circular, which might be done by means of a post card, but for the fact that it is necessary to send a stamp to be used in forwarding the reply. This necessitates the use of an envelope, prepaid by a three-cent stamp, in which to enclose a post-card or a one-cent postage stamp. Now, many foreign countries have successfully adopted a style of post-card which may be described as two post-cards, printed upon a single piece of cardboard, and then folded in the centre, presenting the appearance of a sheet of letter paper. The sender writes his enquiry on one of these cards and mails it and the person to whom it is addressed, upon receiving it, tears off the blank card, and use it for his reply. These double, or reply cards are sold for twice the sum of a single, or ordinary card, and are found to be of great convenience. There is, however, one objection to this style of a card, and that is, that letters and ordinary post-cards are liable to insinuate themselves into the folds, and thus are frequently carried in a totally different direction from their proper destination. The same result might be obtained in another way, however, and the the difficulty mentioned at the same be obviated. The plan would be to have a single card, similar to those at present in use, having at the bottom an additional strip of cardboard, separated by perforation, bearing the impress of a one cent stamp, and receivable at any Post Office in exchange for a post-card or a one-cent stamp, as might be required. The additional expense of manufacturing post-cards of this discription would be inconsiderable, and we may safely say that the increased demand for them would show a favourable balance on this item at the end of the year.

We are at a loss to understand why it is that the Post Office Department does not now issue stamped envelopes, as it would not only be a measure of economy but of convenience to the Department. It costs no more, we presume, to emboss a stamp upon an envelope, than to print one upon paper, and by so doing a considerable item would be saved in the cost of paper and gum, required in preparing sheets of stamps, in addition to a great saving of labour in perforating and preparing these stamps for issue. A glance at the report of the Post Office Department would reveal the fact that an astonishing number of letters are annually sent to the Dead Letter Office, having been mailed by persons, who have carelessly omitted to affix a stamp to them. The expense of transmitting these letters from the receiving office to the Department, and the expense attending their reception and final transmission to the senders, must be considerable, and the number of letters thus mailed without prepayment of postage could not fail to be very materially decreased by the adoption of stamped envelopes. In former years five-cent and ten-cent stamped envelopes were in use in Canada, but since Confederation their use has, for some reason unknown to us, been dispensed with. There are many minor considerations to be mentioned in favour of again returning to their use, not the least of which would be the amount of paper stock resulting from the return of spoiled and misdirected envelopes to the post offices, in exchange for postage stamps. This may appear to some persons to be an insignificant item, but they would be surprised to learn how great a saving would accrue from the source in the course of a year. In the United States the revenue derived from the return of such envelopes, and placed to the credit of the Post Office Department, amounts to many thousand dollars, yearly.

There may be good and sufficient reasons why our suggestions should not be adopted, but they are only suggestions, at most, and we submit them for such consideration as they may deserve.

BETHESDA.

Under the worst conceivable circumstances, with the risks of drowning at the maximum, and the fewest appliances for salvation of life at hand, it still seems desirable—a duty we were near saying—of any corporation to furnish those it claimed to govern with means and opportunities of complying with the Biblical command to "wash and be clean." The following clipping made at random suggests the foregoing remarks:—

"THE BATH QUESTION.—It seems the Health Committee have abandoned the idea of providing a free bathing place, and intend instead to recommend a gift of $500 as a bonus to certain parties who will go into the matter as a speculation. We do not think this course will satisfy the public. With such a splendid stream at our feet there should be ample facilities for bathing *pro bono publico*. For about as much again as it is proposed to give away, the Corporation might have a first-class floating bath built. The only expense then would be the wages of a male and female attendant. This might be defrayed by a nominal charge, or voted annually from the common fund. Let the Committee advertise for tenders for a bath, one-third or so divided off for the use of females, possessing dressing rooms for, say, fifty males and twenty females.

Correspondence.

MOUNTED POLICE.

To the Editor of THE TIMES.

DEAR SIR,—Would you be kind enough to inform me, through the columns of your valuable paper, to whom has a person to apply to be appointed in the Mounted Police Force for Manitoba, and what salary they receive, and you will oblige

ONE WHO IS INTERESTED.

Ottawa June 8, 1876.

[What information we could give would be so meagre that we would advise our correspondent to apply to the Militia authorities, from whom he could obtain what he wants.—ED. TIMES.]

LAST NIGHT'S MUSIC.

To the Editor of THE TIMES.

SIR,—Although a lover of music and an admirer of the Guard's Band, I had to turn away last evening owing to the inconvenience experienced of either getting standing, walking, or sitting room. Many who were anxious to enjoy the sweet strains of the band when waiting to pass through the gates to the Government Square, was most unceremoniously prevented by the men in charge, and they were thus forced—if they wanted to be within hearing distance at all—to be crushed and jostled on the sidewalk by passers by, or repair to the road to be run over by horses or vehicles. Under whose instructions the men at the gates were acting we do not know, or why the bandmaster saw fit to choose that position for the band performance, we do not know, but this we do know, that neither action were in the interest or for the convenience of the public. It is to be hoped that if the band gives any more open air performances a more accessible place will be chosen for the public to enjoy the music.

Yours, &c.,
ADMIRER.

Ottawa, May 7, 1876.

INTERCOLONIAL RAILWAY.

COMPLETION OF THE ROAD.

First Through Train.

As announced in a despatch a few days ago, the norther division of the Intercolonial Railway, that extending from Campbelltown, N. B., to St. Flavie, P.Q., has been finished, and the road will within a week be open for traffic all the way from Halifax to Riviere du Loup. The completion of this division has been delayed until now, owing to the late period at which the contracts were given out, coupled with the engineering difficulties which had to be contended with, the shortness of the season and the existence of so many natural obstacles, preventing the carriage of the necessary supplies to the different points in the Metapedia Valley where they were required. The total mileage of the road is now 701 miles, the length of the division from Riviere du Loup to Moncton being 375 miles; Moncton to St. John, 89; Moncton to Halifax, 187; Truro to Pictou, 52; Painsec to Shediac, 17. The line from St. John to Halifax, with the Pictou and Shediac branches, has been in running order for many years, and it is only necessary here to state that the traffic is annually increasing—indeed the profits thus far have greatly exceeded the anticipations of those associated with this vast undertaking in its earliest struggles for a share of the patronage of the commercial and travelling public. The road, both in New Brunswick and Nova Scotia, passes through a country abounding in mineral wealth, comparatively undeveloped, thickly settled and well cultivated, and possessing some of the best timber lands in the world, on which cedar, pine, spruce, etc., grow to perfection. The facilities for the prosecution of the lumbering business are also unrivalled, there being large streams coursing through all parts of the country, on which the productions of the forest can be floated to shipping points. The romantic grandeur of the scenery, the salubrity of the climate, and the superior fishing in all parts of both Provinces, are advantages, which when better known, will not only be productive of a very large increase in the passenger, but in the freight traffic as well. These considerations, however, must be dismissed for the present, our task being to make our readers acquainted with the nature of the country through which the northern section of the road, just completed, passes, and regarding which the outside world is, in the meantime, in comparative ignorance.

The first through train left Moncton, the headquarters of the Intercolonial, at 9 a.m. on Friday, 2nd instant, with the following gentlemen on board:—Mr. C. J. Brydges, General Superintendent Government Railways; Mr. R. Luttrell, Superintendent; Mr. Alex. Macnab, Engineer; Mr. H. A. Whitney, Mechanical Superintendent; Mr. D. Pottinger, General Storekeeper; Mr. Busby, Superintendent Northern Division; Mr. Price Assistant Superintendent; Mr. Finlay, Paymaster Northern Division; Mr. Case, Bridge Inspector; and Hon. Mr. McMillan.

The tract of country extending from Moncton to Miramichi is thickly wooded on both sides of the line, and but sparsely populated. The timber lands, however, are very valuable, and will, no doubt, be, at no distant day, developed and prove a source of immense wealth. There are seven small stations on the route, the first town of importance reached being Newcastle, situated on the slope of a hill on the north bank of the Miramichi River, about 40 miles from its mouth. It is a prosperous little place with a population of about 2,000, the majority of whom are either engaged in lumbering or fishing. The north-west and south west branches of the Miramichi river are crossed by two iron bridges, six spans, each of 202 feet, supported by five piers and two abutments, the body of the masonry of which is of granite, with quoins and copings of free stone obtained from a neighbouring quarry. The foundation of the mason work is laid on solid rock, about 25 feet below the surface of the water. The iron work is from the establishment of the Phœnixville Bridge Company, and is acknowledged to be as near perfection in point of strength and durability, as it is possible to attain. Both are handsome, but at the same time most substantial structures, the very best material, in wood, iron and stone being used in their construction. Leaving Newcastle, Beaver Brook, Barlilogue and Red Pine, small stations established for the accommodation of settlers in the interior, are passed, the next point reached being Bathurst, a thriving town pleasantly located on the Bay du Chaleurs. It is in the centre of a good farming district in the immediate neighbourhood of extensive timber limits. Fifty-four miles to the north of Bathurst is Dalhousie, and eight miles further on Campbellton, both enterprising and steadily growing towns, on the north bank of the Restigouche, between Bathurst and Dalhousie, there are five stations, Petitcroche, Belledune, Jacquet River, New Mills and Charlo. From Moncton to Campbellton trains have been running since last November. The tract of country extending between these two points is the most important on the northern division. It possesses attractions for all classes; the scenery along the Miramichi, Bay du Chaleurs and the Restigouche being charming; the fishing unequalled in Canada, or indeed on the American continent, and the climate healthy. It justly deserves the appelation of the Canadian "El Dorado" of the angler. When Campbellton was reached it was decided to stop there for the night. At 8 next morning we were again on our journey, on a portion of the road over which no passenger train had ever passed. There being no telegraph office between Metapedia and St. Flavie, and the district between these points being the most dangerous on the road, an operator, with the necessary apparatus to wire for assistance, if required, was taken on board. The line from Campbellton to Metapedia is built at the base of a hilly range along the bank of the Restigouche and the scenery throughout is exceedingly fine; the Restigouche, studded with islands, clothed with trees, and adorned with foliage, flowing rapidly on one side, with the mountains of Bonaventure County rising abruptly from its northern bank, and a chain of hills, sloping from the track on the southern shore, form a picture, the recollection of which can never be effaced from the memory of the spectator. The Restigouche River may indeed be called the "Rhine" of Canada, for its scenery is unrivalled in this country, and can hardly be surpassed by that of the celebrated stream to which it has been compared. On this portion of the road there are several deep cuttings through solid rock. A few miles below Metapedia is the only rocky tunnel in the country, 300 feet long, and cut through Morrissey rock, the expense of making a track over which would have been much greater than that of tunnelling it. A short distance above Metapedia, the river of that name joins the Restigouche, forming a large body of water, which is crossed by an iron bridge of 5 spans of 204 feet each, resting on 4 piers and two abutments of granite. The current at the point where the bridge is constructed is very rapid, and great difficulty was experienced in laying the foundation of the mason work. The iron work was manufactured by the Phœnixville Company, and the structure is in every respect similar to the Miramichi bridges. Metapedia is a small village on a plain at the confluence of the two rivers, surrounded by lofty mountains. The prospect from this point is one of the most picturesque that can be imagined, and forms for landscape artists longing for something novel, "fresh fields and pastures new" in which to pursue their labours. A truthful representation of the scene at the confluence of the Metapedia with the Restigouche on canvas—and it requires no exaggeration—would surpass every painting of Hudson scenery with which the world has hitherto been favoured.

At this village the Metapedia Valley is entered, which is the wildest piece of country on the whole route of the Intercolonial Railway. It extends from the point where the Metapedia River joins the Restigouche northwards for seventy miles, and the portion of the road through it was one of the most difficult to construct on the whole line. The track is laid at the foot of the range which follows the eastern boundary of the valley, right on the bank of the river. For ruggedness and romantic grandeur there is no spot in Canada that can be compared to this. The world-renowned scenery of that part of northern Britain through which the Dingwall and Skye Railway runs, sinks into insignificance when brought into comparison with that of the Metapedia Valley. Bounded on both sides by a continuous chain of mountains, towering almost perpendicularly heavenwards, intersected by deep ravines and narrow gorges through which large streams run with impetuous velocity, with the Metapedia River coursing past in its majestic grandeur, the valley forms a superb picture, the rugged beauty and the awful wildness of which must be seen to be appreciated. Whoever courts seclusion; longs for a quiet place in which for a time to forget the cares and anxieties of life, can here find both; here the slumberer's repose is undisturbed save by the whistling of the winds in the dense forest; the murmur of the neighbouring river, or the singing of the birds. At Millstream, about 100 miles above the Metapedia village, the river is crossed by an iron bridge, four spans of 100 feet each at a point where the current is very rapid. The iron work is after the English Howe truss pattern, and was constructed by the Fairbairn Engineering Company, of Manchester, England. It is a very fine structure, but not so handsome as the American built bridges, although equally strong and durable. The mason work is of limestone, from a neighbouring quarry. About a mile above the bridge is Hellagate. Here the water passes with great velocity over huge boulders of rock and forms a seething rapid. At Louis Rock, about half way up the valley, the train stopped, eleven box cars being on the siding, and it being impossible for the "special" to pass them; the track had to be slewed outwards from the siding before a passage was effected. The front part of the postal car was slightly damaged at this point. Near the northern end of the valley, over the Causapcal river, is a very fine iron bridge, of four spans, resting on three piers and two abutments. The masonry is of limestone. A short distance above the valley is Metapedia Lake, 14 miles long and from 2 to 3 miles broad. The scenery along it is very fine. Between Tartigou and St. Octave is an elevated plateau called the "summit." The road between these two points was extremely difficult to construct, the country being exceedingly rocky. In this district there is one cutting 3,000 feet long, shedded, with a station inside. The cost of constructing the road for about twenty miles in the neighbourhood exceeded a million dollars. From St. Octave to St. Flavie the country presents a very a very bleak and uninviting appearance, and the few farms along the track are anything but well kept. A considerable quantity of snow was passed both in the valley and north of it. In one cutting it was fully eighteen feet high. From St. Flavie to Rimouski the train ran at the rate of thirty-five miles per hour. The country between these two points is thickly populated by French, and the land between the track and the Gulf of St. Lawrence is well cultivated.

Rimouski was reached at 7.30 p.m. Through the Metapedia valley the rate of speed was only five miles an hour, the road not being completely ballasted, rendering it necessary to proceed with caution. Here the party stopped for the night. At seven a.m. on Sunday morning, the train started for Riviere du Loup, passing St. Simon, St. Fabien and Bic, small French villages on the Gulf. The scenery around Bic is very pretty. At Trois Pistoles, a land slide having occurred on Saturday, the road was blocked up and the train could not proceed any further. A gang of men was employed all night clearing the track, but early on Sunday, as they were nearly through, another slide occurred, and all hopes of effecting a passage were abandoned. Another train was ordered from Riviere du Loup, and that point, the Northern terminus of the Intercolonial, was reached at 10 o'clock. Mr. Luttrell and the other officers of the road immediately left for Moncton, and Mr. Brydges remained at Riviere du Loup for the day and left for Montreal on Monday. The road will be opened for traffic in about a week, and before the close of the month it is expected that the through express trains will be run from Halifax to Quebec. The formal opening will take place either on the 26th instant or in the early part of July.—*Montreal Herald, June 7.*