The Montreal Daily Herald

AND DAILY COMMERCIAL GAZETTE.

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TELEGRAPHIC.

QUEBEC.

An Episcopal Presentation — Sudden Death — Grateful North-Western Troops—The Health Authorities Indignant—No Smallpox in the City—Lord Dufferin Sells His House—The North Shore Transfer—A Steamer Ashore—Snow at Beauport.

QUEBEC, Aug. 26.—Dr. Hamel has telegraphed from Murray Bay stating that the rumor that smallpox has broken out in that place is entirely false. He says there has been no case there for the last six years.

The Lord Bishop of Niagara has been the recipient of a handsome travelling clock from the clergy of the diocese of Quebec. At the time of his consecration His Lordship was presented with an episcopal ring, the gift of the clergy, and there being an unexpended balance of the sum then contributed it has been expended in the purchase of a clock.

A stranger, whose name is unknown, took ill suddenly the day before yesterday on a North Shore Railway train at St. Bazile and commenced to vomit blood. He was taken from the cars and medical aid summoned, but the unfortunate man died in the course of a few minutes.

A letter has been received from Capt. Drury saying that the supplies sent by the Ladies' Aid Association of Quebec had only reached them on the 28th of July, and although an unusually long time on the road, they were, perhaps, more acceptable, as many were in absolute want of the articles sent.

"A." Battery has received definite orders to be ready to proceed to Kingston between the 5th and 10th of September.

Messrs. Lemieux and Fitzpatrick, Riel's counsel, leave town to-morrow night for Winnipeg.

At last night's meeting of the City Council Alderman Rinfret took occasion to express his surprise at the unfounded statement by the *Mercury* that there were three cases of smallpox at the Marine Hospital. He denied indignantly also the statement that the city was not prepared for an attack of smallpox. All that was possible, he said, had been done by the Health Committee and police and the authorities of the Marine Hospital. As an instance of the precautions which had been taken, he said that about a month ago a man had arrived here from Montreal suffering from smallpox. He had been conveyed from the residence of the friends with whom he was staying to the Marine Hospital, where he died. The localities which he had visited had been thoroughly disinfected, and no further cases of the disease had been reported here.

The enforcement of compulsory vaccination under a penalty was resolved upon.

Sir Roderick Cameron has negotiated with the Earl of Dufferin by cable for the purchase of his residence at Tadousac. Sir Roderick has just returned from a trip to Lake St. John, and he seems so well pleased that he has expressed his intention of returning next season with a party of tourists and friends.

There are several rumors afloat to-day concerning the transfer of the North Shore Railway to the Canadian Pacific Railway, which, it was announced, would take place on the 1st of September. *Le Courrier du Canada* states that there was a Cabinet council at Fraserville to-day, and that the transfer will actually take place, while, on the other hand, it is said that a hitch has occurred which has widened the breach between the two great rivals, the Grand Trunk and the Canadian Pacific Railways. Another story is that the Canadian Pacific Railway have now actual possession of the road, and, commencing on the 1st of September, will run an express train from Quebec to Toronto in sixteen hours.

To-day the staff of militia officers and afterwards the members of the Press Association visited the French warships now in port and were hospitably entertained by the officers.

A two-story brick house with its contents, owned and occupied by Mr. Gravel, in Prince Edward street, was burned down shortly after three o'clock this morning. How the fire originated is unknown, the occupant and his family being at present in the country.

The steamship Summerside, Capt. Cameron, for Fogo, Newfoundland, has gone ashore at the latter place. Her cargo of breadstuffs and provisions, which was shipped by Messrs. J. & R. McLea, of Montreal, has been saved but in a damaged condition.

There was a considerable row on the Citadel Hill last night between some cavalrymen and citizens. Two of the former are reported in the hospital from their wounds.

Heavy frost is reported at Lorette last night, and snow is reported to have fallen northward of Beauport this morning.

OTTAWA.

The French Visitors—Railway Inspection — The Coming Matches of the Dominion Rifle Association—An Unpaid Railway Bonus.

OTTAWA, August 26.—Mr. Collingwood Schreiber will visit British Columbia to note the progress on the Onderdonk contracts of the Canadian Pacific Railway as soon as he gets through with his inspection of the Intercolonial Railway.

The coming meeting of the Dominion Rifle Association promises to be a very successful affair. A large number of entries have already been sent in, and Col. Bacon and staff are already busily engaged in arranging the firing tickets so that immediately after the gun is fired on the opening day shooting may begin and continue uninterruptedly until the close of the meeting. The tickets are so arranged that every man will know the minute he is expected to fire. The range has been improved very much. There are 25 targets in one pit and four in another, besides two short, two for long and one for pistol ranges. Major J. P. Macpherson will be in charge of the ranges. Lieut.-Colonel Kirkpatrick, M.P., the president, will be present during the week.

On the arrival of the French delegates to-morrow an address of welcome in the French language will be read to them by His Worship the Mayor on behalf of the citizens of Ottowa. His Excellency the Governor-General will hold a reception in their honor at his office in the East Block immediately after the presentation of the address. Afterwards the distinguished visitors will be entertained at luncheon at the Russell House.

It is understood that the $100,000 bonus granted some years ago by the people of Pontiac to assist in the building of the Pontiac and Pacific Junction Railway will not be paid. A flaw, it would seem, has been discovered in the by-law, and owing to the delay made in the construction of the line the people, through their representatives, have taken action in the matter, and eminent legal authorities declare that the bonus cannot be recovered.

TORONTO

A Brutal Policeman — A Complicated Case—The Smallpox Scare—English Heirs in Canada—The Ontario Rifle Association Meeting — Struck by a Train.

TORONTO, Aug. 26.—On Monday night Constable Ellis arrested a colored woman named Josephine Skelton for drunkenness, but did not take her to the police station. To-day a complaint was made to the Mayor that on the occasion Ellis was intoxicated, had brutally ill-treated the woman, and had split open the head of a man named Lewin who called the constable a brute. The commissioners will investigate the charge to-morrow.

On the 27th July John Warden got into a fight with J. C. Gibson, hotel-keeper, and blows were exchanged. Next day Warden died and Gibson was arrested for murder. At the inquest, the police allege, there was a good deal of perjury and Gibson was acquitted, the jury returning an open verdict. To-day Wm. Russell, of the fire brigade, was arraigned before the magistrate on a charge of perjury committed while testifying at the inquest. The case will be heard on Friday. Acting Crown Attorney Badgerow says he has consulted the Attorney-General for the purpose of having Gibson arraigned at the assizes for having compassed Warden's death.

The latest developments in the Lawrence Townley estates case are exciting great interest in certain circles in Toronto. These estates cover 40,000 acres of the most valuable lands in England, situated in the counties of Northumberland, Durham, York and Lancashire. They are composed of the Vane-Tempest, Widdington, Effingham, Standish and Townley estates, and are valued at $800,000,000, as they include mining lands of enormous value. The latest movement is the passage of an act by the British Parliament on the 4th inst., providing for the distribution of the estate among all the heirs of the various lines when they shall have proved the justice of their claims. A branch of the Townley family are at present in Toronto and other heirs are scattered over Canada and the United States. The proof of their claims will make them enormously rich.

To-day was ladies' day at the ranges of the Ontario Rifle Association, but owing to the disagreeable weather very few of the fair sex was in attendance. The highest individual score was 82, while in other years it ran well up into the nineties, last year being 97. The winners were :—Batt. Match—1, G. G. F. G. score, 591; 2, 45th Battalion, 572; 3, Royal Grenadiers, 556; 4, 12th York, 546; 5, Queen's Own, 544; 6, 30th Battalion, 531; 7, 5th Royal Scots, 506.

Company team prizes—1, G Co. Royal Grenadiers, score 367; 2, No. 1 Co. 45th, 361; 3, No. 4 Co. 37th, 349; 4, No. 1 Co. 12th, 348; 5 A Co. Q. O. R., 337; 6, A Co. 13th, 337; 7, E Co. 13th, 334; 8, B Co. 13th, 332; 9, A Co. Royal Scots, 327.

The highest individual prize-winners were—Color-Sergeant Murdoch, 13th Batt., 82; Staff-Sergeant Mitchell Royal Grenadiers, 81; Staff-Sergt. Margetts, 13th Batt., 80; Sergt. Short, G.G. F.G., 80. There were two scores of 79, three of 78 and six of 77; the lowest score was 67.

Mr. William Medland, real estate agent, was struck by a Northern Railway train on the track in the West End this morning. When the engine struck him he fell back on the cowcatcher; the fireman crawled out on the engine and held Medland on the cowcatcher until the train reached the station. His injuries will probably prove fatal.

HIGH COURT OF ONTARIO, I.O.O.F. Yesterday's Sessions—Reports of Committees—The High Treasurer's Report—A Resolution of Condolence—The Arrears Question.

OTTAWA, August 26.—The High Court of Ontario, I.O.O.F., transacted private business at its evening session yesterday. It resumed its sittings in the Council Chamber, City Hall, at 9 a.m. to-day, the High Chief Ranger in the chair.

The Committee on Standing Orders presented its report, congratulating the brethren on the satisfactory condition of the organization in Ontario, and on the general harmony which existed in the various courts and expressed the hope that the new year would see as much progress as had marked that just closed. The report was adopted.

The report of the High Treasurer was presented. It showed that he had received $2,808.62, and after paying all claims, including open indebtedness to the Supreme Court, had on hand a balance to June 30th of $554.49. The report was referred to the auditors who reported it correct.

It having been intimated that Bro. John McLean, of Court Frontenac of Kingston, had just received a telegram announcing the decease of his venerable mother, a resolution of condolence with him on his bereavement was moved by Bro. Oronhyatekha seconded by Bro. Backhouse, and was unanimously adopted.

A proposition was brought forward by Bro. D. Mark, of Ottawa, to deal with cases of members dying in arrears of fees but otherwise in good standing, and advocating that where such arrears were not the result of intentional neglect some provision should be made for the family. The subject elicited a good deal of discussion, and was under consideration when the Court adjourned for recess.

Fatal Elevator Accident,

LONDON, Ont., August 26.—Joseph Hogg, aged 16, an employe of the McClary Manufacturing Company, fell down an elevator shaft at their works to-day, and when picked up was found to be dead. An inquest will be held. There was no door to the shaft on the floor from which he fell, and the place was in darkness.

LATEST CABLE NEWS.

The Czar and Francis Joseph Say Good-Bye and Go Home.

Opinions of the London Press on Parnell's Pronunciamento.

Gounod's Masterpiece Produced at the Birmingham Musical Festival.

Details of the Destruction by the Recent Floods in China.

Mr. Gladstone on his Return Voyage in Improved Health.

RECENT FLOODS IN CHINA.

How Ten Thousand People were Drowned and Crops Ruined.

WASHINGTON, D.C., Aug. 26.—Details of the destruction in Canton, China, and its vicinity by the recent great rain storm there have been received by private parties in this city. The flood was the most serious which has visited Canton in thirty years. More than ten thousand persons lost their lives, and a far greater number are left in a starving condition. Entire villages were engulfed, and the rice and silk crops in the vicinity almost ruined. The price of rice advanced 18 per cent. in consequence. The rain fell the latter part of June, filling and overflowing the rivers. Many streets of Canton were flooded for over a week. At Lzni city the water broke through the city wall; it is reported that several thousand people were drowned there. The embankments of the rivers were broken in numerous places and the waters swept across the surrounding country, carrying everything before them. At some points it rose as high as forty feet in one night. The inhabitants fled from the villages and camped on the hillsides. Seventeen Chinese graduates in Canton, hearing of the distress and suffering prevalent in their native villages, took passage on a boat with a view to proceeding home to render what assistance they could. On the way the boat was capsized and all who were in it were drowned.

Parnell Rouses the Press.

LONDON, Aug. 26.—Mr. Parnell's Dublin speech of yesterday has thoroughly aroused the Conservative press.

The *Times* says no prudent politician can underrate the importance of the action taken by the Nationalists at their conference in Dublin. Mr. Parnell's programme may meet with a fate similar to that which befell O'Connell at a time when the Irish were as confident as they are now. Mr. Parnell demands a repeal of the Union. So the Irish question is no longer a question of self-government. This might be acceded to by England, which will never listen to the plan for the separation of Ireland.

The *Standard* says: Mr. Parnell has declared war. It will be a shame and a disaster if English statesmen of both parties fail to baffle him. We do not pretend to ignore the danger to which Imperial unity is exposed. Parnell now holds a strong hand. The late Liberal majority in Parliament could afford to ignore him, but it will be different in holding the balance between two parties. Parnell, however, has rivals by the score. He knows very well how precarious his tenure of authority is. If both Whig and Tories make it clear from the outset that Parnell's demand for Home Rule will be met with firm opposition his influence will be doomed.

The *News* takes advantage of the excitement over Parnell's bold declaration of Irish independence to exhibit the advantage which a large Liberal majority would be to the country. "The Liberals," argues the *News*, "are more likely to oppose Parnellite demands than the Conservatives."

German Gymnasts Mobbed.

VIENNA, August 26.—The Society of German Gymnasts while opening a new hall at Konigenhoff, Bohemia, yesterday were assaulted by a mob of citizens, who smashed the doors and windows of the building and injured eleven of the Germans.

Courbet's Remains.

PARIS, August 26.—The remains of Admiral Courbet were landed at Hyeres today. Mass had previously been celebrated on board the man-of-war "Bayard." The casket was covered with wreaths, and salvos of artillery were fired during the disembarkation of the body. The weather was brilliant, and the scene was very impressive.

Cholera.

MADRID, August 26.—There were 4,969 new cases of cholera and 1,547 deaths in Spain yesterday.

TOULON, Aug. 26.—Only ten persons died here from cholera yesterday.

MARSEILLES, August 26.—The mortality from cholera continues to decrease.

First Production of "Mors et Vita."

BIRMINGHAM, August 26.—Gounod's new oratorio "Mors et Vita" was rendered this afternoon at the Musical Festival for the first time. The audience was enormous, and the enthusiasm evoked amounted to an ovation. The composition is pronounced to be the author's masterpiece. "Mors et Vita" in many points resembles "The Redemption," of which it is a continuation. The first portion, "Death," comprises the entire requiem mass; the second treats of "The Judgment," and the third of "Life," based on the vision of St. John. The audience was enraptured with the beautiful concerted pieces and choruses of the requiem, and the rich instrumentation. The interpretation was faultless. In the second portion loud fanfares illustrate the Judgment. The trumpets created a marvellous effect. Three trumpeters were placed at each of the topmost corners of the orchestra. After this tremendous descriptive music, the soft melodious orchestral passages possessed a doubly grateful charm, and thereafter to the end there was a more or less uninterrupted flow of reposeful melody, ending in a brief but effectful chorus. Mme. Albani, Mme. Patey, Mr. Lloyd and Mr. Santley received ovations.

Gone Home.

ALEXANDRIA, Aug. 26.—The British troops who were detained here sailed for home to-day.

Bradlaugh and His Constituents.

LONDON, Aug. 26.—Mr. Bradlaugh has issued a manifesto to his constituents in Northampton urging them to continue sending him to Parliament.

The Carolines Dispute.

BERLIN, August 25.—It is denied that Germany has refused to submit the Carolines dispute to arbitration.

MADRID, August 26.—The Spanish Ambassador at Berlin telegraphs that Germany states that she declared a protectorate over the Caroline Islands, believing that they had not been occupied before, and that Germany is willing to discuss the question of possession with Spain, or, if necessary, submit it to arbitration.

MADRID, August 26.—Meetings were held throughout the provinces to-day for the purpose of protesting against Germany's seizure of the Caroline Islands.

The Imperial Meeting.

KREMSIER, August 26.—The royal hunt ended at midday, and the party then inspected the 41 head which they had killed. While they were at lunch in a hunting lodge the party were surprised by the strains of a famous horn quartette, which came from a short distance from the lodge. The Czar was especially gratified, the horn being his favorite instrument. The Empress personally complimented the players. A banquet was held in the evening, at which there were 69 guests The banquet was followed by a reception, at which the Imperial parties bade each other a cordial farewell.

Emperor Francis Joseph went to the railway station with the Russians and saw them off. He then started for Pilsen for the army manœuvres. The rest of the Austrian royal family will return to Vienna. Zichy, the Russian court painter, made several sketches of to-day's hunt for the Czar.

ST. PETERSBURG, August 26. — The *Journal de St. Petersburg*, commenting on the Imperial conference at Kremsier, expresses a hope that it will result in strengthening the existing cordiality between Austria and Russia. The absence of Emperor William and Bismarck, does not, the *Journal* says, signify that there is any slackening of cordiality among the members of the triple alliance.

Rochefort's Bugbear.

PARIS, August 26.—A meeting was held to-night with the avowed object of taking action in regard to the death of Olivier Pain. It had been announced that Rochefort would preside, but he only appeared for a moment and then hurriedly withdrew. The result was that Socialists occupied the platform and speeches were made denouncing the present order of things generally. The object of the meeting was forgotten until near the close, when motions calling for vengeance upon England were hurriedly put and adopted. The meeting was orderly.

LATER.—The meeting was so crowded that Rochefort was unable to reach the platform. Several speakers denounced England and also the French Cabinet for their inertness in the Pain matter and their colonial policy. A motion was adopted censuring the French ministers as accomplices in Pain's murder. A resolution expressing sympathy with the Irish in their struggle for freedom was adopted. Another meeting will be held on Saturday.

Bismarck Obliges.

PARIS, Aug. 26.—A German flag which was recently hoisted on a French island off the Victorian coast, in the South Pacific, has been removed by order of Prince Bismarck at the request of France.

Mr. Gladstone Better.

LONDON, Aug. 26.—The yacht Sunbeam, with Mr. Gladstone and party on board, has arrived at Aalesund. Mr. Gladstone is improved in health and spirits and his voice is stronger. He will start on his homeward voyage at once, returning by way of the Shetland Islands.

John Morley Looking Ahead.

LONDON, Aug. 26.—Mr. John Morley will abandon literature and devote himself to politics with the view, it is said, of securing a seat in the next Liberal Cabinet.

Cable Notes.

The furloughs of Russian naval officers have been extended.

The Prince of Wales left Bergen, Norway, yesterday, and proceeded to Drontheim.

A German was arrested in Berne yesterday charged with planning an Anarchist uprising.

The British militia, which was called out at the time of the Penjdeh incident, has been ordered to demobilize.

The *Political Correspondence* of Vienna says that M. DeGiers and Count Kalnoky held a long conference yesterday.

The Lord Mayor of Dublin will give a banquet at the Mansion House next Tuesday to Mr. Parnell and his colleagues in the House of Commons.

The German Government declines to either propose or accept arbitration of the differences between it and Spain concerning the Caroline Islands.

An explosion in a fireworks factory at Civita Veechia yesterday led to a disastrous fire, during which several persons were killed and many injured.

The Czar has sent his portrait to Cardinal Prince Furstenburg, Archbishop of Olmuts, at whose summer palace the Imperial visitors stayed while in Kremsier.

La France, of Paris, states that several French rifle and gymnastic associations have, through their presidents, offered to assist Spain in the event of war between Spain and Germany.

A Canadian Park for Niagara.

NIAGARA FALLS, Ont., Aug. 26.—A meeting of the Canadian Niagara Falls Park Commission was held to-day. There is every reason to believe that the park will extend from Ferry road, near the new Suspension Bridge up to Burning Spring, a distance of about two miles, and back to the brow of the bluff, including Clark Hill and Cedar Islands and the museum. The park and buildings acreage will greatly exceed that of the American reservation, while the cost is not expected to reach more than half. The Commission adjourned this afternoon and will shortly have a preliminary report ready to submit to the Ontario Government. Should the report receive the approval of the Government the Commission will appraise the property and place the result of their labors before the Ontario Legislature next session. The Canadian reservation will likely be opened free to the public in July next.

—A baby comes to us on angel's wings, but it hangs the wings up in a dark closet when its feet have once touched the earth.

UNITED STATES TELEGRAMS.

Henry Ward Beecher and His Connection With Plymouth Church.

Patrick Egan on the Future of the Irish National League.

An Old Man, Guilty of Heinous Crimes, Murders Many Friends.

A Marchioness Kills Five Bears in Northern Montana.

Sudden Death of Ex-Governor Fenton of New York State.

A Horrible Story of Brutality and Blood.

AUSTIN, Texas, August 26.—The *Daily Minute* has the following remarkable series of killings which parties confirm who arrived here yesterday :—Albert Lackie, of Blanco County, an old citizen of extensive connections, had a step-daughter living with him whom he betrayed several years ago. Lately his own daughter was apparently pregnant and putatively by him. The fact has been disturbing his mind, and his connect ons attributed to him the crime of ruining his daughter. On Monday, between two and three o'clock in the afternoon Lackie left home, intending, as he said, to go to John Green's place to borrow a sum to pay his debts. Green and family were away from home. Lackie entered the house and took Green's Winchester rifle, returned to the residence of his brother, Berry Lackie, and shot and killed Berry and his wife. A neighbor named John Nicholson rode up and Lackie forced Nicholson at the point of the rifle to go with him to Stokes'. Arriving at Stokes' house, Lackie shot and killed Stokes. At that point Nicholson was lost sight of. His horse was tied at Stokes' door when found. From there Lackie went to his own residence, shot and cut the throat of Mrs. Lackie, wife of his stepson, who was on a visit. He shot and killed Mrs. Stokes, the wife of Stokes, whom he had just come from murdering. After all this bloody work, Lackie hunted his own daughter and shot and killed her. He attempted to kill his wife, but his cartridges became exhausted, he could not fire another shot and she escaped. Having failed to catch his wife, he cut his own throat. After cutting his throat he mounted a horse and started for Johnsen City. He met Thomas Brunswick, whom he attacked and wounded severely with a knife. Near Johnson City he was arrested, when faint and nearly dead. About twenty children are orphaned by this series of crimes.

John McCullough,

PHILADELPHIA, Aug. 26.—Mr. George W. Arundel, who was the commissioner in lunacy appointed by the court to inquire into the mental condition of the actor John McCullough, has just returned from a visit to the Bloomingdale Asylum, where Mr. McCullough has been placed under treatment. Mr. Arundel said: "Mr. McCullough's physical condition is that of a decrepit old man. I tried hard to awaken his recollection of myself. He labored in the endeavor to place me, but gave no evidence of recognition. As I was leaving, the doctor and Mr. McCullough accompanied me to the door. The latter clasped the doctor's hand and bade him good-by, as if he was going to leave with me. The latter tells me that his condition is hopeless, and that his death is only a question of a few months."

The National League in America.

OMAHA, Neb., Aug. 26.—Patrick Egan, president of the National League of America, in an interview to-day regarding the charge that the League has degenerated into a mere political machine, and is therefore virtually dead, says; "While I was in New York I accepted the presidency of the League, and thenceforth, while holding that position, was precluded from taking part in politics, whatever my political opinion may have been. I maintained that position throughout the last Presidential campaign, and intend to maintain the same attitude so long as I am president of the League. That the League is dead is altogether a mistaken idea. We now have nearly 600 branches scattered over the country. All of them will be in active working condition at the time of the national convention to be held in Chicago next January, which will be the largest ever held in America, possibly with the exception of that of 1881. Parnell will probably be in attendance. He has promised to come, if possible. T. D. Sullivan, of Dublin, is also expected. Sullivan will take his seat as mayor of Dublin on January 1. Two or three other prominent members of the Irish national party are expected.

Mr. Beecher and His Church.

NEW YORK, Aug. 26. — Mr. Beecher denies the statement that he is to retire from Plymouth Church. "The matter," he says, "has never been discussed—barely mentioned. There has never been any formal consideration of it in the church. It has been thought of, of course; it would be strange if it had not been. I am not a perpetual motion machine. There is a span to every human life, and some day it will come about that there will be a Plymouth Church and no Mr. Beecher. As soon as I feel myself going I am ready to stand up and say: 'Brethren, we have had a good time together. Thank God for that! But now let us reason for the future.' And I will then welcome a younger man and help him all I can to go right on with the work."

"How is your present health?"

"Never better in my life. I am prepared for any amount of work, and I am ready now to enter the lists against any man of half my age, and run him a race, say for a year—an intellectual go-as-you-please contest in writing sermons and preaching them, in doing hard brain work night and day. My mind is clearer now than it ever has been, and there is not an ache or a pain or a weak spot that I know of."

"And the church?"

"Is stronger and better to-day than ever it was. The asperities of the last political campaign are gradually fading away, and the old reign of love and tolerance coming in. Plymouth Church has been a Republican stronghold; it was as such that I founded it, and such it had grown to be. Many were not ready to follow me when I thought it my duty as a good citizen to support Mr. Cleveland. Some of the members of the congregation felt very sore for a time and absented themselves from the church, but all save two are now again in full working fellowship."

A Lady Bear-hunter.

BILLINGS, Mont., August 26.—The Marquise de Mores, a daughter of Banker Hoffman of New York, has returned from her hunting trip to northern Montana, accompanied by a lady relative, the party being in charge of Vic Smith, a well-known frontiersman, who was formerly a scout for Generals Terry and Miles on the Meeteetse mountains. The lady shot four bears and the scout shot two, who were coming unpleasantly near, and each killed another higher up in the mountains, making eight in all. Smith says the Marquise is an excellent shot, and as fearless as a cowboy.

The Beaufort Not Lost.

SAVANNAH, Ga., August 26.—The reported loss of the dredge Beaufort was unfounded. Great anxiety was occasioned here, as some of the crew are Savannah men.

General Grant's Permanent Tomb.

NEW YORK, Aug. 26.—Considerable improvement has been made in levelling the grounds around Grant's tomb. As the work of clearing away rubbish goes on, the magnificent character of the site becomes more manifest. If the highest point in the grounds is chosen for the permanent monument, many of the best trees will have to be removed in order to give an unobstructed view from the river. If the ground now covered by the Claremont House is selected for the tomb, the view will be unobstructed without any removal of trees. It is believed that the character of the memorial agreed upon will determine the location of the tomb, and that will probably be left to experts like Mr. Olmstead, Mr. Vaux and the artists who design and execute the monument.

An Ex-Governor's Sudden Death.

BUFFALO, N. Y., Aug. 25.—A telegram from Jamestown states that ex-Governor Reuben E. Fenton died suddenly this afternoon at about three o'clock while at his desk in the First National Bank, of which he was President.

[Reuben E. Fenton was born in Carroll, Chautauqua County, N. Y., July 1, 1819. He was a member of the thirty-third and thirty-fifth Congresses from New York. Returned to the thirty-sixth Congress, he acted as chairman of the committee on invalid pensions. In the thirty-seventh Congress he served as the chairman of the claims committee, and in the thirty-eighth he was a member of the committee on ways and means until he resigned his congressional seat to accept the gubernatorial chair of the State of New York, to which he had been elected for the term of 1885 and 1886. This position he retained until 1869, when he was sent to the United States Senate, where he served one term, until 1875, since which he has been out of public life. He was a Republican in politics.]

Young Republicans Bounced.

WASHINGTON, D. C., August 26.—During the campaign last fall Mr. Walker Blaine, son of his father, spent eight months as private secretary and general political factotum of the late Republican candidate for the Presidency. During all this time Mr. Walker Blaine drew his salary as assistant counsel of the United States before the court of commissioners of Alabama claims. It was the purpose of the young man to secure the political scalp of every enemy of his father as soon as the latter entered the White House. Cleveland's election spoiled Walker's plans and it seems that that event is also responsible for the loss of Walker's salary, as Judge Durham, first Comptroller of the Treasury, has discovered that the Alabama Claims Court has been expending some $40,000 each year of the money that belongs to the claimants, without color of law. Young Blaine is not the only one affected. Hamilton Fisk, jr., son of ex-Secretary Fish, and George F. Frelinghuysen, nephew of the late Secretary Frelinghuysen, are also employed in the same capacity. There are besides a dozen clerks, messengers, stenographers, etc., who will no longer draw salaries from the court funds, because Judge Durham has discovered that there is no law to authorize their employment.

WEATHER REPORT.

MONTREAL, August 26, 1885.

Temperature in the shade by Standard Thermometer, observed by Hearn & Harrison, opticians and mathematical instrument makers, 1640 and 1642 Notre Dame street :—

8 A.M.	1 P.M.	6 P.M.
54°	59°	58°
MAX.	MIN.	MEAN.
61°	47°	54°

[By Standard Barometer.]

8 A.M.	1 P.M.	6 P.M.
29.95	29.97	29.97

METEOROLOGICAL OFFICE, 1 a.m. TORONTO, August 27.

The pressure has given way slightly in Nova Scotia but continues to increase slowly elsewhere; it is now extremely high over the Lake region. Fair cool weather prevails everywhere.

Prebabilities.

Lakes—Winds mostly north and north-east; continued fair cool weather.

St. Lawrence, Upper and Lower—Fresh northwest and north winds; continued fair cool weather.

Gulf and Maritime—Fresh to strong winds between north and west; continued fair cool weather.

—A new play has been written entitled "Love in the Nineteenth Century." It is a farce.

—If some men had to eat their own words their health would be ruined forever.

—A cynical old bachelor, who looked in upon a parlor full of young women, in ball-room attire, called it an "art gallery."

—The new Australian Cardinal, Patrick Moran, is a nephew of the late Cardinal Cullen, and was born in Ireland 56 years ago, his mother being sister to the eminent Irish churchman, and his father a prosperous farmer.

—The belles of Saratoga have a substitute for kissing, and it consists in rubbing cheeks. The maidens meet. The nose of one is slid back about to the ear of the other, and the conjunctive cheeks, held hard, are slowly rubbed together until they part at the corners of the mouths.

THE CYCLONE IN CHARLESTON.

Shipping Destroyed, Wharves Damaged, Churches Unroofed and Spires Blown Down.

Over a Million Dollars Damage Done in a Few Hours.

AUGUSTA, Ga., August 6.—Yesterday's storm in Charleston was a cyclone in the proper sense of the term, entirely different from the usual August storms on the coast or equinoctial gales. The wind was 25 miles an hour at half-past one yesterday morning, increasing to 35, 40 and 50, which was reached about 8 a.m., finally running up to 75 and 80 miles an hour. The northern edge of the cyclone touched Charleston and completed its passage in forty minutes. The streets of Charleston were not more desolate at the end of the two hours' bombardment during the war. The storm commenced at daylight from the south-east, with frequent gusts. As early as six o'clock the roof of St. Michael's Church was stripped. At 7 a.m. the apparatus on the roof of the Signal Office, flagstaff and weather vane were demolished. The last observation before the climax of destruction recorded the wind at 68 miles an hour. The fire bells tolled at intervals, indicating breaks in the alarm wires. The water in the river came over the granite wall on the battery, breaking flagstaffs and washing away railings, and tons of water were hurled upon the residences, breaking windows and smashing doors. The climax of the cyclone was at about 8 o'clock. At 9 o'clock there was a sudden lull, but soon the gale increased and continued till one o'clock when the great storm of 1885 was over. Hundreds of thousands of dollars were expended on the wharves this season and the work is undone. The Commercial wharves are completely wrecked. Half-a-dozen yachts, two pilot boats and a digging machine were sunk here. The pilot boat and a number of fishing smacks and yachts were also sunk. Four piers and sheds of the Atlantic wharf were blown down and damaged. The steamer Planter was stove in at Accommodation wharf. All the wharves suffered severely. The steamers of Sullivan's Island Ferry Company met with serious damage. The brig Freiheit was sunk at the Union wharf. The Norwegian bark Wedbor lost her masts, in the harbor. The schooner Maud Low went adrift. The schooner Lee was driven ashore. The German bark Peters was damaged. The Norwegian bark Veritas and the Italian brig San Priso went ashore at Castle Pinkney. The wharf at Castle Pinkney was carried away. The steamer Delaware, from New York, came in all right last night. She reports fearful storms at sea. The damage to houses in the city cannot be estimated. Along the Ashley River there were many casualties to shipping. Vessels grounded all along the river. Two sloops have not been found. The convent of the Sisters of Mercy was seriously injured and unroofed. The building is temporarily unfit for use. The colored church in Cromwell's Alley was demolished. South Battery was the scene of great confusion and damage to shipping. The streets were flooded with water and craft of all descriptions were washed ashore and were floating in the streets at high tide. The entire western portion of the city was submerged with salt water from one to three feet deep, in many cases covering the first floors of the houses. The spire of Citadel Square Baptist Church, one of the tallest in the city, was blown across a four-story dwelling adjoinining, cutting away the piazza and front walls leaving the interior of the dwelling exposed to the storm. Several miraculous escapes occurred here. It will take $8,000 to replace the steeple. Plymouth Church, Pitt street, was completely unroofed. St. Phillip street Synagogue was also unroofed. Trinity M. E. Church in Hazel street, and the Chapel of the Citadel were unroofed. Zion Presbyterian Church (colored), in Calhoun street, was unroofed and badly wrecked. About a mile of railroad track was blown up and the freight depot were badly damaged. The damage to the North Eastern R.R. yards amounts $20,000. Two sloops were blown out of the water across the tracks. The South Carolina Railway wharves and immense store houses were unroofed and heavily damaged. One building was thrown on its side and floated a hundred yards into the marsh. The loss to the South Carolina Railway is estimated at $50,000 at this point. Other railroads lost several thousands each.

The Casino at Sullivan Island was lifted entirely from its foundation and dashed to the ground.

The total damage is roughly estimated as follows :—Wharf property, $350,000; private property, $300,000; cotton presses, $80,000; churches, $30,000; streets and parks, $55,000; railroads, $50,000; Ashley River bridge, $8,000; shipping, $150,000; lumber mills, $20,000; miscellaneous, $10,000.

—It's funny, but a crooked man is often put into a straight jacket.

—A short horse is soon curried, but he must first be caught. The same may be said of a short cashier.

—Under seventeen was the French girl who savagely murdered her father with a club because he would not let her marry her sweetheart.

"Blood relations mean near relations," said Widow Cosannigan to her boy. "Well, then, you must be the bloodiest relation I've got," he replied.

—Doctor—"Oh, you'll get on all right. You've got a fine physique, you know." Patient—"A fine physic? Well, it ought to be, for you know, doctor, you charge a fine price for it. Ugh!"

—President Cleveland keeps a scrap book of excerpts from the newspapers in order to be informed of all sorts of public opinion. It is one clerk's sole employment to collect and preserve these things.

—Monarch of all he surveys.—A Russian friend of mine who was in frequent attendance on the Emperor Nicholas told me that this savage monarch was so thoroughly imbued with the idea of personal power, that in speaking of Russia he used to say: "*My* climate, *my* snow, *my* thunder storm of last autumn." One morning, as he was looking out of the window, he said: "*My clouds* hang very low this morning!"

TRADE AND COMMERCE.

SEMI-ANNUAL DIVIDENDS.

		Payable.	Books Close.
Banque du Peuple..	3 p.c..	7 Sept.	15 Aug.
Citizens' Ins. Co....	3 p.c.	10 Sept.	

ANNUAL GENERAL MEETING.

G. N. W. Tel. Co. (Toronto)............Sept. 16
Internl. R. R. Co. (Sherbrooke)......Sept, 7

FINANCIAL.

THE HERALD OFFICE,
Wednesday Evening, August 26, 1885.

The Montreal Stock Market.

The Stock Market was strong and active this forenoon, and Montreal was again advanced, buyers offering 202¼, with sales of large blocks at 202½ and 202¼. Merchants was steady with small sales. Commerce was not as strong as yesterday and the bulk of the sales was made at ¼ lower. Jacques Cartier was unchanged, sales transpiring at 60. There were no transactions in the other bank stocks at the morning board. In the miscellaneous stocks, Montreal Telegraph was in better demand, and buyers offered from ¼ to ⅜ more than yesterday, sales being made at an advance of ⅜ over yesterday's closing bid. City Passenger seems to be recovering from the smallpox scare and buyers offered 1½ to 1¼ more than yesterday afternoon, sales being made at 119½ and 119¼ in the forenoon. Gas was also stronger this forenoon, buyers offering ⅜ advance over yesterday's closing bid. Sales were made this forenoon at an advance of ¼, ½ and ⅜ over yesterday's closing sales. Montreal 5 per cent bonds changed hands at 107¼.

In the afternoon the market seemed to have lost its keen edge and lower prices prevailed with a decrease in business. Montreal declined ½ without sales. A few shares of Toronto changed hands at 186, yesterday's price, but other bank stocks were inactive. The transactions in miscellaneous stocks were confined to three, Montreal Telegraph sold ⅜ and ¼ below the price realized in the morning. City Passenger firmed up a little and sales were made at ¼ above the highest sales of the forenoon. Gas was strong at the morning's prices. Cotton stocks were again in demand but the difference between buyers and sellers is still too great to lead to transactions. The market was easier at the close.

MORNING BOARD.

225 Montreal at....................202¼
125 do at..........................202½
8 Jacques Cartier at..............60
1 Merchants at.....................114¾
10 do at...........................115
50 Commerce at.....................128
264 do.............................127¾
50 Mont. Tel. at...................127¾
245 City Pass. at..................119½
60 do..............................119¼
325 Gas at.........................188½
495 do.............................188¾
20 do..............................189
$2,000 Montreal 5 p.c. bonds at....107¼

AFTERNOON BOARD.

10 Toronto at......................186
6 Mont. Tel. at....................127
25 do at...........................127¼
100 City Pass. at..................119¾
250 Gas at.........................188½
5 do at............................189

The following are the closing quotations of the stock market as specially reported for THE HERALD by D. Lorn MacDougall, 11 Hospital street :—

STOCKS.	Value Shares	Last Hf-yly Div'd	Sellers perc.t.	Buyers per c.t.
Bank of Montreal....	$200	5 & 1	202½	202
Ontario Bank....	100	3 p.c.	109	108
Bank B. N. A.	£50	3 p.c.	......	......
Banque du Peuple......	$ 50	......	*80	*75
Molsons Bank....	50	4 p.c.	123½	119½
Bank of Toronto......	100	4 p.c.	186½	185½
Bank Jacques Cartier.	25	3 p.c.	65	57½
Merchant's Bank......	100	3½p.c.	115½	115
Bank d'Hochelaga....	100	3 p.c.	80	......
East'n Township B'k.	50	3½p.c.	......	107
Quebec Bank........	100	3½p.c.	......	......
Banque Nationale....	50	2 p.c.	......	......
Union Bank......	100	2 p.c.	75	50
Can. B'k of Commerce	50	4 p.c.	128	127½
Dominion Bank......	50	5 p.c.	......	......
Bank of Hamilton....	100	4 p.c.	......	......
Ville Marie........	100	3½p.c.	......	81
Standard Bank......	50	3½p.c.	......	......
Federal Bank........	100	4 p.c.	100	95½
Imperial Bank........	100	4 p.c.	......	......
MISCELLANEOUS.				
Intercolonial Coal Co	100	......	30	......
do bonds..........	......	......	92	......
Montreal Tel'gr'ph Co	40	4 p.c.	127½	127¼
Dominion Tel'gr'ph Co	50	3 p.c.	......	......
Western Union Tel. Co	100	7 p.c.	......	......
Rich & Ont Nav. Co..	100	3 p.c.	59	58½
City Passenger RR....	50	8½p.c.	119¾	119½
City Gas Co..........	40	6 p.c.	188½	188¼
Cornwall Gas Co......	......	......	......	......
Canada Cotton Co.....	100	......	58	......
Canada Paper Co......	100	5 p.c.	......	......
Canada Shipping Co..	100	2½p.c.	70	......
Dundas Cotton Co.....	100	......	60	46
Mont. Loan&Mort'gCo	25	3 p.c.	80	71
Mont. Invest&Bldg. Co	50	......	48	40
Royal Can. Ins. Co....	100	3 p.c.	......	......
Montreal Cotton Co..	100	......	75	57
Stormont Cotton Co..	100	......	......	30
Hudon Cotton Co.....	100	......	86	80
Bell Telephone Co....	100	3½p.c.	......	......
Guarantee N.A.	50	3 p.c.	......	......
Accident Ins .A	100	3 p.c.	......	......
Dominion Cattle C	100	10p.c.	......	......
L. Ch'n&St. Law J'n B	......	......	......	......
Canada Cent'l R'y bus	......	......	......	104½
St. Paul, M&M. R'y..	100	8½p.c.	......	......
Canadian Pacific Ry..	100	2½p.c.	45½	44½
Mont. 7 p.c Stock....	100	......	......	......
Canada N W Land Co	£10sg	......	42s 6d	39s
Can. Pacific L.G. B..	......	......	99	97

*Ex-div.

The New York Stock Market.

The New York stock market opened fairly active, with a tendency to lower prices, and for the first forty minutes lower prices on heavy selling were the result, but at 10.40 the market seemed to firm up, and during the remaining hours of the day slightly higher prices, varying from ⅛ to ¼, were realized. There was no new feature of any kind to-day. The closing prices were higher than the opening, but generally lower than the highest of the day, those closing at the highest prices being Central Pacific, Oregon Trans., Delaware & Hudson, Erie, Kansas and Texas, Pacific Mail, and Omaha preferred. Western Union, Lackawanna, Lake Shore, New Jersey Central, North West, and St. Paul were exceedingly active. The total sales of the day were 407,700 shares.

No quotations were received for West Shore bonds.

Compared with yesterday's closing prices those of to-day show the following changes :—

Advanced—Del. & Hudson ⅞, Denver & Rio G. 1⅝, Erie bonds ⅛, Kansas & Texas ⅛, Lake Shore ⅛, New Jersey Central ⅜, New York Central ⅞, Northern Pacific ⅜, North-West 1, Pacific Mail ⅛, Reading 1⅛, St. Paul ⅛, St. Paul & Omaha ⅝, do. pref 1, Texas Pacific ⅛, Union Pacific ⅜, Wabash ⅛, Western Union ⅜.

Declined— Central Pac. ⅛, Del. Lack. & West. 1⅜, Erie ⅛, Mobile & Ohio ⅞, North-West, pref. 1⅜, Oregon Trans. ⅛, Ontario & West 2¼, St. Paul, M. & M. ⅛.

Unchanged — Chic., B. & Q., Ill. Cent., Louisville & Nashville, Northern Pacific pref.

The following were the fluctuations in prices and the sales made in New York to-day, as specially reported for THE HERALD by Macdougall Brothers, stock brokers, St. Francois Xavier street :—

STOCKS.	Closing prev.day	Opening	1.40	Closing.	Sales.
Chic., B. & Q.	131	131	....	131	1000
Canada South	38	....	....	....	.....
Canada Pac	45¼	....	....	....	.....
Central Pac	38¼	37⅞	....	38	1400
Ches. & Ohio	7⅞	....	....	....	200
C., C., C. & I.	....	....	....	39¼	100
Chic. & Alton	....	....	....	....	.....
Del., Lack. & West	101⅛	101⅞	101⅜	101⅞	46600
Del. & Hudson	85½	85⅜	86⅜	86	1400
Denver & Rio G	9⅞	10⅞	11⅛	11⅛	1500
Erie	16¼	16⅞	16⅞	16⅞	5700
Erie pref	....	....	....	....	.....
Erie bonds	66⅛	66⅛	67⅛	67	.....
Ill. Central	132	132	....	132	100
Kansas & Tex	23¼	23¼	23⅞	23⅞	8600
Erie & Western	....	8⅞	....	9	.....
Lake Shore	71¼	71⅞	72⅛	72	29600
Louisville & Nash	46	45⅞	46⅞	46	8300
Michigan Cent	....	....	....	65¼	100
Mobile & Ohio	15⅞	....	....	14¼	.....
Missouri Pac	92	....	....	....	100
N. J. Central	48⅛	48⅞	....	49⅛	22200
N. Y. Central	99⅞	99	100⅞	100	16400
Northern Pac	20⅛	20⅞	20⅞	20⅞	1900
Northern Pac. pref	47¼	47⅞	48	47⅞	5400
North-West	100⅞	101⅞	101⅞	101⅞	19900
North-West pref	136	135	134⅞	134⅞	200
N. Y., L. & West	....	....	....	....	.....
Oregon Trans	20¼	19	19⅞	20⅞	4900
Ontario & West	12	13	14⅛	14⅛	2600
Ohio & Miss	....	22	22⅞	22⅞	800
Ohio Central	....	....	....	....	300
Pacific Mail	50	50	50⅞	50⅞	1500
Reading	21⅞	21⅞	....	22⅞	.....
Rock Island	121	....	....	....	.....
St. Paul	78⅞	78⅞	79⅞	78⅞	29700
St. Paul pref	....	....	....	....	.....
St. Paul, M.&M.	105⅛	....	105⅛	105	400
St. Paul & Omaha	34⅞	34⅞	35⅞	35	5900
St.Paul & Omaha pref.	83	83	....	84	1000
Texas Pacific	16	16⅞	16⅞	16⅞	3600
Union Pacific	50⅞	50⅞	51⅞	51	9900
Wabash	6⅞	6⅞	6⅞	6⅞	200
Wabash pref	....	....	....	....	.....
West Shore Bonds	43⅞	....	....	....	.....
West Union	68⅞	69	69⅞	69⅞	17600
Exchange	....	....	....	....	.....
Money	1½	1½	1	1½	.....

Exchange.

The market was dull and weak to-day. New York funds sold at 1-10 discount, the rates being ⅛@1-16 discount between banks, and par to ¼ premium over the counter. The rates for sterling were, sixties 8¼@8⅜ between banks, and 8⅞ over the counter; demand drafts, 8⅞@9⅛ between banks, and 9¼@9½ over the counter; cables, 9⅜ over the counter. Documentary sixties were 8¼ and cattle bills 8⅜.

In NewYork the posted rates for sterling were reduced one-half cent. in the £, being 4.84½ for sixties and 4.86½ for demand drafts. The rates for actual business were 4.83½ @ 4.83¾ for sixties, 4.85½ @4.85¾ for demand drafts and 4.85¾@4.86 for cables.

The following foreign exchange quotations are reported specially for THE HERALD, by Messrs. Brais & Jackson, brokers, 57 St. Francois Xavier street :—

In NewYork		Aug. 26.	—In Montreal—	
Pstd	Actual.	N. Y. Funds	Bet. banks	Counter.
			dis. ⅛@1-16	Par@ ¼
4.84½	4.83½@¾	Stg. 60 d'ys.	8¼@8⅜	8⅞@
4.86½	4.85½@¾	Do. dem....	8⅞@9⅛	9¼@ ½
	4.85¾@86	Do. cables..		9⅜@

Financial Notes.

The money market shows no change, loanable funds being plentiful and easy. The rates are unchanged, although in some instances transactions have been entered into at fractionally lower figures. Call loans on stock colaterals are 2½ @ 3 per cent. per annum and discounts are 7 per cent. for approved commercial paper.

The rates ruling to-day at the New York Stock Exchange for call loans on stock collaterals were 1½, 1 and 1½ per cent., closing at 1½ per ceut.

The rate of discount at the Bank of England is 2 per cent. per annum.

The open market rate for money in London to-day was again unchanged at 1⅜ per cent. per annum.

The quotations received by cable to-day from the London Stock Exchange were as follows :—

12.30—Consols, 100 1-16 for money and 100⅛ for the account; United States 4½ per cent bonds, 114⅞; Erie, 17¼; Canadian Pacific 46⅝; New York Central, 102⅝; Illinois Central, 136½. 4 p.m.—Consols, 100 5-16 for money and 100⅜ for the account; Canadian Pacific, 46½; Erie, 16⅞; New York Central, 102.

Three per cent *rentes* were cabled from Paris to-day as follows : 12.30 p.m., 81f 5c; 2.30 p.m., 81f 15c.

No quotations were received from the New York Exchange for Canadian Pacific to-day.

The amount of bullion withdrawn from the Bank of England on balance yesterday was £547,000.

The statement of the Imperial Bank of Germany shows an increase in specie of 1,100,000 marks.

The exports and imports of specie at and from New York last week were as follows :—

EXPORTS.

American gold coin............	$ 39,728
American gold and silver ore........	5,200
American trade dollars..........	21,900
Mexican silver dollars..........	8,500
Foreign silver coin..........	2,500
American silver bars..........	254,910
Mexican silver bars..........	18,510
American jewellers' sweepings......	300
Total for week................	$ 351,548
Previously reported..........	17,709,042
Total since Jan. 1, 1885..........	$18,060,590
Same time in 1884..........	47,106,482
do 1883..........	9,888,429
do 1882..........	43,211,347
do 1881..........	7,578,954
do 1880..........	5,382,406

IMPORTS.

United States gold..........	$ 6,200
Foreign gold..........	8,362
Gold dust..........	1,800
United States silver..........	5,391
Foreign silver..........	6,097
Silver bullion..........	1,070
Total for the week..........	$ 28,920
Previously reported..........	7,609,114
Total since Jan. 1, 1885..........	$ 7,638,034
Same time in 1884..........	12,440,443
do 1883..........	10,303,894
do 1882..........	2,387,362
do 1881..........	32,773,657
do 1880..........	13,740,774

THE OIL MARKET.

To-day's quotations, furnished by the Doran & Wright Co., limited, give the following results in the New York market :—

Opening.	Highest.	Lowest.	Closing.
101⅞	102⅝	101⅛	102⅝

OIL CITY, August 26.—Sales, 3,475,000; shipments, 69,071; runs, 63,567.

WASHINGTON, Pa., August 25.—Nothing has been done at the Gordon well to-day. The well has not been shut in since last night, and it was making a small spurt twice an hour; to-day the tanks have been ordered from Bradford, and it may be the last of the week before it is drilled in. For the twenty-four hours ending this morning at nine o'clock the well guaged 33 bbls., and for four and a half hours ending at 2 p.m. it gaaged 5¼ bbls., still holding at the same rate as yesterday. From its action the well should be increased some by deeper drilling, but how much is a question. It is rumored to-night it will be a mystery when drilled.

BRUIN, Pa., August 25.—Connley Company's well is showing for 75 bbls.

PRODUCE AND PROVISIONS.

MONTREAL, August 26, 1885.

Breadstuffs.

FLOUR.—The market was quiet to-day but steady. The sales reported on 'Change this forenoon were 125 barrels superior extra at $4.27½; 400 barrels at $4.20; 125 barrels do. (old ground) at $4.10; and the following were reported to the HERALD :—375 barrels Manitoba strong bakers at $4.45. Quotations are unchanged.

We quote :—

Superior Extra, per brl...	$4.30 @	4.40
Extra Superfine..........	4.10 @	4.15
Fancy..................	3.90 @	4.00
Spring Extra	3.80 @	3.90
Superfine..........	3.60 @	3.70
Strong Bakers', Manitoba..	4.45 @	4.55
Strong Bakers' [Canadian].	4.25 @	4.40
Strong Bakers' [American].	4.50 @	4 60
Fine..................	3.50 @	3.55
Middlings..............	3.30 @	3.40
Pollards..............	3.00 @	3.10
Ontario bags [medium] b.i.	2.05 @	2.10
" " [spring extra].	1.90 @	1.95
" " [superfine]..	1.80 @	1.85
City bags [delivered]......	0.00 @	2.25

OATMEAL—We quote :—

Granulated, per bbl......	$4.30 @	$4.55
" bags......	2.10 @	2.25
Ordinary, per bbl.........	4.00 @	4.25
" bags........	1.95 @	2.05

CORNMEAL—Quotations are :—

White, per bbl...........	$0.00 @	$3.10
" " bag...........	0.00 @	1.45
Yellow, per bbl...........	0.00 @	3.00
" " bbl...........	0.00 @	1.40

WHEAT.—Although there are no transactions in spot wheat, holders are disposed to accept lower prices and quotations are therefore reduced 1c @ 1½c. We quote : Canada winter, No. 2, 89c@91c, red, No. 2, 89c@91c ; Canada spring, No. 2, 89c@91c per bushel of 60 lbs.

COARSE GRAINS—The market continues very dull. Quotations are unchanged. We quote:—Corn, 54c@56c in bond, and 61c@63c duty paid per bushel of 56 lbs.; peas, 77c@78c per bushel of 66 lbs.; oats, 33c@34c per bushel of 32 lbs.; barley, 50c@65c, according to quality, per bushel of 48 lbs.; rye, 67c@68 per bushel of 56 lbs.

MALT is unchanged at 80c@90c per bushel of 36 lbs in bond.

MILL-FEED is steady. We quote: Bran, $14 ; shorts, $15@$16 ; provender, $23@$24 per ton of 2,000 lbs.

DAILY RECEIPTS.

The receipts of produce by C.P.R. today, Wednesday, 26th August, up to 6 p.m. were as follows :—

Wheat, bush......	4,328
Ashes, bbls......	9
Cheese, bxs......	709

The receipts by Lachine Canal yesterday and to-day were :—

Oats, bush......	834
Flour, bbls......	55
Flour sacks......	200
Eggs, cases......	15
Cheese, bxs......	1,237
Butter, pkgs......	24
Ashes, bbls......	8
Whisky, casks......	20

The receipts by G. T. R. yesterday, Tuesday, 25th August, were as follows:—

Wheat, bush......	4,000
Peas, bush......	550
Flour, bbls......	1,030
Ashes, bbls......	35
Butter, pgs......	525
Cheese, bxs......	3,979
Leather, rolls......	215
Whiskey, &c., casks......	50
Tobacco pgs......	54

Liverpool Breadstuffs and Provisions.

To-day's cable advices from Liverpool to the Associated Press report wheat dull with the demand poor and the supply large. Quotations were unchanged. Corn was steady and in fair demand. Peas were unchanged.

There were no changes in the quotations from the provision markets.

	Aug. 25, 5 p.m. s. d.	s. d.	Aug. 26, 6 p.m. s. d.	s. d.
Spring wheat......	6 9 @	6 11	6 9 @	6 11
Red Winter......	6 10 —	7 1	6 11 —	7 1
No. 1 California....	7 0 —	7 2	7 0 —	7 2
No. 2 California....	6 7 —	6 9	6 7 —	6 9
Corn......	4 7 —	0 0	4 7 —	0 0
Peas......	5 7 —	0 0	5 7 —	0 0
Pork......	54 0 —	0 0	54 0 —	0 0
Lard......	33 6 —	0 0	33 6 —	0 0
Bacon......	30 0 —	31 0	30 0 —	0 31
Tallow......	27 0 —	0 0	27 0 —	0 0
Cheese, new......	37 0 —	0 0	37 0 —	0 0

In Beerbohm's despatch yesterday the imports into the United Kingdom for the week ending 22nd August were wrongly given. The correct figures were cabled to-day, as follows :—

	August 22nd.	August 15th.
Flour, bbls......	95,000@100,000	90,000@ 95,000
Wheat, qrs......	265,000@270,000	285,000@290,000
Corn, "......	100,000@105,000	140,000@145,000

Beerbohm's cable advices to-day:

Cargoes off coast : Wheat rather easier; corn, nothing offering. Cargoes on passage and for shipment : Wheat, rather easier; corn, steady. No. 1 California wheat, off coast, 34s. English and French country wheat markets, quiet. Liverpool wheat, spot, buyers hold off ; do. corn, inactive. Liverpool : Standard California wheat, 6s 8d@6s 11d; fair average red winter, 6s 9d; white Michigan, 6s 10d; mixed maize, 4s 6½d; Canadian peas, 5s 8d; prime mess beef, 63s; extra Indian mess, 81s. American extra State flour, London and Liverpool, 8s 9d. Wheat and flour in Paris, steady.

Chicago Markets.

The closing cash quotations for grain and provisions in Chicago to-day were: Wheat 78⅞c; corn 44½c; oats 26¾c; pork $8.90; lard $6.25; short ribs $5.80.

The closing quotations for grain and provisions in the Chicago option markets to-day, as compared with those of August 1st and yesterday, were as follows :—

	Aug. 1.	Yesterday.	To-day.
Sept. wheat......	89¼	80½	79⅛
Oct. wheat......	92⅛	82⅛	81⅞
Nov. wheat......	94⅛	84⅛	83⅞
Sept. corn......	45⅞	44⅛	44⅞
Oct. corn......	45⅛	43⅛	43
Nov. corn......	....	40⅛	40⅛
Sept. oats......	24⅛	24⅞	24⅞
Oct. oats......	25	25	25
Sept. pork......	10 20	8 80	9 07½
Oct. pork......	10 27½	8 87½	9 15
Nov. pork......	....	8 85	9 10
Sept. lard......	6 60	6 20½	6 27½
Oct. lard......	6 67½	6 27½	6 32½
Nov. lard......	....	6 17½	6 20

E. McLennan, 22 St. John street (Western Chambers), reports the Chicago grain and provision market as follows :—

CHICAGO, Aug. 26th, 1885.

	Op'g.	Hi'st	Lo'st	Closing.	S'me day last year
WHEAT—	$	$	$	$	$
Aug......	......	......	......	0 79	......
Sept......	0 79¾	0 79⅞	0 79⅛	0 79⅛	0 79¼
Oct......	0 82	0 81¾	0 81½	0 81¾	0 80¾
CORN—					
Aug......	......	......	......	0 44½	0 52¼
Sept......	0 44⅜	0 44⅜	0 44	0 44⅜	0 52¼
Oct......	0 42⅞	0 43	0 42⅝	0 43	0 50½
OATS—					
Aug......	......	......	......	0 26¾	0 24⅞
Sept......	0 24⅞	0 25	0 24⅞	0 25	0 25⅜
Oct......	0 24⅞	0 25	0 24⅞	0 25	0 26⅛
PORK—					
Aug......	......	......	......	9 07½	27 50
Sept......	8 75	9 07½	8 75	9 07½	......
Oct......	8 80	9 15	8 80	9 15	......
LARD—					
Aug......	......	......	......	6 27½	......
Sept......	6 20	6 27½	6 20	6 27½	7 50
Oct......	6 25	6 32½	6 25	6 32½	7 60
RIBS—					
Aug......	5 75	......	......	5 82½	......
Sept......	5 75	......	......	5 82½	10 40
Oct......	5 80	......	......	5 85	9 70

LIVE HOGS.—The official receipts yesterday were 12,062 hogs; the shipments 4,238, and about 5,000 were left over. The estimated receipts for to-day were 12,000. Light grades were $4.40@$4.85 ; mixed packing, $4.05@$4.25 ; heavy shipping, $4.30@$4.65.

CATTLE—The receipts to-day were 8,000 head. The market was quiet but strong.

Grain Option Markets.

Closing prices to-day :—

New York, 2.17 p. m.—Wheat 90⅝c August, 91½c bid September, 93⅜c bid October, 95½c bid November, 97¼c bid December, 99c bid January, 1.02⅞c nom March. Corn 54⅞c bid August, 52⅞c September, 51⅝c bid October, 51c nom November, 49½c asked December. Oats, 31⅞c bid August, 30¼c bid September, 30⅝c bid October, 31c bid November.

Milwaukee, 2.30 p. m.—Wheat, 79⅝c September, 81⅞c October.

Toledo, 2.25 p.m.—Wheat, 87⅞c bid soft, 88c asked soft 86c asked cash asked August asked September, 87½c October, 88½c November. Corn, unchanged. Oats, unchanged.

Detroit, 12.00 noon—Wheat, No. 2 red 88⅜c cash, September, 90¼c October, 91⅝c November ; No. 1 white, 84⅜c @ 85 September, 96⅝c October ; No. 3 red, 86c cash.

Provisions.

The purchases of pork are still confined to small jobbing lots, the aggregate of which is not large. Prices are easy and unremunerative; in fact, sales are below the actual cost of packing, and the whole advantage is in favor of the consumer. Cut meats are quiet and steady. We quote :—

India mess beef, tierces..	$25.00 @	$ 0.00
Mess beef, brls..........	15.50 @	0.00
Montreal, S. C. pork....	13.25 @	13.50
Western S. C. do.	13.00 @	13.25
Western Mess do.	12.50 @	12.75
Lard, Fairbanks', per lb..	00.00 @	00.09⅜
Do. Canadian..........	00.08⅜@	00.09
Hams, uncovered, per lb..	00.11½@	00.12½
Hams, canvassed, per lb..	00.12 @	00.12
Bacon, per lb..........	00 10½@	00.11
Shoulders, per lb........	00.08 @	00.09
Tallow, per lb........	00.06½@	00.07

Dairy Products.

BUTTER—Strictly fine lots hold up well, but grades slightly off in quality and other grades are freely offered. Considerable quantities of grease butter have been selling to soap chandlers at 4c@4½c per lb., but the fact has not been disclosed until now, and some round lots of old stock have thus been disposed of. We quote: Creamery, 17½c@19½c; Eastern Townships, 12c@17c ; Morrisburg and Brockville, 12c@16c; Western, 10c@14c; old, 6c@8c. These prices are for good-sized lots. Retail lots are 1c to 2c higher.

CHEESE—The Liverpool cable to the Associated Press was again unchanged at 37s. The market here was not active, although there was some business doing. Prices are weak, and while some holders of choicest makes are firm at 7¼, sales of choice are being made at 7c@7¼. Our quotations are therefore repeated. We quote:—Finest 6¾c@7¼c ; other grades 4½c@6½c.

Eggs.

The market is quiet and unchanged, strictly fresh being scarce. We quote:—Strictly fresh 13½c@14c, good 12c@13c.

Ashes.

The market is dull. There are no transactions in No. 2 pots or pearls. We quote:—$3.85@$3.90 according to tares for No. 1 pots.

MOVEMENTS OF GRAIN AND PRODUCE.

WESTERN POINTS.

CHICAGO, August 26.

	Receipts.	Shipments.
Flour, brls........	7,548	9,353
Wheat, bush........	55,000	91,000
Corn, bush........	512,000	108,000
Oats, bush........	258,000	139,000
Rye, bush........	19,000	4,000
Barley, bush........	14,000	1,000
Pork, brls........	......	1,188
Lard, tcs........	30,350	932,588
Cutmeats, lbs........	438,000	2,749,209
Flaxseed........	1,583,992	1,087,300

MILWAUKEE, August 26.

Flour, brls........	2,305	135
Wheat, bush........	9,000	4,000
Corn, bush........	2,000	......
Oats, bush........	5,000	......
Rye, bush........	......	......
Barley, bush........	......	......

TOLEDO, August 26.

Wheat, bush........	59,866	3,970
Corn, bush........	16,297	392
Oats, bush........	3,198	......

DETROIT, August 26.

Wheat, bush........	57,000	20,495

SEABOARD PORTS.

NEW YORK, August 26.

	Receipts.	Exports.
Flour, brls........	12,673	5,133
Wheat, bush........	314,850	123,270
Corn, bush........	7,700	15,522
Oats, bush........	286,900	30,650
Cornmeal, bbls........	100	100
do sacks........	868	......
Rye, bush........	......	......
Barley, bush........	......	......
Malt........	11,474	......
Pork, brls........	391	1,184
Beef........	1,281	......
Cutmeats........	1,382	......
Lard, lbs........	1,547	572,891
Bacon, lbs........	......	1,027,606
Whiskey........	694	......

EXPORTS.

Per schooner Marie Erzelle, for Fogo, Nfld., C. A. Boucher, agent—J E Kendall 1,018 brls flour 148 do pork 45½ do round pease 25 do split pease 5 do oatmeal 10 brls do 30 do yellow cornmeal 10 do white cornmeal 3 do oilcake 275 tubs butter 50 bxs cheese 50 sides leather 12 sacks bran 20 do oats 17 caddies tobacco 28 bales hay; Mills &Hutchison 1 cs dry goods.

Per steamship Montreal, for Liverpool, D. Torrance &co. agents—Lomer Rohr&co 210 phosphate; AD Thompson 16,560 bush wheat 20,355 do corn; A G McBean 2,081 do oats 882 do pease; H Dobell&co 90 brls ashes; Warrington Bros 389 bxs cheese; M Laing&Son 173 do do; W Niven 219 do do; D A McPherson 44 do do; Adams Tobacco co 40 cs tobacco; Anderson McKenzie &co 9,542 pcs deals 14,866 do boards; D Torrance&co 3,465 bxs cheese 405 sheep 367 cattle; G T Ry 248 bxs provisions 2,965 do cheese 1,355 sks oatmeal 463 pkgs butter.

Per steamship Batavia, for Glasgow, Charles McLean, agent—H McLennan 22,602 bush wheat; C McLean 690 head cattle, 318 sheep, 50 tons hay, 26 do feed, 10,000 feet lumber.

Per steamship Ocean King, for London, R Reford & Co, agents—Crane & B 15496 bush peas; Norris & C 8442 do; Chapman&Co 8954 do wheat, 10078 do oats; A D Thomson 9754 do; Johnson Fluid Beef 20 cs beef; Can Sugar Refinery 51 bags char; Lemer R&co 200 tons phosphate; Mt Royal Mills 250 boxes rizona; Bryant, P&B4595 pcs deals; R Reford&co 296 cattle, 792 sheep, 600 bxs cheese, 25 packages effects, 3 cs leather; C. P. R. 750 pails lard, 1,502 bush wheat; G. T. Railway 6,727 do 301 boxes cheese.

Per barque Cupid, for Rosario, Anderson, McKenzie & Co., agents, Export Lumber Co., 34,970 pcs pine board.

Per steamship Corean, for London, H& A Allan, agents—Magor Bros 17489 bush peas; A Mitchell 8002 do wheat; T D Kelley 10798 do peas; Crane&B 11205 do; Kirkpatrick&C 523 bxs cheese; Jodery&co 797 do; Warrington Bros 1656 do; Labelle B&co 1 crate furniture; K&Cookson 1 bx honey; Gillespie M&co 40 brls potash; G T Railway 354 bxs meat 1590 do cheese 7 cs h h goods; C P Railway 619 bxs cheese; G T Railway 34 cs; H&A Allan 263 cattle 300 sheep, tons hay, feed, lumber.

ARRIVALS OF PRODUCE.

Canadian Pacific Railway.

August 26.

Order Dunlop Bros 364 sks wheat; A W Ogilvie&co 6 cars do; H Dobell 4 brls ashes; Tees, Wilson&co 5 do; E Whitworth 60 bxs cheese; M Hannan&co 511 do; T Ross&Sons 25 do; C Baden&co 43 do.

MARKETS BY TELEGRAPH

TO THE MONTREAL HERALD.

Canadian.

TORONTO, August 26.

GRAIN—Wheat, Fall No. 1, $0 00 @$0 00 ; No. 2, $0 83@ $0 84 ; No. 3, 82c @ 83c ; Spring No. 1, $0 00 @ $0 00 ; No. 2, $0 86@$0 87 ; No. 3, $0 00@ $0 00. Barley, No. 1, 00c @ 00c ; No. 2, 60c @ 00c ; No. 3 extra, 55c @ 00c ; No. 3, 50c @ 00c. Peas, No. 1, 00c@00c ; No. 2, 66c@00c. Oats, No. 1, 33c@00c ; No. 2, 00c @ 00c.

FLOUR—Superior, $3 90@$0 00 ; extra $3 70@$0 00.

Market very dull. No demand for exports. Quotations nominally unchanged. Choice butter wanted, but common neglected. Eggs quiet.

European.

LIVERPOOL, August 26.

COTTON—steady. Uplands, 5 7-16d, ; Orleans, 5½d.

United States.

CHICAGO, August 26.

ENGAGEMENTS — Corn, 503,000 ; wheat, 35,000 ; oats, 00,000 bush.

FREIGHTS—Corn, 1⅞c@2c; wheat, 2⅛c @2½c per bush.

LOOSE MEATS—S C, $5 65; S R, $5 80 ; L C, $5 70 ; shoulders, $3 75 ; G Hams, $8 50 @ $0 00 ; boxed meats, S C, $6 20 ; S R, $6 05 ; L C, $5 95 ; shoulders, $4 00 ; S P hams, $9 50@$0 00.

[MIDNIGHT REPORT.]

FLOUR—Unchanged.
WHEAT—Weaker.
CORN—Quiet.
OATS—Higher.
RYE—Quiet ; No. 2 56½c.
BARLEY—Lifeless ; No. 2, 65c@00c.
PORK—Strong.
LARD—Higher.
WHISKEY—Firm at $1.15.

NEW YORK, August 26.

COTTON—1.30 p m—Quiet. Uplands, 10 5-16c ; Orleans, 10 7-16c. Futures easy ; August 10.11, September 9.77, October 9.60, November 9.56, December 0.00.

PETROLEUM—2 15 p m—Crude, in barrels, 7½c @ 7⅝c ; refined, 8⅝c ; cases, 9½c.

TALLOW—Dull ; prime 5 3-16c@5¼c ; d. hogs, 6c@6⅛c.

[MIDNIGHT REPORT.]

FLOUR—Heavy ; superfine State $3 25 @$3.75.

RYE FLOUR—Easy ; superfine, $3 30 @$3 55.

CORNMEAL—Steady ; yellow western, $3 00@$3 30.

WHEAT—Firm.

RYE—Nominal. Western, 64c @ 66c ; Canadian, 70c@71c ; State, 71c@72c.

BARLEY—Dull.

MALT—Dull ; Canada 00c@95c.

CORN—Higher.

OATS—Higher.

HAY—Steady ; shipping 75c.

HOPS—Quiet and nominal.

COFFEE—Spot, fair ; Rio firm at 8¾c.

SUGAR—Firm ; fair to good refinery, 5¼c@5⅝c ; standard "A," 6 5-16c@6⅜c ; cut, loaf and crushed, 6⅞c@7c ; powdered, 6⅝c@6⅞c ; granulated, 6 11-16c.

MOLASSES—Steady ; 50 test 17½c @ 00c.

RICE—Firm.

TALLOW—Steady at 5c.

POTATOES—Steady. Rose $2.00 @ $0.00. Norfolk $2 25 @ $2.50.

EGGS —Quiet ; State, 15½c @ 16c ; Western, 14c @ 14½c ; Canadian, 14c 14½c.

PORK—Firm ; mess, spot, $10 25 @ $10 32½ ; clear back, $00 00 ; family mess, $00 00@$00 00.

BEEF—Dull.

CUT MEATS—Steady ; pickled bellies 6@6½c ; smoked bellies, 00c @ 0c ; pickled shoulders, 4¾c @ 00c ; pickled hams, 11¼c@11½c ; smoked hams, 00c ; middles dull ; long clear, 5¾c.

LARD—Strong ; western steam, spot, $6 60@$0 00.

BUTTER—Firm ; State, 16c @ 23c ; Western, 8c@22c.

CHEESE—Quiet. State, 5c @ 7c ; Western flat, 4c@6½c.

Boston Produce Markets.

August 26, 1885.

BUTTER—North. cmy., good to extra, 21@22c ; ex., 23c; New York and Vermont new dairy, 16c@18c; fancy, 19c; extra Western fresh-made creamery, 20c@21c ; fancy, 21½c @ 22c ; common to good, 18c @ 19c ; Western ladle packed, 10c @ 12c ; do. fair to good, 9c @ 11c ; imitation creamery, choice, 15c @ 17c; fair, 12c @ 13c. Jobbing prices range 1c@2c higher than these quotations.

CHEESE—Choice Northern, 7c @ 7½c fancy 00c; do Lawrence Co., 7⅝c@8c ; lower grades according to quality ; Western, 7c@00c. Job lots ½c higher.

EGGS—Eastern extras, 17c@00c; East firsts, 15½c@16½c; NewYork and Vermont, 16c@16½c ; Northern, 16c@00c ; Western, 14c@15c ; Island, 00c@16c, and N S, 16c@00c.

HAY—Choice prime, $22 00 @ 23 00 ; f'cy Can. held higher; fair to good, $20@21; choice Eastern fine, $17 00@$18 00 ; fair to good do., $16 @ $17 00 ; poor do., $14 00@$15 00 ; Eastern swale, $11 00 @ $00 00. Rye straw, choice, $19 00 @ $20 00 ; New York rye straw, $00 00 @ $00 00 ; oat straw, $9 00 @ $10 00 ; fancy, $00 00 per ton.

POTATOES—Long Island and New Jersey, $1 75 @$1 85 per barrel ; Bristol Ferry, $1 87 @ $2 00; Norfolk, $0 00 @$0 00 ; natives, $1 87 @ $2 00 ; New York, $0 00 @ $0 00 ; Portland, $1 50 @ $0 00 ; sweets, red, $0 00 @ $0 00 ; do yellow, $2 50@$2 75.

WHAT IS THIS DISEASE THAT IS COMING UPON US?

Like a thief at night it steals in upon us unawares. Many persons have pains about the chest and sides, and sometimes in the back. They feel dull and sleepy. The mouth has a bad taste, especially in the morning. A sort of sticky slime collects about the teeth. The appetite is poor, There is a feeling like a heavy load on the stomach ; sometimes a faint, all-gone sensation at the pit of the stomach which food does not satisfy. The eyes are sunken the hands and feet become cold and feel clammy. After a while a cough sets in at first dry, but after a few months it is attended with a greenish colored expectoration. The afflicted one feels tired all the while, and sleep does not seem to afford any rest. After a time he becomes nervous, irritable, and gloomy, and has evil forebodings. There is a giddiness, a sort of whirling sensation in the head when rising up suddenly. The bowels become costive ; the skin is dry and hot at times ; the blood becomes thick and stagnant ; the whites of the eyes become tinged with yellow, the urine is scanty and high colored, depositing a sediment after standing. There is frequently spitting up of the food, sometimes with a sweetish taste ; this is frequently attended with palpitation of the heart ; the vision becomes impaired with spots before the eyes ; there is a feeling of great prostration and weakness. All of these symptoms are in turn present. It is thought that nearly one-third of our population has this disease in some of its varied forms. It has been found that medical men have mistaken the nature of this disease. Some have treated for liver complaint, others for kidney disease, etc., etc., but none of the various kinds of treatment have been attended with success, because the remedy should be such as to act harmoniously upon each of these organs, and upon the stomach as well; for in dyspepsia [for this is really what the disease is] all of these organs partake of this disease and require a remedy that will act upon all at the same time. Seigel's Curative Syrup acts like a charm in this class of complaints, giving almost immediate relief. The following letters from chemists of standing in the community where they live show in what estimation the article is held.

John Archer, Harthill, near Sheffield :—I can confidently recommend it to all who may be suffering from liver or stomach complaints, having the testimony of my customers, who have derived great benefit from the Syrup and Pills. The sale is increasing wonderfully.

Geo. A. Webb, 141 York street, Belfast :—I have sold a large quantity, and the parties have testified to its being what you represent it

Robt. G. Gould, 27 High street, Andover :—I have always taken a great interest in your medicines, and I have recommended them, as I have found numerous cases of cure from their use.

Thomas Chapman, West Auckland :—I find that the trade steadily increases. I sell more of your medicines than any other kind.

N. Darroll, Clun, Salop :—All who buy it are pleased, and recommend it.

Jos. Balkwill, A. P. S., Kingsbridge :—The public seem to appreciate their great value.

A. Armstead, Market street, Dalton-on Furness :—It is needless for me to say that your valuable medicines have great sale in this district—greater than any other I know of, giving great satisfaction.

Robt. Laine, Melkham.—I can well recommend the Curative Syrup from having proved its efficacy for indigestion myself.

Friockheim, Arbroath, Forfarshire, Sept. 23, 1882 :

Dear Sir,—Last year I sent you a letter recommending Mother Siegel's Syrup. I have very much pleasure in still bearing testimony to the very satisfactory results of the famed Syrup and Pills. Most patent medicines die out with me, but Mother Siegel has had a steady sale ever since I commenced, and is still in as great demand as when I first began to sell the medicine. The cures which have come under my notice are chiefly those of liver complaint and general debility.

A certain minister in my neighborhood says it is the only thing which has benefited him and restored him to his normal condition of health after being unable to preach for a considerable length of times I could mention also a great many other cases, but space would not allow. A near friend of mine, who is very much addicted to costiveness, or constipation, finds that mother Seigel's Pills are the only pills which suit his complaint. All other pills cause a reaction which is very annoying Mother Seigel's Pills do not leave a bad after-effect. I have much pleasure in commending again to suffering humanity Mother Seigel's medicines, which are no sham. If this letter is of any service, you can publish it.

Yours, very truly,
(Signed) WILLIAM S. GLASS,
Chemist

A. J. White, Esq.

To Mr. A. J. White.

Preston, Sept. 21st, 1883.

My Dear Sir,—Your Syrup and Pills are still very popular with my customers, many saying they are the best family medicines possible.

The other day a customer came for two bottles of Syrup and said "Mother Seigel' had saved the life of his wife, and he added, "one of these bottles I am sending fifteen miles away to a friend who is very ill. I have much faith in it."

The sale keeps up wonderfully, in fact one would fancy almost that the people, were beginning to breadfast, din, and sup on Mother Seigel's Syrup, the demand is so constant and the satisfaction so great.

I am, dear Sir, yours faithfully,
[Signed] W. Bowker.

To A. J. White, Esq.

For sale by all Druggists and A. J White, Limited, 67 St. James Street City

EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished framed. *Civil Service Gazette.*—Made simply with boiling water or milk. Sold only in packets, labelled—"JAMES EPPS & Co., Homœopathic Chemists, London, England

—There is one thing to be said in favor of early marriage. It gives the couple a few more years to find out which is boss.

—A tourist in New Mexico writes that he started back in horror at first seeing one of those black-eyed beauties whom he had heard described as characteristic of the native people. She was ginger colored, hard featured, barefooted, half naked and very untidy, and she proved to be a type, too.

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ISSUED FROM THE

MONTREAL HERALD OFFICE

VICTORIA SQUARE,

MONTREAL

OUR VETERINARY DEPARTMENT.

OUR CORRESPONDENTS.

[Parties requiring information on veterinary subjects will please address "Veterinary Editor of THE MONTREAL HERALD." Replies will be given, free of charge, as promptly as possible.]

Injured Artery.

SWEETSBURG, Aug. 21, 1885.

Veterinary Editor, MONTREAL HERALD.

My horse wounded itself, in some way or other, very deeply three or four days ago. I was somewhat puzzled to know whether an artery had been cut or not as the hœmorrhage was very great, especially at first. The color of the blood was bright red. What do you think about it? Please answer by giving your opinion.

TED T.

ANS.—Had you gone into the details of the case a little more fully you would have assisted us greatly in coming to a correct conclusion. The color of the blood being a bright red, and the stream full, would lead us to suppose it was an artery that had been injured.

Ringbone.

LANCASTER, Aug. 20, 1885.

Veterinary Editor, MONTREAL HERALD.

Kindly inform me what is the best thing to do for ringbone. I have a very valuable four-year-old with ringbones upon both hind feet. I should like to effect a cure, and, if possible, without blemishing. The animal in question has been blistered twice but still goes decidedly lame. Can ringbone be cured. Answer and oblige.

SUBSCRIBER.

ANS.—The blister having failed, the best thing you can possibly do is to put your colt into the hands of a veterinary surgeon, and get him to fire and blister the ringbones. After this operation has been performed the colt will require a long rest, and at the end of which time he may even then go no better as regards his lameness. Ringbones, when once formed, cannot be removed, and though you may get the animal over the lameness, the ringbones will still be there, and if of any size will be a great eye-sore.

Convulsive Fits.

CHAMBLY, Aug. 22nd, 1885.

Veterinary Editor, MONTREAL HERALD.

I have a puppy that has had several fits of late. When in a fit he lies upon his side and kicks in a convulsive manner. The puppy does not froth at mouth, as I have seen others do. He is cutting his teeth. Do you think they are the cause, and what would you advise me to do with him?

GREAT SCOTT.

ANS.—Your puppy is subject to convulsive fits. The teeth are, no doubt, the cause of them, and when dentition is complete they, in all probability, will cease.

Curb.

QUEBEC, Aug. 24th., 1885.

Veterinary Editor, MONTREAL HERALD.

I have a black horse, four years old next sping. He has thrown out a curb, and was going lame from it, but I clipped the hair off and blistered it severely. The lameness went away and then returned, but he is going sound again now. Should I blister again so as to keep him right, or not?

ANS.—It would be best to wait and see if he goes lame again. Should he do so write us again.

GRAND TRUNK FIGURES.

The Earnings and the Stock Exchange.

[Railway Times, Aug. 15, 1885.]

In colonial railways, Grand Trunks have been supported partially by the shortness of stock at the settlement, but more so in sympathy with Americans, in spite of the very large decrease of £12,827, which seems to prove more conclusively the effect of the competition of the Canadian Pacific. The latter has been in favor, owing to continued traffic increases, and to the placing of its recent issue of bonds. On the week this stock has risen 1, but Trunk guaranteed and second preference have fallen ½, and ordinary ¼. For the day, Trunk guaranteed has risen ⅝, and the preferences ¼ to ½.

[Economist, Aug. 15, 1885.]

COLONIAL RAILWAYS.—Amongst Canadian descriptions Canadian Pacific shares have advanced 2 dols., but Grand Trunk stocks have drooped, as a result of the continued heavy decrease in the receipts.

[Standard, Aug. 15, 1885.]

United States railroad stocks more than regained to-day the ground lost yesterday, even allowing the fact that the best prices of the day were not maintained till the close. Canadian Pacific, Central Pacific, Denver, Illinois Central, Lake Shore, Louisville, and New York Central shares were all from ⅝ to 1½ higher, Erie preference shares advanced 2½, Pennsylvania shares ¼ and Reading ½. Pennsylvania and Ohio new bonds also rose 1½, and Erie seconds ⅞. Wabash general bonds improved 3½, and the ordinary and preference shares 2⅛ to 2⅜, on the meeting held to-day. It accepted the new reorganization scheme, so all who prey on British pockets should feel encouraged. Grand Trunk of Canada stocks were depressed by another disastrous traffic return, which showed £17,000 decrease on the week. The oversold state of the speculative account made them recover before the close, but alone sustains the market. In every other respect the prospect before holders of these securities is as depressing as it could well be. The Company, in fact, will soon be face to face with ruin if its business does not improve. Mexican railroad securities rose ¼ to ½.

(London Statist, August 15.)

On the approach of the account, Grand Trunk of Canada stocks, as has been the custom for the last two or three settlements, were bought by operators who sold stock they did not possess, the fear being that stock would again be scarce. This fear was well founded, as on the first preference stock the rate of backwardation at the opening of the market was ⅜, hardening to about ½ at the close of the day. Second preference stock was carried over at an average rate of ⅛ "back" to even; while the so-called guaranteed stock, which in the morning was rather borrowed at a small rate of bonus, afterwards was found to be plentiful, and a contango rate was charged. After the settlement was adjusted stock gave way slightly, and has been heavy since Thursday, on the announcement of a traffic showing a decrease on the combined system of £17,127. For the six weeks to date, the decrease on the main line has been £57,411, while the Chicago and Grand Trunk shows an aggregate decrease of £19,917, and the Detroit section a decrease of £3,117. The "boom" in the quotations of low-priced American securities has led to a few speculative purchases the last few weeks in Grand Trunk securities, on the idea that the improvement in American trunk lines must favorably affect Grand Trunk interests. This is not the case. As we have already pointed out, the acquisition of the West Shore line by the Vanderbilts really means a cutting-off of a Grand Trunk through route to New York, and some arrangement will have to be come to with the New-York Central Company. It is no secret that the American lines bitterly resented the former cutting of rates by the Grand Trunk Company, whose action is alleged to have been one of the main causes of the fierce wars of the last few years. It is observable that while the Grand Trunk Company is losing so severely in its weekly takes, the Canadian Pacific is gaining; and the last weekly statement of the latter company shows an increase of some £10,000, which it is believed is mainly due to the abstraction of a certain amount of Grand Trunk traffic. With respect to the dividend prospects, we have nothing further to observe beyond what we said on July 4th, when we estimated that the result for the first half of 1885 would show some £70,000 less than the amount required to cover the debenture interest. The continued decreases in the current half year make the position still more serious.

M.U.

Aug. 11.	Name.	Prices—Last Week.	Prices—This Week.	Rise.	Fall.
45¼	Canada Pac. $100 Shs.	44¾@⅞	46⅝@⅞	1⅞	..
8¾	G T of Canada	8⅝—¾	8—⅛	..	⅝
48½	— 1st Preference	47⅝—⅞	47—⅛	..	⅝
34¼	— 2d Preference	33⅝—⅞	33⅛—⅜	..	¼
17¼	— 3d Preference	17⅛—⅜	17—¼	..	⅛
54¼	— 4 pc Guaranteed	53⅝—⅞	53⅛—⅜	..	½

WHAT SPORTING MEN RELY ON.

When Lewes R. Redmond, the South Carolina moonshiner, cornered, after or eight years eluding the government officials, was asked to surrender, he exclaimed:

"Never, to men who fired at my back!"

"Before he was taken, five bullets had gone clear through him, but, strange to relate, he got well, in the hands of a rude backwoods nurse."

By the way, if Garfield had been in the hands of a backwoods nurse, he might have lived. A heap of volunteer testimony against the infallibility of the physicians has been accumulating of late, and people are encouraged to do their own doctoring more and more. It is cheaper and quite as certain.

Before Detective Curtin, of Buffalo, caught Tom Ballard he "covered" him with his revolver. Tom saw the point and tumbled!

Joe Goss was "covered" a few weeks ago and he tumbled, and so did Dan Mace. Death "fetched 'em" with that dreaded weapon—kidney disease. But they should have been lively and drawn first. They could easily have disarmed the monster had they covered him with that dead shot—Warner's safe cure, which, drawn promptly, always takes the prey. It is doubtless true that sporting men dread this enemy more than any mishap of their profession, and presumably this explains why they as a rule are so partial to that celebrated "dead shot."

Redmond was right. No man should surrender when attacked in the back. He should "draw," face about and proceed to the defence, for such attacks, so common among all classes, will fetch a man every time unless "covered" by that wonderfully successful "dead shot."—Sportsman's News.

ADVERTISING CHEATS!!!

"It has become so common to begin an rticle, in an elegant, interesting style,

"Then run it into some advertisement, that we avoid all such,

"And simply call attention to the merits of Hop Bitters in as plain, honest terms as possible,

"To induce people

"To give them *one trial*, which so proves their value that they will never use anything else."

"THE REMEDY so favorably noticed in all the papers,

"Religious and secular, is

"Having a large sale, and is supplanting all other medicines.

"There is no denying the virtues of the Hop plant, and the proprietors of Hop Bitters have shown great shrewdness and ability * *

"In compounding a medicine whose virtues are so palpable to everyons's observation."

Did She Die?

"No!

"She lingered and suffered along, pining away all the time for years."

"The doctors doing her no good;"

"And at last was cured by this Hop Bitters the papers say so much about"

"Indeed! Indeed!"

"How thankful we should be for that medicine."

A Daughter's Misery.

"Eleven years our daughter suffered on a bed of misery.

"From a complication of kidney, liver, rheumatic trouble and nervous debility,

"Under the care of the best physicians,

"Who gave her disease various names,

"But no relief,

"And now, she is restored to us in good health by as simple a remedy as Hop Bitters, that we had shunned for years before using it." THE PARENTS.

None genuine without a bunch of green Hops on the white label. Shun all the vile poisonous stuff with "Hop" or "Hops" in their name.

Nervous Debilitated Men,

You are allowed *a free trial of thirty days* of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances, for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Manhood, and all kindred troubles. Also, for many other diseases. Complete restoration to health, vigor and manhood guaranteed. No risk is incurred. Illustrated pamphlet, with full information, terms, etc., mailed free by addressing Voltaic Belt Co., Marshall, Mass.

A CARD.

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, *Station D, New York City*

Railways.

The Canadian Pacific

STEAMSHIP LINE

FOR

Port Arthur, Manitoba and the North-West.

One of the magnificent Clyde-built steamships

ATHABASCA, ALGOMA AND ALBERTA

is intended to

Leave Owen Sound at 4 p.m.

—ON—

TUESDAYS, THURSDAYS AND SATURDAYS,

on arrival of the CANADIAN PACIFIC Fast Express Train from the East, leaving Toronto at 10.45 a.m., and will run

DIRECT TO PORT ARTHUR

where they make close connections with the Through Solid Trains of the Canadian Pacific Railway for WINNIPEG and all points in the

CANADIAN NORTH-WEST.

Sleeping Berths for Winnipeg can be secured on board the steamers.

Shortest Route. Lowest Rates. Quickest Time. Through Bills of Lading. No Customs Troubles. No Overcharges by this Line.

These magnificent Steamships were built expressly for this route and trade, and are the staunchest, fastest, and best equipped and furnished on the lakes, and are

LIGHTED BY ELECTRICITY.

Tickets, rates, and all information can be had from any agent of the Canada Pacific. See that tickets read *via* Owen Sound.

W. C. VAN HORNE Vice-President, C.P.R., Montreal; HENRY BEATTY, Manager Steamship Lines and Lake Traffic, C. P. R'y, Toronto.

May 13 s n 111

Steamships.

MEDITERRANEAN SERVICE

THOMSON LINE.



FALL 1885.

SS. ESCALONA .... Capt. ANDERSON
SS. DRACONA .... Capt. SANGSTER

Or other steamers of the line.

One of these **New** and **Powerful** steamships is intended to load at **Patras** about 25th AUGUST, the second will *follow* about two weeks later.

Either or both steamers will call at the **Ports** of **Marseilles, Marsala, Taragona, Denia, Malaga** and **Cadiz**, and **any other Port** offering sufficient cargo.

All arrangements being subject to quarantine regulations at Mediterranean Ports.

THROUGH BILLS OF LADING

granted at any of the Mediterranean Ports to all points in

Canada and the Western States

For Freight space apply early to the Agents at loading ports, or to

WILLIAM THOMSON & SONS,
Dundee, Scotland,

Or ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.

July 24 2m 176

Miscellaneous.

Saguenay Royal Mail Line.



1885. OF 1885.

Steamers to the Saguenay,

TADOUSAC

CACOUNA,

RIVIERE DU LOUP

and MURRAY BAY.

COMMENCING on the 23rd instant the well-known first-class steamers "ST. LAWRENCE" and "UNION," will leave the St. Andrew's Wharf as follows:—

TUESDAYS and FRIDAYS at 7.30 A.M., the "St. Lawrence" for Chicoutimi and Ha! Ha! Bay, calling at Baie St. Paul, Eboulements, Murray Bay, Riviere Du Loup and Tadousac.

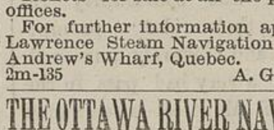
WEDNESDAYS and SATURDAYS, at 7.30 A.M., the "Union" for Chicoutimi and Ha! Ha! Bay, calling at Baie St. Paul, Ile aux Coudres, Murray Bay, Riviere du Loup, Tadousac and L'Anse St. Jean.

Tickets for sale at all the principal ticket offices.

For further information apply to the St. Lawrence Steam Navigation Company, St. Andrew's Wharf, Quebec.

2m-135 A. GABOURY, Secy

THE OTTAWA RIVER NAVIGATION CO.



MAIL LINE DAY STEAMERS

—BETWEEN—

MONTREAL AND OTTAWA.

Passengers for OTTAWA and all intermediate ports take 7 a.m. train for Lachine daily to connect with steamer.

FAVORITE ROUTE FOR TOURISTS.

Charming Scenery! Well-appointed Steamers.

Steamer leaves Ottawa for Montreal daily at 7 a.m.

To OTTAWA—Single fare, $2.50; up and down by boat, $4; by rail and return by boat, $4.50.

To CARILLON—A delightful day trip fifty miles up the River Ottawa, an hour and half at Carillon. Park near the landing. Beautiful scenery the whole way, returning "HOME BY THE RAPIDS." Round trip, $1.25 **Saturdays, $1.00.**

To ST. ANNE'S—By 1 p.m. train (Saturdays by 2 p.m. train), returning by boat at 4 p.m. via Rapids. Round trip, 80c.

To SHOOT THE RAPIDS—Take 5 p.m. train for Lachine daily. Round trip, 50c

For CALEDONIA SPRINGS—Return ticket including stages, $4. Round trip to Springs, up by rail and return by boat, $4.25.

Tickets, Tourist Cards and all information at the Windsor Hotel, G.T.R. Offices, and Ticket Office. 154 St. James street.

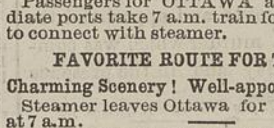
General Office and Freight Stores—87 and 89 COMMON STREET, Canal Basin.

R. W. SHEPHERD, Jr., Manager.

128 s.n.

Richelieu & Ontario Navigation Co.

SPRING ARRANGEMENT, 1885.



The Steamers of this Company between

MONTREAL AND QUEBEC,

Will commence running regularly on 6th May, as under:—

The Steamer QUEBEC, Capt. R. NELSON, on Mondays, Wednesdays and Fridays, and The Steamer MONTREAL, Capt. L. H. ROY, on Tuesdays, Thursdays and Saturdays, at 7 o'clock p.m. from Montreal.

STEAMERS BETWEEN

MONTREAL AND TORONTO

Now run daily [Sundays excepted] from the Canal Basin, at 9 a.m., and Lachine on the arrival of the train leaving Bonaventure Station at noon, and at Coteau Landing by the 5 o'clock train from here for Prescott, Kingston and Toronto, connecting there with railways or the West and North-West, and with steamers for Niagara Falls, Buffalo, &c.

THE THOUSAND ISLANDS.

The Steamers will pass daily (Mondays excepted) through the American Channel on the up and down trip, calling at Alexandria Bay, Thousand Island Park, Round Island and Clayton.

Steamer BOHEMIAN, Capt. BAKER, will leave for Cornwall and intermediate ports every Tuesday and Friday at 12 o'clock noon, commencing Friday, 8th May.

Steamer THREE RIVERS, Capt. COLLETTE, leaves for Three Rivers every Tuesday and Friday at 1 p.m.

Steamer CHAMBLY, Capt. GEO. NELSON, leaves for Chambly every Tuesday and Friday at 1 p.m.

Steamer TERREBONNE, Capt. LAFORCE, leaves daily (Sundays excepted) at 3.30 p.m., Saturdays at 2.30 p.m., for Vercheres, calling at Boucherville, Varennes and Bout de l'Isle. For l'Assomption and St. Paul l'Ermite, on Mondays, Tuesdays, Wednesdays and Saturdays; and for Contrecœur on Mondays, Wednesdays and Thursdays.

CHEAP EXCURSIONS every Saturday to Boucherville, Varennes and Vercheres, leaving at 2.30 p.m., arriving in Montreal at 8.30 p.m. SPECIAL SUNDAY EXCURSIONS, leaving every Sunday morning at 7 o'clock for Contrecœur, calling at intermediate ports, reaching Montreal at 9 p.m.

COMPANY'S TICKET OFFICES:—R. A. Dickson, 136½ St. James street, opposite St. Lawrence Hall, I. J. McConniff, Windsor Hotel, Robt. McEwen, Canal Basin, and at the Company's Ticket Office, Richelieu Pier, foot of Jacques Cartier Square.

ALEX. MILLOY, Traffic Manager. J. B. LABELLE, General Manager.

General Offices, 288 St. Paul Street, Montreal, May 6th, 1885. 115

BROKERS' ADVICE NOTES

BROKERS' BUYING AND SELLING

CONTRACT BLANKS,

MONTREAL HERALD PRINTING OFFICE

VICTORIA SQUARE, MONTREAL.

Steamships.



DONALDSON LINE.

WEEKLY CANADIAN SERVICE.

Composed of the following first-class full-power screw steamers:

CONCORDIA .... 2,540 Tons.
COLINA .... 2,000 "
CYNTHIA .... 2,200 "
TITANIA .... 2,200 "
BARDEN TOWER .... 2,270 "
New Steamer (building) .... 3,400 "

The Steamer TITANIA, A 100 (Highest class at Lloyd's), is intended to sail from

MONTREAL FOR GLASGOW

ON OR ABOUT

THE 6th SEPTEMBER.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

For Rates of Freight apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament street, Montreal,
Or DONALDSON BROTHERS,
165 St. Vincent Street, Glasgow.

TEMPERLEY LINE.

CANADIAN SERVICE.

FORTNIGHTLY.

Composed of the following first-class full power screw steamers:—

OCEAN KING .... 2,449 Tons
ERL KING .... 2,178 "
SCOTLAND .... 2,950 "

The steamer SCOTLAND, A 100 (highest class at Lloyd's) is intended to sail from

MONTREAL FOR LONDON

ON OR ABOUT

THE 3rd SEPTEMBER.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

Superior accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal,
Or WILLIAM ROSS & CO.,
3 East India Avenue, London,
Or TEMPERLEYS, CARTER & DARKE,
21 Billiter Street, London.

GREAT WESTERN

Steamship Company,

[LIMITED]

MONTREAL TO BRISTOL,

Composed of the following First-class Screw Steamers:—

DORSET .... 2,600 Tons
CORNWALL .... 2,000 "
DEVON .... 2,000 "
WARWICK .... 2,000 "
SOMERSET .... 2,000 "
GLOUCESTER .... 2,000 "
BRISTOL .... 2,000 "

The steamship ESCALONA, of the Thomson Line, is intended to be despatched for Bristol on or about

The 4th September.

Special facilities for the carriage of Butter, Cheese, Boxed Meats, and other perishable goods. They have also first-class facilities for the carriage of a limited number of HORSES, CATTLE and SHEEP.

Superior accommodation for a limited number of Cabin Passengers.

For rates of freight and passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal,
Or to MARK WHITWILL & SON,
The Grove, Bristol,
England.

MEDITERRANEAN SERVICE

THOMSON LINE.

Fall 1885.

SS. AVLONA .... Capt. SARGENT
SS. DRACONA .... Capt. SANGSTER

Or other steamers of the line.

One of these New and Powerful Steamships is intended to load at PATRAS about 5th SEPTEMBER; the second will follow about two weeks later.

Either or both steamers will call at the Ports of MARSEILLES, MARSALA, TARAGONA, DENIA, MALAGA and CADIZ, and any other Port offering sufficient cargo.

All arrangements being subject to quarantine regulations at Mediterranean Ports.

THROUGH BILLS OF LADING

Granted at any of the Mediterranean Ports to all points in

Canada and the Western States.

For Freight space apply early to the Agents at loading ports, or to

WILLIAM THOMSON & SONS,
Dundee, Scotland.

Or

ROBT. REFORD & CO.,

23 and 25 St. Sacrament Street,

MONTREAL.

86

NORTH ATLANTIC STEAMSHIP COMPANY,

(LIMITED.)



BETWEEN

Miramichi, Charlottetown,

Prince Edward Island and Great Britain.

The Pioneer Steamer of this line the

A 1, *S. S. CLIFTON,

2665 TONS, CAPT. M'FEE,

is now on the route, and it is intended to make regular trips between Miramichi, Charlottetown and London or Liverpool, and any other port in the United Kingdom and Continent of Europe as may be found to suit the trade.

This route offers special facilities for the shipment of

FISH, CATTLE,

and all other products from the North Shores of New Brunswick, Nova Scotia & P.E. Island.

Good accommodation for a limited number of Passengers.

For Freight or Passage, apply to

R. A. & J. STEWART,
Chatham, Miramichi.
FENTON T. NEWBERRY
Charlottetown, Prince Edward Island.
And STEWART BROS.,
3 Fen Court Fenchurch St., London, E.C.

May 9 3m 111

IRON FOUNDER.

Heavy and light castings cast every day at

E. CHANTELOUP'S,
587 Craig Street.

Telephone No. 799. 6 ml

CASTOR FLUID (Registered)

A delightfully refreshing preparation for the hair. Should be used daily. Keeps the scalp healthy, prevents dandruff, promotes the growth. A perfect hair dressing for the family. 25c per bottle HENRY R. GRAY, Chemist, 114 St. Lawrence Main Street.

April 18

Steamships.

WHITE CROSS LINE.

STEINMANN & LUDWIG,

OWNERS AND GENERAL AGENTS,

ANTWERP.

DIRECT AND REGULAR STEAMSHIP COMMUNICATION BETWEEN

CANADA AND ANTWERP,

Under Contract with Dominion Government.

SS. RORAIMA,

WILL SAIL FROM

ANTWERP FOR MONTREAL

ON OR ABOUT THE

15TH JULY.

Through Bills of Lading Granted in Antwerp to all Points West.

For Rates of Freight or Passage and other particulars, apply to

STEINMANN & LUDWIG,
Antwerp.
MUNDERLOH & CO.,
General Agents, Montreal.

June 29 2522



GUION LINE.

UNITED STATES MAIL STEAMERS

SAILING WEEKLY BETWEEN

New York and Liverpool, calling at Queenstown

PROPOSED SAILINGS FROM NEW YORK.

Nevada	Tuesday,	May 19,	9.00 a.m.
British King	Tuesday,	May 26,	3.30 p.m.
Wisconsin	Tuesday,	June 2,	7.30 a.m.
Wyoming	Tuesday,	June 9,	2.00 p.m.
British Empire	Tuesday,	June 16,	7.00 a.m.
Nevada	Tuesday,	June 23,	3.00 p.m.
British King	Tuesday,	June 30,	6.00 a.m.
Wisconsin	Tuesday,	July 7,	Noon.
Wyoming	Tuesday,	July 14,	6.00 a.m.
British Empire	Tuesday	July 21,	1.00 p.m.
Nevada	Tuesday,	July 28,	5.00 a.m.
British King	Tuesday,	Aug. 4,	10.30 a.m.
Wisconsin	Tuesday,	Aug. 11,	5.00 a.m.
Wyoming	Tuesday,	Aug. 18,	11.00 a.m.
British Empire	Tuesday,	Aug. 25,	4.00 p.m.

These steamers are built of Iron in water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having Bath-room, Smoking-room, Drawing-room, Piano and Library, also, experienced Surgeon, Stewardess and Caterer on each steamer. The State-rooms are all upper deck, thus insuring those greatest of all luxuries at sea, perfect ventilation and light.

CABIN PASSAGE.

$60, $80 and $100, according to location, &c.

INTERMEDIATE.

This is a class that affords people of moderate means a respectable way of travelling. Beds, Bedding, Wash-basins, &c., together with good food, separate Dining-room from either Cabin or Sterrage being provided. Passage, $35 single; $70 round trip.

Steerage at Very Low Rates,

Apply to

GUION & CO.,
29 Broadway, New York.
J. Y. GILMOUR & CO.,
354 St. Paul Street, Montreal.

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INMAN

ROYAL MAIL STEAMER

FOR QUEENSTOWN AND LIVERPOOL

Carrying the United States Mail.

PROPOSED SAILING.

City of Chester	Saturday,	Aug. 22,	3.00 p.m.
City of Chicago	Saturday,	Aug. 29,	5.00 a.m.
" Richmond	Saturday,	Sept. 5,	1.00 p.m.
City of Berlin	Saturday,	Sept. 12,	5.00 a.m.
Baltic	Saturday,	Sept. 19,	1.00 p.m.
City of Chester	Saturday,	Sept. 26,	4.00 a.m.
City of Chicago	Saturday,	Oct. 3,	12.30 p.m.
" Richmond	Saturday,	Oct. 10,	4.00 p.m.
City of Berlin	Saturday,	Oct. 17,	11.00 a.m.
Baltic	Saturday,	Oct. 24,	3.00 p.m.
City of Chester	Saturday,	Oct. 31,	11.00 a.m.
City of Chicago	Saturday,	Nov. 7,	3.00 p.m.

From Inman Pier, foot of Grand Street, Jersey City.

Steerage at very low rates,

Intermediate passage, $35, Round Trip, $65

RATES OF PASSAGE—$60, $80 and $100, according to accommodation, all having equal saloon privileges. Children between 2 and 12 years of age half-fare. Servants, $50.

Special Round Trip Tickets, at reduced rates.

Tickets to London, $7; and to Paris $15, and $20 addional, according to route selected.

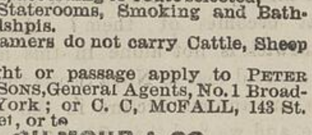
Saloon, Staterooms, Smoking and Bath-rooms amidshpis.

These steamers do not carry Cattle, Sheep or Pigs.

For freight or passage apply to PETER WRIGHT & SONS, General Agents, No. 1 Broadway, New York; or C. C. MCFALL, 143 St. James Street, or to

J. Y. GILMOUR & CO.,
354 St. Paul Street, Montreal.

July 10 165



BERMUDA AND WEST INDIES

QUEBEC STEAMSHIP COMPANY.

Sailing from Pier 47 North River, New York.

For Bermuda—SS. ORINOCO, September 3.

For Barbados and Martinique—SS. FLAMBOROUGH, September 2.

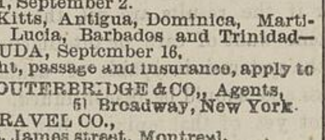
For St. Kitts, Antigua, Dominica, Martinique, St. Lucia, Barbados and Trinidad—SS. BERMUDA, September 16.

For freight, passage and insurance, apply to

A. E. OUTERBRIDGE & CO., Agents,
51 Broadway, New York.
WORLD TRAVEL CO.,
136 St. James street, Montreal.
ARTHUR AHERN, Secretary, Quebec

April 20 81

THE QUEBEC STEAMSHIP CO.



THE SS. MIRAMICHI

Will sail from Montreal on

MONDAY, Sept 7th, at 5p.m.

and Quebec on

TUESDAY, Sept. 8, 2.00 p.m.

For Pictou, calling at Father Point, Gaspe Perce, Summerside and Charlettetown.

N.B.—Port of destination in full must be plainly marked on all goods. Initials are no sufficient. Goods will not be received after three o'clock on the afternoon of day of sailing.

Has excellent accommodation for passengers.

For Freight or Passage, apply

DAVID SHAW, Agent
WORLD TRAVEL CO.
138 St. James Street

Steamships

BEAVER LINE.



THE CANADA SHIPPING CO.'S

LINE OF STEAMERS BETWEEN

MONTREAL and LIVERPOOL,

Comprising the following First-class, Clyde built, Full-powered Iron Steamships:

	Tons.		Tons.
Lake Superior	5200	Lake Winnipeg	3300
Lake Huron	4100	Lake Nepigon	2300
Lake Manitoba	3300	Lake Champlain	2300

Will sail as follows:—

FROM LIVERPOOL.

Lake Superior	Thursday	July 2
Lake Nepigon	Thursday	July 9
Lake Huron	Thursday	July 16
Lake Winnipeg	Thursday	July 23
Lake Champlain	Thursday	July 30
Lake Superior	Thursday	Aug. 6

FROM MONTREAL.

Lake Superior	Saturday	July 18
Lake Nepigon	Saturday	July 25
Lake Huron	Saturday	Aug. 1
Lake Winnipeg	Saturday	Aug. 8
Lake Champlain	Saturday	Aug. 15
Lake Superior	Saturday	Aug. 22

Calling at Queenstown on the outward voyage to embark passengers for Quebec and Montreal, connecting at the latter port by direct Rail for all points in Canada and the United States, and to which Through Tickets are issued.

These steamers are built in water-tight compartments and of special strength for the North Atlantic trade.

In the passenger departments the most perfect provision has been made to ensure the comfort and convenience of all. In the Cabin the Staterooms are large and airy. The Steerage is fitted with the most approved Patent Canvas Berths, and is fully ventilated and heated by steam.

An experienced Surgeon is carried by each steamer, also Stewardesses to attend to the wants of females and children.

RATES OF PASSAGE:

Cabin—Montreal to Liverpool, $50; return, $90. Steerage at lowest rates.

For Freight or other particulars, apply: In Belfast, to A. A. WATT, 3 Custom House Square; in Queenstown, to N. G. SEYMOUR & Co.; in Liverpool, to R. W. ROBERTS, 21 Water St.; in Quebec, to H. H. SEWELL, 125 Peter St., or to

H. E. MURRAY,
General Manager,
1 Custom House Square, Montreal.

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WHITE STAR LINE

Calling at Cork Harbour, Ireland.

CARRYING BRITISH AND AMERICAN MAILS.

PROVIDED WITH EVERY MODERN IMPROVEMENT.

NOTICE.—The steamers of this Line take Lieutenant MAURY'S lane routes at all seasons of the year.

Sailing between NEW YORK and LIVERPOOL, via Queenstown, are appointed to leave as follows:—

FROM NEW YORK.

Celtic	Thursday, Aug. 20,		1.30 p.m.
Britannic	Thursday, Aug. 27,		4.00 p.m.
*Adriatic	Thursday, Sept. 3,		Noon.
Germanic	Thursday, Sept. 10,		6.00 a.m.
Celtic	Thursday, Sept. 17,		Noon.
Britannic	Thursday, Sept. 24,		4.00 p.m.
*Adriatic	Thursday, Oct. 1,		10.00 a.m.
Germanic	Thursday, Oct. 8,		5.00 a.m.
Celtic	Thursday, Oct. 15,		10.00 a.m.
Britannic	Thursday, Oct. 22,		3.00 p.m.
*Adriatic	Thursday, Oct. 29,		9.00 a.m.

CABIN RATES.

New York to Liverpool and Queenstown, $60, $80 and $100.

*Has accommodation for a limited number of Intermediate passengers, rate $35.

Return Tickets, $120, $140 and $180.

Tickets to London, $7, and to Paris, $22, additional. Children between one and twelve years, half-price. Infants free.

THESE STEAMERS DO NOT CARRY CATTLE SHEEP OR PIGS.

STEERAGE RATES.

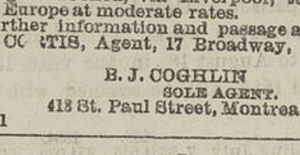
From Montreal to Liverpool, Londonderry, Queenstown, Glasgow, Belfast, London, Bristol, Cardiff, Belmullet, or Glasgow, including Railway Fare to New York, at lowest rates

Passengers booked, via Liverpool, to all parts of Europe at moderate rates.

For further information and passage apply R. J. CORTIS, Agent, 17 Broadway, New York.

B. J. COGHLIN
SOLE AGENT.
418 St. Paul Street, Montreal.

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CUNARD LINE.

LANE ROUTE.

The Cunard Steamship Company (Limited) between NEW YORK and LIVERPOOL, calling at CORK HARBOUR,

FROM PIER 40 N. R. NEW YORK.

ETRURIA	Saturday,	Aug	29
SERVIA	Saturday,	Sept.	5
GALLIA	Saturday,	Sept.	12
AURANIA	Saturday,	Sept.	19
ETRURIA	Saturday,	Sept.	26
SERVIA	Saturday,	Oct.	3
GALLIA	Saturday,	Oct.	10
AURANIA	Saturday,	Oct.	17

And every following Saturday from New York.

RATES OF PASSAGE—Cabin, $60, $80 and $100, according to accommodation.

Steerage at very low rates. Steerage tickets from Liverpool and Queenstown, and all other parts of Europe at lowest rates.

Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other Ports on the Continent, and for Mediterranean Ports.

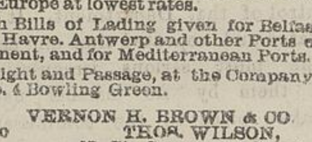
For Freight and Passage, at the Company's Office, No. 4 Bowling Green.

VERNON H. BROWN & CO
Or to THOS. WILSON,
17 St. Sacrament Street.

Steamers marked thus will not carry steerage

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Black Diamond Line



Montreal to Lower Ports.

SS. BONAVISTA .... 1,700 tons capacity
SS. COBAN .... 1,350 " "
SS. CACOUNA .... 2,000 " "

The SS. MINERVA will sail from Montreal on

SATURDAY, AUGUST 29th,

For SYDNEY and NORTH SYDNEY, C.B.

The SS. BONAVISTA on

TUESDAY, SEPTEMBER 1st,

For CHARLOTTETOWN, P.E.I.,
PICTOU, N.S.,
and ST. JOHN'S, NFLD.

Regular sailings will follow throughout the season. Through Bills of Lading issued to Points East and West.

Superior passenger accommodations.

For rates of Freight or Passage, apply to

KINGMAN, BROWN & CO.,
14 Custom House Square, Montreal,
General Agents; or to

Peake, Bros. & Co., Charlottetown; Noonan & Davies, Pictou; Harvey & Co., St. John's, Nfld.; Archibald & Co., North Sydney; Burchell Bros., Sydney.

April 18

Steamships.

ALLAN LINE.



Under contract with the Governments of Canada and Newfoundland for the Conveyance of the CANADIAN and UNITED STATES Mails.

1885—Summer Arrangements—1885.

This company's Lines are composed of the following Double-Engined, Clyde-built IRON STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made the fastest time on record.

Vessels.	Tonnage.	Commanders.
Numidian	6100	Building.
Parisian	5400	Capt. James Wylie.
Sardinian	4650	Lt. W. H. Smith, R N R
Polynesian	4100	Capt. Joseph Ritchie
Sarmatian	3600	Capt. John Graham.
Circassian	4000	Capt. W. Richardson
Peruvian	3400	Capt. Hugh Wylie
Nova Scotian	3300	Capt. R. H. Hughes.
Caspian	3200	Lt. R. Barrett, R.N.R
Hanoverian	4000	Lt. B. Thomson, R.N.R
Carthaginian	4600	Capt. A. MacNicol.
Siberian	4600	Capt. R. P. Moore.
Norwegian	3531	Capt. J. G. Stephen
Hibernian	3440	Capt. John Brown
Austrian	2700	Capt. J. Ambury.
Nestorian	2700	Capt. D. J. James.
Prussian	3000	Capt. Alex. McDougall
Scandinavian	3000	Capt. John Park.
Buenos Ayrean	3800	Capt. Jas. Scott.
Corean	4000	Capt. C. J. Menzies.
Grecian	3600	Capt. G. Le Gallais.
Manitoban	3150	Capt. R. Carruthers.
Canadian	2600	Capt. John Kerr.
Phœnician	2800	Capt. McKillop.
Waldensian	2600	Capt. W. Dalziel.
Lucerne	2200	Capt. W. S. Main.
Newfoundland	1500	Capt. C. J. Mylius.
Acadian	1350	Capt. F. McGrath.

The Shortest Sea Route Between America and Europe, being only Five Days between Land to Land.

The Steamers of the

Liverpool, Londonderry and Montreal Mail Service.

Sailing from Liverpool every THURSDAY and from Quebec every SATURDAY, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched

FROM QUEBEC.

Peruvian	Saturday, Aug. 1
Circassian	Saturday, Aug. 8
Sardinian	Saturday, Aug. 15
Sarmatian	Saturday, Aug. 22
Parisian	Saturday, Aug. 29

Rates of Passage from Quebec.

Cabin .... $60, $70 and $80 (According to accommodation.)
Intermediate .... $30.
Steerage .... At lowest rates.

The Steamers of the

Glasgow and Montreal Service

are intended to sail from Quebec for Glasgow as follows:—

Grecian	About July 20
Scandinavian	About July 27
Carthaginian	About Aug. 3
Siberian	About Aug. 10
Norwegian	About Aug. 17
Buenos Ayrean	About Aug. 24
Grecian	About Aug. 3

The Steamers of the

London, Plymouth and Montreal Line

are intended to be despatched from Montreal for London as follows:—

Lucerne	About Aug. 11
Nestorian	About Aug. 13
Corean	About Aug. 19
Canadian	About Aug. 29

The Steamers of the

Liverpool, Queenstown, St. Johns, Halifax and Baltimore Mail Service.

are intended to be despatched as follows:—

FROM HALIFAX.

Nova Scotian	Monday, Aug.
Caspian	Monday, Aug. 17
Hanoverian	Monday, Aug. 31

RATES OF PASSAGE BETWEEN HALIFAX AND ST. JOHNS:

Cabin .... $20.00 | Intermediate $15.00
Steerage .... $6.00.

The Steamers of the

Glasgow, Liverpool, Londonderry, Galway, Queenstown and Boston Service

are intended to be dispatched as follows from Boston for Glasgow direct:—

FROM BOSTON.

Hibernian	About July 18
Waldensian	About Aug. 1
Austrian	About Aug. 15
Phœnician	About Aug. 29

The steamers of the

Glasgow, Londonderry and Philadelphia Service

are intended to sail from Philadelphia for Glasgow, as follows:—

Manitoban	About July 29
Prussian	About Aug. 12
Hibernian	About Aug. 2

THROUGH BILLS OF LADING

Persons desirous of bringing their friends from Britain can obtain Passage Certificates at Lowest Rates. An experienced Surgeon carried on each vessel.

Berth not secured until paid for.

Through Bills of Lading granted at Liverpool and Glasgow, and at Continental Ports, to all points in Canada and the Western States, via Halifax, Boston, Baltimore, Quebec and Montreal, and from all Railway Stations in Canada and the United States to Liverpool and Glasgow, via Baltimore, Boston, Quebec and Montreal.

For Freight, passage or other information, apply to JOHN M. CURRIE, 21 Quai d'Orleans Havre; ALEXANDER HUNTER, 4 Rue Gluck, Paris; AUG. SCHMITZ & Co., or RICHARD BERNS, Antwerp; RUYS & Co., Rotterdam; C. HUGO, Hamburg; JAMES MOSS & Co., Bordeaux; FISCHER & BEHMER, Schusselkorb No. 8, Bremen; CHARLEY & MALCOLM, Belfast; JAMES SCOTT & Co., Queenstown; MONTGOMERIE & WORKMAN, 36 Gracechurch street, London; JAMES & ALEX. ALLAN, 70 Great Clyde street, Glasgow; ALLAN BROTHERS James street, Liverpool; ALLANS, RAE & CO., Quebec; ALLAN & Co., 72 La Salle street, Chicago; H. BOURLIER, Toronto: THOS. COOK & SON, 261 Broadway, WORLD TRAVEL Co. 207 Broadway, New York, or to G. W. ROBINSON 136½ St. James Street, opposite St. Lawrence Hall.

H. & A. ALLAN,
80 State Street, Boston, and
25 Common Street, Montreal

July 16th, 1885. 99

DOMINION LINE.

OF

STEAMSHIPS

GREAT REDUCTION IN RATES.

DATES OF SAILINGS FOR LIVERPOOL

FROM QUEBEC.

MONTREAL	22nd Aug
TORONTO	29th Aug.
BROOKLYN	5th Sept.
*OREGON	12th Sept.
*SARNIA	19th Sept.

Rates of Passage from Quebec—$50 and $60. Return, $90, $100, $108 and $120. Intermediate and Steerage at very low rates.

Prepaid Intermediate and Steerage Tickets issued at the lowest rates.

For Freight or Passage, apply in Liverpool to Flinn, Main & Montgomery, 24 James Street; in Quebec, to W. M. Macpherson and all Grand Trunk Railway Offices; or to

W. D. O'BRIEN,
143 St. James Street.
DAVID TORRANCE & CO.
General Agents. Montreal

TERMS OF SUBSCRIPTION.

The following are the Terms of Subscription to THE HERALD, dating rom January 1, 1885 :—

Montreal Daily Herald, per annnm, - $6 00
do do half year, - - 3 00
do do three months, 1 50
Montreal Daily Herald, single copies, 3 cts
Montreal Weekly Herald, per annum, $1 00
do do half year, - - 50c.
do do three months, 25c
Special Rates for Clubs on application.

The Montreal Herald.

THURSDAY MORNING, AUGUST 27.

NOTICE.

THE MONTREAL MERALD, with all its rights and appurtenances, having been purchased by "THE HERALD COMPANY" (limited), the business will in future be conduct d in their name.

P. MITCHELL.

MONTREAL, April 13, 1885.

At a meeting of THE HERALD COMPANY (limited), held in THE HERALD BUILDING, Victoria Square, the shareholders elected the following Board of Directors:—Hon. Peter Mitchell, A. B. Chaffee, William Cassils; and at meeting of the Directors, Hon. P. Mitchell was chosen President of the Company, and Mr. Albert Murray was appointed Secretary-Treasurer.

P. MITCHELL,
President "The Herald Company."

MONTREAL, April 13, 1885

☞ All correspondence for THE HERALD except business letters) should be addressed to the Editor, MR. JOHN LIVINGSTON. Business correspondence is to be addressed to THE HERALD COMPANY, (limited); offices in Victoria Block, corner of Victoria Square and St. James Street West, Montreal: HON. PETER MITCHELL, President Mr. ALBERT MURRAY, Secretary-Treasurer.

SPECIAL NOTICE.

The "Herald" will be delivered during the Summer on incoming morning trains from surrounding summer resorts. Those of our patrons who desire such delivery will please advise us.

The "Herald" will also be mailed to any address, or delivered as above during the summer, at the rate of Fifty Cents a Month prepaid.

THE HERALD COMPANY,
(Limited).

TOUCHING A FORM OF REPUDIATION.

The Winnipeg *Commercial* is pleased to say that the privilege of exemption from local taxation conferred upon the Canadian Pacific railway in the North-West territories for a limited period of years, "if rightly interpreted is after all only "a just as well as a generous policy on "the part of the Dominion Government. "* * * Patriotism and public liberality dictates such a course, as far as "the construction of the road and its "branches are concerned, and even of all "the auxiliaries in the way of sites for "building, yards and other details. * * "* * * We believe that had the question of local taxation been left open "the constructors of the C.P.R. would "have found every city, town, municipality or district from the Red River "to the Rocky Mountains prepared "to grant exemption in order to "assist the great undertaking." Since the policy of Parliament, approved by the people of old Canada and, according to the *Commercial*, in harmony with the feelings of the population of the territories, was so politic and just, the *Commercial* surprises its thoughtful readers by following up its wholesale admissions with remarks fitted to encourage the town councils of the territories in resisting the exemption in the case of town lots. The same article from which the above quotations are taken declares that "we have as yet heard of nothing so "cheeky as this C. P. R. tax exemption "claim." It is difficult to reconcile these conflicting attitudes, but that is a matter which concerns the *Commercial* more particularly. What seems strange to the public is the fact that a commercial journal, which can afford to treat a question of this kind impartially, should seem to be pandering to influences that are not legitimate. There is nothing plainer, better known, more fully acknowledged than the fact that one of the conditions on which the Canadian Pacific Company undertook to build the road was that its lands and other property should be free for twenty years from municipal taxation in the North-West. The Company have as much right to claim exemption as to claim the Government subsidy, one proceeding not being a whit more "cheeky" than the other. And, as a matter of fact, if the Company do not contribute by taxation to "municipal improvements" as alleged, they contribute in an equally efficacious way; they make and present streets to the towns, they lay off squares, they usually give sites for churches and schools. Their works, on which there are large expenditures, create the towns themselves, attracting population; and as the Company are only too anxious to sell their town lots, it is readily seen that the moment a building lot passes out of their hands it becomes assessable property. There is no great hardship in all this. It appears that in some cases the Company and the Government jointly own the town site; in others, the Company and the North-West Land Co. are the owners. If, as is stated, the Calgary Town Council have gone into the Courts to test the rights of the Company's lots to exemption, we should suppose the matter would be easily disposed of. If the Company are not the sole owners, the North-West Land Company having joint partnership, the latter Company will, no doubt, have to pay taxes on its interest, while the railway company's interest will be exempt, according to law. If the title is still in the Government, the Company not having received its deeds from the Government the property is necessarily exempt; and the law reads that the Railway Company's landed property shall be exempt for twenty years from the time the Government place the Company in possession. One would suppose these were matters which might be settled by any sound lawyer without a resort to the courts.

There are one or two considerations which should have weight with those persons who clamor for the taxation of the Canadian Pacific's property in the North-West. In the first place it cannot be done for about twenty years to come. This fact should have due weight with those who have regard for law and the binding character of agreements. In the next place, it should be borne in mind that the railway company, while showing large earnings with which to pay large expenditures and provide a first-class service and meet interest and rent charges, is not making any return to its shareholders. The dividend guaranteed to shareholders is out of the Company's own money; it is not from earnings. Under such circumstances, even if exemption from taxation was not in the agreement made with Parliament, it would still be good policy to grant it until the shareholders of the company have received some return for their investment. But it *is* in the agreement, and it cannot be taken out of it, not even by the same authorities that placed it there. To change the terms of the agreement would be the worst form of repudiation, and there is no political party, no legislative body and no court within the Dominion that would sanction such a proceeding.

THE GRAND TRUNK IN LONDON.

On another page will be found extracts from the London *Railway Times*, the London *Economist*, the London *Standard*, and the London *Statist*, all of August 15. These all show that Grand Trunk stocks are in a bad way. The heavy falling off in traffic has more than outweighed manipulations in the bull interest. The *Standard* says of the previous day's business:—"Grand Trunk of Canada stocks "were depressed by another disastrous "traffic return, which showed £17,000 "decrease on the week. The oversold "state of the speculative account made "them recover before the close, but that "alone sustains the market. In every "other respect the prospect before holders "of these securities is as depressing as it "well could be. The Company, in fact, "will soon be face to face with ruin if "its business does not improve." The *Statist*, at the close of an important article, remarks: "With respect to the "(Grand Trunk) dividend prospects, "we have nothing further to "observe beyond what we said on July "4th, when we estimated that the result "for the first half of 1885 would show "some £70,000 less than the amount re-"quired to cover the debenture interest. "The continued decreases in the current "half-year make the position still more "serious." In this connection the following comparison of Grand Trunk traffic receipts for seven weeks, extending from July 7 to August 18, in the years 1883, 1884 and 1885, will be scanned with interest :—

		1883.	1884.	1885.
Week ending July	7	$334,556	354,030	297,828
"	" 14	329,728	323,250	275,205
"	" 21	327,796	320,357	285,875
"	" 28	320,304	318,948	281,452
"	Aug. 4	318,524	308,071	269,822
"	" 11	335,756	336,766	274,338
"	" 18	344,876	343,281	270,005
Totals for 7 weeks		$2,311,359	2,305,233	1,962,525

It will be seen that the falling off for these seven weeks in 1885 as compared with 1884 was $342,678 and with 1883 $349,315. At the same rate for the whole year the reduction would amount in round numbers to $2,600,000.

THE TRANSPORT CONTRACT ENQUIRY.

The HERALD'S remarks on the faulty composition of the commission to enquire into the charges preferred against the transport contractors in the North-West rebellion have called forth spontaneous expressions of approval. It is palpably absurd to investigate publicly preferred charges agaidst the administration of a Department by commissioners subject to the control of that Department. It has been stated and repeated time and again that the most serious irregularities, to call them by no harsher name, have taken place in the commissariat branch of the North-West forces. A local newspaper of standing and repute states of its own knowledge that these things have occurred, challenges contradiction and goes to the length of threatening that if the accounts are paid before an investigation is held it will publish its proofs and show that the Government had joined hands with the transgressors. To comply with the public demand for an investigation and then to appoint enquirers under the control of the inculpated Department would be set down as a silly attempt at whitewashing that would only make the case look worse. If the allegations that have been made are true the Department of Militia should be the first to desire their detection, more especially since they are accused of sharing in the sin; if they are not true the fact can only be established by an independent enquiry. Doubts have arisen in the minds of those who are far from wishing to see anything established against Sir Adolphe and he would be more than unwise to attempt any process of covering up.

ANOTHER "GLOBE" SCHEME.

The Toronto *Globe* claims that the Government, in handing back, on the payment of the $5,000,000 loan to the Canadian Pacific Railway Co. the $8,000,000 of the Company's bonds, which had been deposited with the Government as security for the loan, are really adding $3,000,000 to the public debt! It pretends that these are Government bonds which the Government are giving up, and that they are surrendering the $8,000,000 for $5,000,000. Surely the force and folly of faction can no further go. Suppose these bonds had turned out to be worth only forty cents on the dollar instead of ninety-five, would the *Globe* have held that they were Government bonds, and that the Company ought not to be called upon to supplement the security or make good the difference between $3,200,000 and the $5,000,000 borrowed?

Hon. Mr. Abbott, having been interviewed by the *Star*, puts the case very clearly. We reproduce his statement in another column. The bonds are the property of the Company lodged with the Government as security for a loan. The Government, of course, required ample security. They appear not to have had any idea that the Company's bonds would sell as well as they did in England, or elsewhere, so they exacted as security $8 of bonds for every $5 of treasury bills. The Government were to have possession of these bonds for one year, the term for which the loan was made, when they would go back to their owners, the Company, provided the five millions was paid. The security in this case did not differ from the security that would be placed with a bank were a merchant effecting a loan on collateral. In this instance, fortunately, the railway company did not require the use of the five millions treasury bills for longer than a few weeks; and to suggest that because they were able to sell their bonds promptly in London at a high figure, and, therefore, to pay the Government off nine or ten months earlier than was anticipated, the Government should seize nearly $8,000,000 for a few weeks' loan of $5,000,000 is treating the public as if it had neither conscience nor common sense.

THE FALLING OFF IN THE SALMON FISHERIES.

The magnificent result of the salmon fishery of the Fraser river this year has directed attention to the condition of affairs elsewhere, and notably in New Brunswick. The Minister of Marine and Fisheries tells us in this year's report that in the Restigouche district the decrease is very great. In 1874 the catch was 678,500 lbs., whereas in 1884 it was only 171,305 lbs., a decrease of 507,195 lbs., although more men were employed, more nets in use and greatly improved modes of setting them. In Gloucester district, he says, the steady decline cannot be ignored. In Miramichi the same thing is observed. In the whole Province the catch of 1874 amounted to 3,212,182 lbs., but in 1884 to only 1,110,742 lbs., or a decrease of 2,103,437 lbs., nearly two-thirds, while the number of men and nets was nearly doubled. Mr. Venning, the Inspector of Fisheries, states that he has "for years" called attention to the causes of this. No effect appears to have resulted from this calling. But there must be something more than ordinary incapacity to explain the phenomenon of a decreasing catch contemporaneously with a heavy expenditure for breeding salmon. In New Brunswick alone the Minister of Fisheries tell us, he has in the past year spent $16,815 in fish breeding. This operation has now been going on for some years, and the net result seems to be a steady decline in the catch. Allowing for experiments and possible failures in the beginning, we ought not now to be confounded with such a statement from the Fisheries Department. How many million salmon can be raised for $16,000 a year through a succession of years, and what becomes of them? And New Brunswick is not alone in this matter. We are told that in Nova Scotia there has been an annual decline in the salmon trade, and we find that $20,318 were expended last year, in hatching salmon. Taking all the hatcheries, the Minister has spent $116,531, and the catch of fish is year by year decreasing in the principal fisheries. This is, of course, due to mismanagement; the salmon fry that are hatched are turned into the deep waters before they are ready for such change, and become food for trout, pike and other fish. We cannot afford to feed pike at this rate. The money has year by year been voted on the assumption that care and intelligence would be exercised in the operations it was to cover if the results are *nil*, there must be some want of care or intelligence, or else the system is incapable of achieving success and should be discontinued. We are not yet of that opinion, but believe that the fault may be more definitely treated.

WE THINK THAT the Protestant School Commissioners have done wisely in deferring the opening of their schools until the fifteenth of next month. This postponement will give time to have the children vaccinated and it will then be known whether the smallpox epidemic is on the decline or not. Under present circumstances we incline strongly to the opinion that the children are better at home and under the immediate care of their parents thon at school, no matter how judicious the regulations as regards admittance may be. The precautions which tne Commissioners are taking to prevent the spread of the smallpox among the pupils are wise and likely to be effective. They will be found in another column and will, we believe, recommend themselves to every prudent and sensible citizen. Vaccination is made a condition of school attendance.

CULPABLE SLACKNESS.

One would suppose that, at a crisis like the present, the City Courts would be most zealous in enforcing the laws to prevent the spread of the smallpox, and to maintain the city in a good sanitary condition generally. But this, we regret to say, is not the case. In the Recorder's Court violations of the laws to preserve the health of the city are treated with great carelessness. The Board of Health, it appears, complain of the way in which cases of breach of the health laws are treated by the Recorder. Our reporter says:—

"The Board of Health complain bitterly of the careless manner in which business is conducted in the Recorder's Court. They say that when any case for breach of the by-laws is brought before this august court it is put off from day to day. In the case of Col. Hughes for tearing down a smallpox placard, a Health officer was ordered to ascertain if it had been entered on the books. He first received the reply from one of the clerks that there was no report; but on persisting in his enquiry he learned that it had been put off until Saturday."

There is no use in mincing matters with the police authorities. They must, from the Recorder downwards, be made to feel that they are made for the public and not the public for them. They resent the criticism of the Press, but it is the duty of the Press to comment sharply upon their shortcomings and to urge them to do their duty intelligently and energetically. Until this much-needed reform is effected we trust that the Press will speak with the utmost plainness of the way in which the City Courts and the police force do their work; and it is also the duty of the citizens generally to back up both the Health Department and the newspapers in this connection.

A COMMISSION ON MERCHANT SHIPPING.

The Royal Commission that was appointed to enquire into the state of the merchant shipping of Great Britain with the view of strengthening Mr. Chamberlain's hands when he failed to pass his Merchant Shipping Act, has published a portion of the evidence taken, stating at the same time that the rebutting evidence of the shipowners was incomplete, but would be supplemented at subsequent sittings. In the stirring events that followed this failure of Mr. Chamberlain's, the slaughtered measure and its off-spring, the Commission, faded from the public mind, and this half-finished report may be intended to revive public interest in the matter. The Board of Trade, by their representative, Mr. Gray, attempt to prove that the loss of life amongst sailors is excessive and increasing, and that the excess and increase is due to the culpable carelessness of shipowners, who are accused of sending unseaworthy and undermanned vessels to sea, being careful at the same time to protect themselves from loss by full, and sometimes more than full, insurance. This, of course, is the old charge preferred by Mr. Plimsoll, who succeeded in convincing the country that in those days it was true. But though Mr. Gray arranges the official figures in such manner as to help his case there seems to be ground for believing that the Board of Trade are, to use an Americanism, running the cry for all it is worth, instead of assuming an impartial and more judicial attitude. These statements and figures were met by others prepared by a Mr. Scrutton, the Commissioner of the local Marine Board of London, and in the two we have another evidence of the strange peculiarity that figures possess for demonstrating the truth of an erroneous statement. The weak point in the Board of Trade's argument appears to be the contention that because in certain years the loss of life at sea was greater than in other years immediately preceding, therefore such increase must be owing to the employment of unseaworthy, undermanned and, perhaps, overinsured ships, whereas there are other considerations that should enter into the calculation. The year 1883, up to which date the figures are carried, was a bad weather year, and 1881, which is in their computation taken with it, was exceptionally stormy and disastrous. It is, therefore, manifestly incorrect to compare these with others that were for the most part years of moderate weather. Mr. Chamberlain has succeeded in proving that a seafaring life is a dangerous one, but that is a truth that had before received something like general recognition. He wishes to prove also that the means for obtaining convictions under existing laws are insufficient, and in this lies considerable difficulty. To send an unseaworthy ship to sea is a criminal offence, and a jury require very convincing evidence before returning a verdict of guilty. It seldom happens in a prosecution that the evidence is all on one side; there are usually some men whose calling and position give weight to their evidence to testify on the side of the defence, and where this is the case great disinclination is naturally felt to condemning those who are believed by experts to have been free from blame. Such precautions, however, even though they may fail of their immediate end, have the effect of making respectable shipowners more careful than they might otherwise be, and of course deter others who are deficient in fear except for the consequences to themselves from experiments that may bring them into a criminal court. And the practice of overinsuring does not appear to be so easy as it has been generally supposed to be. A shipowner does not choose the amount for which he will insure; he is kept within bounds by inspection and valuation, and if he purposely lost his ship would generally sacrifice it at a figure determined by an official valuation, which it may be assumed does not err in his favor. The subject is one of great importance, but there are two aspects to the view. While it is desirable to prevent the employment of undermanned or unseaworthy ships, it is undesirable to so hamper the trade that respectable men should abandon it to the advantage of foreigners who are not so regulated. There is no doubt that many small owners in Great Britain have been supplanted by Scandinavian shipowners who are not subject to like restrictions. It is one of those cases where the co-operation of the trade itself must be secured. Respectable shipowners will not aid the Government if they are treated as persons who desire to commit criminal acts unless closely watched. It is to their interest that "coffin shops" should be condemned, and they may be calculated to assist the Board of Trade in preventing a competition with themselves in which they must necessarily be at a disadvantage. Mr. Chamberlain, therefore, should assume towards them a more conciliatory attitude and seek with their assistance to discomfort the common enemy. He cannot achieve much by setting the whole shipowning interest against himself.

THE LACHINE ROAD MURDER.

It is seldom that such a wanton murder is heard of as that of young Monteith on the Lower Lachine Road. A party of suspicious persons, evidently bent on plunder, were skulking about the Monteith farm. They were ordered off the premises by the young man, but no violence of any kind was offered them. Without provocation, then, one of the roughs clubbed his gun and struck young Monteith a murderous blow on the head. So violent was the blow that it broke the stock, and it is surprising that it did not kill the young man instanter, He lived only a few hours. The second brother was then attacked with the barrel of the gun, and an attempt was made to murder him by another of the roughs. Had he received the stab of the butcher's knife that was aimed at him there would, no doubt, have been a double murder.

The murderous attack on the father and two sons, who were merely protecting their own property without violence, shows an almost incredible amount of desperate wickedness in the gang of garden thieves. The general peace and safety of the community require that they be promptly apprehended and severely punished. It has come to a very bad pass in the neighborhood of Montreal when a man cannot order suspicious looking vagrants off his premises except at the risk of his life.

The city detectives have here a chance of showing that they possess some skill and that they are really desirous of furthering the ends of justice. It must be easy for men whose business it is to track criminals, to discover and apprehend the perpetrators of a murder which was committed in open day and in the presence of several witnesses.

THE FRENCH ELECTIONS.

There is to be a general election in France on the 4th of October. Parties therefore there are preparing for the contest. The issues between the Government and the Opposition are not very distinct. The causes of both the Imperialists and the Royalists seem to be at the present moment hopeless. There is no party which openly takes for its war-cry "A Bonaparte" or "A Bourbon." But there are Bonapartists and there are monarchical Reactionists in France; but it seems to be their policy just now to say very little about their distinctive preferences and principles.

The purely Republican party, under the leadership of M. Ferry, is opposed by a singular combination of extreme Republicans, Socialists and Reactionists under M. Clemenceau. This party in France corresponds with the Democratic Tories in England. The union of political extremes in one country as in the other is likely to produce a very singular mixture. What the Reactionists of France expect to gain by victory it is hard to say. Their allies, the Communists, Socialists, and Radicals of every shade of opinion would be extremely difficult to manage. They would, indeed, be impracticable, and the dissolution of the ill-assorted union would commence at the very hour of triumph. It may be that the Royalists hope the country would be so disgusted by a taste of Socialistic-Republican rule that it would gladly welcome Constitutional Monarchy or even Despotism as a relief from its tyranny. But it is not likely that M. Clemenceau will ever be required to form a government out of the incongruous material of which his party has been formed. The recent elections of the Consuls-General have resulted in a complete victory for the moderate Republicans, and this victory is considered a presage of triumph for the same party in October.

IN THE DEATH OF MR. JAS. DONNELLY last evening at his residence No. 658 Palace street, there has passed away one more of the best known residents of our city. Deceased was born in Manchester, England, in 1820. He came to Canada in 1835 and settled in Bath, Ontario, where he entered as a clerk in a dry goods store of which he afterwards became proprietor. Here he remained until his removal to Montreal in 1852, when he established the wholesale dry goods house of James Donnelly. He was very successful in business and ultimately took his son John T. into partnership. Mr. Donnelly died of disease of the kidneys after an illness of eight weeks. He leaves a family of two unmarried daughters and four sons, three of the latter being in Montreal and one in Australia. Mr. Donnelly was highly respected as an honorable and successful merchant. He was, indeed, so devoted to his business as to take little interest in politics or public matters, preferring the quieter paths of life and the solid comforts of a substantial competence won by industry and sagacity. He will be much missed in a wide circle of acquaintances. The bereaved family have our sincere sympathy. The funeral arrangements will be announced this evening or to-morrow morning.

REMEMBERING the demonstration at the funeral of General Grant, and the affecting scenes that were described as having occurred while he was awaiting burial—what in other places would be called lying in state—it is surprising to find that the invitation to subscribe for the erection in New York of a monument to his memory meets with such a limited response. This is the result, so far, of the New York *World's* efforts, and it has probably the largest daily circulation in New York:

THE GRANT MONUMENT FUND.

The following contributions have been received by the *World* since last report:

Mrs. Kate J. Corwine, Moniclair, Fla..	$1 00
Dutchman	1 00
Previously acknowledged.....	888 51
Total.....	$890 51

We recommended the people of Winnipeg to lose no time in gathering their subscriptions, while the subject was warm, for the purpose of erecting a monument to those who fell in the North-West, and our most seasonable advice provoked some indignation. But they haven't got their money yet and we don't know whether they will.

THE *Witness* seemed last night to withdraw from its former support of the *Pall Mall Gazette*. The statements of Dr. Edmunds, of London, to an interviewer published in the *Witness*, is healthy reading after the *Pall Mall Gazette* stuff which our contemporary had been serving up to its readers from time to time. Up to last night the *Witness* was in entire sympathy with the *Pall Mall Gazette*, whose course Dr. Edmunds denounces so vigorously. The doctor's statements seem to have worked a reformation in our badly demoralized contemporary.

IN OUR OBITUARY COLUMN to-day will be found the announcement of the death of the Rev. Thos. Lowe, Rector of Plemstall, Cheshire, a highly-respected clergyman of the Church of England. He was brother of Mr. John Lowe, of Ottawa, Secretary of the Department of Agriculture, whose friends in all parts of the Dominion will sympathize with him in his affliction.

DEATHS.

LOWE.—At Rock Leigh House, Birkenhead, England, on the 8th instant, the Rev. Thomas Lowe, Rector of Plemstall, Cheshire, and brother of Mr. John Lowe, of the Department of Agriculture.

DONNELLY.—On Wednesday, the 26th Aug., at his late residence, 685 Palace street, James Donnelly, of the firm of Jas. Donnelly & Son, in the 65th year of his age.

Notice of funeral hereafter.

New Advertisements.

CLARETS!

Barton & Guestler's,
Nathl. Johnston & Sons.
J. Brisson & Co.,
Jos. Cuzol, Fils & Co.

COMPRISING:

Medoc, Margaux,
St. Julien, Batailley,
St. Loubes, Medoc,
St. Estephe, Superior Margaux,
Chateau Danzac, Valleyrac.
Pontet Canet,
Grand Vin Margaux,
St. Emilion, St. Lambert,
Chateau Leoville, Chateau Margaux,
Chateau Lafite, Chateau Latour,
Chateau Martineds.

WHITE WINES!

Barton & Guestler,
Nathl. Johnston & Son.
J. Brisson & Co.

Graves Sauternes,
Barsac, Haut Sauternes,
Chateau Yquem.

—:o:—

FRASER, VIGER & CO.

Family Wine Merchants,

ITALIAN WAREHOUSE,
199 St. James Street.
August 27 205

VERRET, STEWART & CO.

OFFER FOR SALE

Higgins' Eureka Dairy Salt,
Stubbs' Washington F. F. Salt,
In Bags, Halves and Quarters.
Liverpool Coarse Salt.
Turk's Island Salt.
Rock Salt, in Large Lumps.
—ALSO—
No. 1 Cape Breton Herrings,
In Barrels, Halves and Quarters.
North Shore Salmon.
British Columbia Salmon.
Gaspe Dry Codfish.
Loch Fyne Herrings,
In Kegs and Hf-Kegs (Hunter's brand).
—EXPECTED SHORTLY—
Ex Schooner "Gasper Embree."
Barrrels and Hf-Barrels Choice No. 1 C. B. Herrings, July Catch, Large Size.
Barrels No. 1 Green Codfish.
August 26. trs 58 204

FOR SALE,

OXALIC ACID

—AND—

GREEN COPPERAS!

In casks and barrels, to arrive and on spot, at lowest prices, **superior quality.**

Apply to

R. N. C. CONNAL,
Chesterfield Chambers,
St. Alexis street
August 27 205

Amusements.

HACKMEN'S U. B. SOCIETY.

RACES
AT MONTREAL DRIVING PARK,
On FRIDAY AFTERNOON, Aug. 28th.
A good programme. Don't fail to attend.
205 u **P. WALSH,** Secretary.

GRAND DOMINION
AND FORTIETH
Provincial Exhibition,
Under the auspices of the
Agriculture and Arts Association of Ontario
To be held at
LONDON
From the
7th to 12th Sept., 1885.

$30,000 IN PREMIUMS AND MEDALS.

Owing to the Dominion grant of $10,000 a supplementary edition of the Prize List has been issued, making an entirely new list for the first 40 pages. From page 40 first edition will be used.

Exhibits to come from the North-West and the Maritime Provinces. On these exhibits transport will be paid.

One fare for passengers and freight on all principal roads in the Dominion.

Entries to be made in all classes of Live Stock and Farm Products by Aug. 22; Horticultural Products, Ladies' Work, etc., by Aug. 20.

Exhibition to be opened by His Excellency the Governor-General.

Prize Lists, both editions, and Blank Forms can be had by applying by post card or otherwise to the Secretary.

HENRY WADE, Toronto,
GEO. MOORE, President, Waterloo.
August 13 b T uW 198

New Advertisements.

See Our 15c Goods!

—:o:—

A large lot of COLORED DRESS GOODS, Stripe, Check and Plain, all worth 25 and 30c. sold at 15c.

S. CARSLEY.

ALL-WOOL SERGES!

Just received at 25c.

A large quantity of ALL-WOOL SERGE for dresses, in all the leading shades, to be sold at 25c.

S. CARSLEY.

FLANNELS! FLANNELS!

A full stock of FALL AND WINTER FLANNELS just come to hand.

For Workingmen's Shirts
Buy the Army Flannel!

For Mechanics' Shirts
Buy the Army Flannel!

It wards off chills and colds, and don't shrink in washing.

Fancy Scotch Flannels
For Travelers' Shirts!

Fancy Scotch Flannels
For Gentlemen's Shirts!

This Flannel is highly recommended to all.

New Lot of Polka Dot Flannel!

Cream Ground with Garnet Spot.
Cream Ground with Rose Spot.
Cream Ground, Royal Blue Spot.
Cherry, Pink, Salmon and Black Spots.
White Union Electoral Flannels.
White Union Electoral Flannels.
All-Wool Electoral Flannels.
All-Wool Electoral Flannels.
Skirting Flannels, 2¼ yards wide.
Skirting Flannels, 2¼ yards wide.
In Scarlet and in White.
White Wellington Serges.
Blue Wellington Serges.
Large variety of all kinds of FLANNELS!

S. CARSLEY,

1765, 1767, 1769, 1771, 1773, 1775, 1777

NOTRE DAME STREET,

MONTREAL.

NOTICE.

Re-Opening of the Protestant Schools.

The Protestant Board of School Commissioners hereby gives notice that the schools under its control will not be re-opened till Tuesday, 15th September, and that no child will be admitted to any school until the following conditions have been complied with:—

1. A satisfactory certificate must be produced showing that smallpox does not exist in the household.
2. Every child under eight years of age, if not already vaccinated, must be vaccinated.
3. Every child over eight years of age must be re-vaccinated.
4. A doctor's certificate in proof of the fulfilment of conditions 2 and 3 will be required, and must be handed to the head of the school on the opening day.

Blank forms for parents to fill in may be obtained on application to head-masters at the various schools on Monday, 14th September, from 9 a.m, to 1 p.m.

205 mwf E. W. ARTHY, Secretary.

WATER RATES

PUBLIC NOTICE is hereby given that the WATER RATES for the current year are now due; and that all persons liable to pay the same are hereby required to pay the amount thereof to the undersigned at his office, within TEN DAYS from the date of the last insertion hereof, without further notice.

WILLIAM ROBB,
City Auditor.

Montreal, 26th August, 1885.

In connection with the above, further notice is hereby given that the water supply will be cut off from all parties whose Water Rates remain unpaid on the 15th SEPTEMBER next.

By order,
WILLIAM ROBB,
City Auditor.

Montreal, 26th August, 1885
(To be inserted on the 27th, 28th, 29th and 31st August instant.) 205

EDUCATIONAL.

LINCOLN COLLEGE, SOREL,

Will RE-OPEN on

TUESDAY, Sept. 1st.

Circulars on application to
HENRY J. LYALL.
August 19 38 198

ARTHUR W. SMITH,
Advocate,
118 ST. JAMES STREET,
(Opposite the Post Office.)
August 22 tf 201

OUR FRENCH GUESTS.

A Cordial Reception Tendered the Visitors at St Jerome. A Visit to he Different Manufacturers.

Yesterday morning the French delegates, at the invitation of Rev. Cure Labelle, left by special train for St. Jerome, where they passed a delightful day- At St. Therese Mayor Seguin invited the party to the platform, which was beautifully decorated, reading an address to the Rev. Cure Labelle, congratulating him on the successes he had achieved in all his enterprises, principally with reference to colonization.

Cure Labelle briefly replied in an eloquent, as well as humorous manner.

Mayor Seguin then read an address to the delegates, in which he, on behalf of the County of Terrebonne, tendered them the most cordial "welcome."

M. de Molinari briefly responded.

The train left shortly after. When St. Jerome was reached, at about 11.15 a.m., the guests were met by almost the entire population, who saluted and cheered them as they left the train, the St. Jerome Band, under the direction of Mr. Prevost, playing the national anthem.

The Mayor, Mr. Melchor Prevost, then read two addresses, one to the Rev. Cure Labelle and the other to the delegates, which were responded to in a capital manner by Cure Labelle and M. de Molinari. The procession then formed and marched to the church, which had been profusely decorated. A solemn religious demonstration then took place, Rev. Mr- Peltier officiating. Rev. Cure Labelle pronounced the benediction, during which appropriate music was supplied, several ladies of the French delegation taking part. Immediately after the ceremony the party drove through, flags, banners and appropriate inscriptions being seen on all hands.

Messrs. Rolland & Son's paper mill was visited. This mill was erected in 1882 and is a fine brick structure, measuring 300 feet, with an additional wing of 125 feet. The machinery is moved by water power obtained from the St. Jerome fall. Some seventy-five employes are daily employed at the mills, which make some 8,000 lbs. of paper a day, besides some 20,000 envelopes and 10,000 books. The process of making paper was watched with interest by the excursionists, who visited all the departments. Carriages were once more taken when a drive of some three miles was made through the country to the St. Jerome falls, and Mr. Delisle's saw mill. The guests then returned to Rev. Cure Labelle's house, where Mrs. Labelle (Rev. Cure's mother) received the excursionists. The party next drove to the market hall. Here a *echerche* banquet was served by Messrs. Riendeau & Co., of Montreal. The following was the

MENU.

DEJEUNER.

Melon.

POISSON,

Saumon marine a la Bordelaise.

ENTREES.

Aspic de Poulet de printemps en Bellevue.
Langues de Bœuf a le gelee.
Pates de Rognons de Veau.
Pates de Pigeons a la Canadienne.

RELEVES.

Jambon glace.
Galantinu de Dindes aux Pistaches.
Pate de poulet a la gelee.
Filets de Bœuf Piques.
Poulets a la gelee.
Cannetons a la gelee.
Agneau de printemps,
Mayonnaise de Homard a la Renaissance.

LEGUMES.

Celeri, Cœur de Laitue.
Tomatos,
Concombre.
Pomme de terre en salade a la Lyonnaise.

ENTREMETS.

Tarte Lafayette.
Tarte peches
Tartes aux poires.
Patisseries variees.
Gelee au Champagne.
Bavaroise au chocolat.
Charlotte Russe.

DESSERT.

Melon d'eau, Feches, Pommes,
Poires, Raisins, Noix.

VINS.

Sherry, Sauterne, Bordeaux,
Champagne, Cafe Cognac.

VIVE LA FRANCE!

The following toasts were proposed by the Chairman, Mayor Prevost: "The Queen," "The Guests," "Rev. Cure Labelle," "The Ladies," "Commerce," "The Press," "France," "Colonization," "The day we celebrate." Speeches were delivered by the Chairman, Rev. Cure Labelle, M. de Molinari, Hon Charles Champagne, S. Pagnuelo, J. X. Perrault, M. Hercule Morel, member of the Geographical Society, Le Vicomte de Bouthilier, Le Vicomte Chaptal, Mr. Londe and others. All the speeches referred either to colonization objects or to the friendship existing between France and Canada. The lumber having been disposed of the party proceeded to the depot, whence the train at once left for Montreal.

This morning the delegates leave at 8.15 via the Canadian Pacific for Ottawa, where they will take dinner, and afterward visit the Government buildings. They will then proceed to Toronto and Niagara Falls, returning by the lake and river on Monday.

THE HACKMEN'S RACES.

To-morrow's Programme at the Montreal Driving Park.

The races under the auspices of the Hackmen's U.B. Society on the Montreal Driving Park, Point St. Charles, to-morrow, bid fair to be well attended. The weather permitting, the success of the races is assured. The following is the programme with a complete list of the entries for the different races :—

Ring race, No. 1—Dash 1½ miles, open to all horses owned by hackmen regularly running carriages previous to 1st May; 1st prize, $20; 2nd, $10; 3rd, first-class bridle.

Sam. Meloche, b g, aged, Eli; Dan. Supple, roan h, Risk; Adolphe Lallemand, b h, Mark; Michael Lallemand, b m, Lady Blue.

No. 2. Three mile race for green horses owned by hackmen, members of the Society, and regularly running carriages previous to 1st May.

George Larochelle, c g, St. Denis; Alphonse Perrault, b m, Longueuil Ferry; Dominique Therien, b h, Diamond; Pat Moran, b m, Fanny Lambert; Mich'l McGarr, b m, Polly Cook; Emory Cadieux, roan, Roan Boy; Edward Lallemand, b h, Bay Dan.

No. 3.—Alphonse Labelle, b h, Blueberry Boy; Augt. Giroux, b h, Ragadoosh; Mich'l Power, b h, Tommy T; Henry Paquette, b h, Paquette; Victor Fournier, w h, Benny; Joseph Henault, g h, Bedeau.

—"Why do you have your choir behind the congregation?" a stranger asked a member of one of our fashionable churches. "Well, I know it is the fashion now to have it in front, and we used to have ours there. But, you see, that little tenor's new spring suit was so loud that nobody could hear the organ."

—An Optimist.—Papa: "Is the teacher satisfied with you?" Toby: "Oh, quite!" P.: "Did he tell you so?" T.: "Yes; after a close examination he said to me, the other day: 'If all my scholars were like you, I would shut up my school this very day.' That shows that I know enough."

—People will drink, no matter what the law or the example set. Even beef frequently gete corned.

SPORTING INTELLIGENCE.

The Turf.

SARATOGA.

SARATOGA, Aug. 26.—First race, three quarters mile, Conkling won, Gleaner 2, Meteor 3; time 1.18.

Second race, nine furlongs, Vindex won, Lady of the Lake 2, Leroy 3; time 2.04¾.

Third race, three-quarters mile, Carrie Stewart 1, Radha 2, Beechenbrook 3; time 1.19.

Fourth race, one mile, Charles Marks won, Easter 2, Norah 3; time 1.47½.

Fifth race, mile and a quarter, over five hurdles, Thady won, Worth 2, Beechmore 3. time 2.28.

Trotting.

A MATCH RACE.

MEAFORD, Ont., Aug. 26.—A match race took place on the Meaford Driving Park yesterday between the stallions Valentine and Goldfinder. The first heat was won by Goldfinder in 2.42½, the second heat by Goldfinder in 2.44, the third heat by Valentine in 2.44, and the fourth by Valentine in 2.41, but private watches made the last heat faster. As Valentine never raised his nose and as the drivers got hot with each other, Mr. Noble, the owner of the horses, would not let them finish the race.

FELL DEAD.

MILWAUKEE, August 26.—At the inaugural meeting of the Wisconsin Horse Breeders' Association here to-day, the trotter Laura Belle, valued at $2,000, fell dead after trotting two heats.

Aquatics.

ANOTHER DOUBLE SCULL MATCH.

NEW YORK, Aug. 26.—Courtney and Conley paid no attention to the challenge issued by Hanlan and Lee to the winners of the late double scull race at Pleasant Island, in which Courtney and Conley beat Gaudaur and Hosmer. Yesterday there was a meeting at the office of the *Turf, Field and Farm*, and articles were signed for a double scull race between Hanlan and Lee on one side against Ross and Hamm on the other. The race is to be for $1,000 a side on September 11, at some place near New York, yet to be selected. If the contending parties cannot agree on a referee, the stakeholder, Hamilton Busbey, is authorized to appoint one, and the pair which does not row forfeits $1,000.

THE GENEVA REGATTA.

GENEVA, New York, August 26'—Owing to heavy wind from the north the first trial heats of this regatta were delayed until 5.15 o'clock. In drawing for trial heats, Gaudaur, McKay, Hamm, Dabinette and Lee competed first. Gaudaur this morning complained of sickness and withdrew. The remaining four rowed a straightaway mile and a half, McKay winning in 9.37½; Hamm and Lee were two seconds later in a dead heat as they passed their flags.

The next heat was called immediately and in it were entered Hosmer, Ten Eyck and Hanlan, in the order named. Hanlan took the leading place within the first quarter mile and kept it to the finish. Hosmer crowded Ten Eyck out of his water and at the finish both men were at least a quarter mile outside their buoys. No claim was entered by Ten Eyck and Hosmer was given the second place in the main race to-morrow. Hanlan's time was 9.46¾, and Hosmer's 10.27.

Courtney is trying to make a match for double sculls with a great deal of backing, but so far without success. The weathrr to-night is cloudy, promising more rain which will ensure smooth water to-morrow.

Cricket.

THE ENGLISH CRICKETERS.

The team of gentlemen cricketers who are to arrive in New York Sunday, August 30, will open their series of games by a match with the Staten Islands on the latter club's ground September 1 and 2. The Longwood Club of Boston have taken up the idea that the opportunity of having them play in Boston should not be allowed to slip, and a committee of Longwood gentlemen have been appointed, and the result of their efforts has been the arrangement of a match in Boston, to take place on September 28 and 29, against a team selected from the Longwoods and the principal New England clubs. While it is generally understood that this team would pay all the expenses, still this is not in accordance with the facts, as the committee have given a certain guarantee which will cover the expenses of the visit, but this is to a great extent the method in England, where gentlemen players are allowed actual expenses.

Canoeing.

The first annual regatta of the Lake St. Louis Canoe Club will be held at Lachine on Saturday, the 29th instant. The programme consists of 12 events and, with a commodore such as W. H. Rintoul, will be sure to be a success. We notice that each event starts and finishes at a buoy opposite the boat house, so that every person will be able to see the finish from the roof of the club house. Trains leave Montreal at 2.00 and 3.30.

CHEAP SARDINES.

Montreal Grocers Have to Keep up with the Times.

"Two boxes of sardines, if you please," said the lady to the smiling grocer.

"The same as you had before?" he inquired.

"'Tis those you sell two for a quarter. How cheap sardines are now to what they used to be. I used to pay 25 cents a box for the same sized boxes."

The grocer tied the package and received the money, and the lady customer went her way with a look in her face which denoted supreme satisfaction in having obtained so good a bargain.

"Do you mean to say that you sell two boxes of sardines for 25 cents and make money at it?" was asked the smiling grocer as soon as the customer got out of hearing distance.

"Certainly, certainly—American sardines. Just as good as the French article. Not one in a dozen can tell the difference," and he eyed the reporter suspiciously.

"And are they put up in olive oil."

"Well, well—I—now you know olive oil is very expensive. I hardly think it is genuine olive oil; but then it is just as good. Not one in a dozen can tell the difference."

"Now are not your 'American sardines' nothing but the common menhaden, or the still more common 'silver side' found all along the Atlantic coast from Maine to Florida. And is not the oil in which they are put up nothing but cotton seed oil."

"It may be so; but then these fish are sort of forcing us any way, and cotton seed oil never hurts any body, besides not one in a dozen can tell the difference."

Just then another customer came in, and the smiling grocer proceeded to sell her some cayenne pepper and flour for mustard; some glucose for honey, and burnt peas and rye for pure Java coffee. The HERALD man slid out wondering if the time would ever come when smiling grocers would be compelled to call things by their right name.

—Don't tell—"How old are you?" some one asked the charming daughter of a favorite actress. "Fifteen years and a half," she replied, "but mind you don't tell mamma!"

New Advertisements. New Advertisements.

Lincrusta Walton!

:o:

HAVING BEEN APPOINTED AGENTS IN CANADA FOR THE

Lincrusta Walton Manufacturing Co.

We are prepared to furnish the material to the trade as manufactured by them at their temporary factory,

25 College Street, Montreal.

CEO. C. DeZOUCHE & SONS,

1735 Notre Dame Street.

August 4 tf trs 183

THYMO-CRESOL.

Warranted to be 20 PER CENT. STRONGER THAN CARBOLIC ACID!!

DISINFECT

USE THYMO-CRESOL, THE ONLY DISINFECTANT AWARDED A GOLD MEDAL!

SOLD BY DRUGGISTS.

10c., 15c., 25c., and 50c.

OR IN BULK BY THE GALLON WHOLESALE.

759 Craig Street, near Victoria Square.

Aug 21 tf 200

New Advertisements.

FOR SALE---"OAKLANDS."

A Stone Villa Residence on Dorchester Avenue, Cote St. Antoine. Healthy situation; fine view; comfortable house; well-built and in good order; beautiful garden and grounds. Moderate price; easy terms.

J. CRADOCK SIMPSON,
Real Estate and Insurance Broker,
Nordheimer's Hall,
207 St. James Street.

August 24 b 202

NOTICE TO CONSIGNEES.



The Allans SS. GRECIAN, C. E. Le Gallais, commander, from Glasgow, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN,
Agents.

Montreal, August 25, 1885. m 204

NOTICE TO CONSIGNEES.



The Thomson Line SS. ESCALONA, Anderson, master, from Newcastle, is entered inwards at Customs. Consignees will please pass their entries without delay.

ROBERT REFORD & CO.,
Agents.

August 26. u 204

NOTICE TO CONSIGNEES.



The Thomson Line SS BARCELONA, Simpson, master, from Newcastle, is entered inwards at Customs. Consignees will please pass their entries without delay.

ROBERT REFORD & CO.,
Agents.

August 26. u 204

NOTICE TO CONSIGNEES.



The Beaver Line SS. LAKE NEPIGON, M. L. Tranmar, master, from Liverpool, is entered at Customs. Consignees will please pass their entries without delay.

CANADA SHIPPING CO.
H. E. MURRAY.
General Manager.

Aug. 25. 203

COAL FOR SALE!

:o:

The Intercolonial Coal Mining Co

Are prepared to receive orders for their fresh mined

"Drummond" Coal

NOW ARRIVING EX STEAMER.

Telephone No. 1206.

Office 199 COMMISSIONERS STREET.

June 17 3m wm 144

ST. LAWRENCE HALL.

135 TO 139

St. James Street,

MONTREAL.

HENRY HOGAN,

Proprietor.

The Best Known Hotel in the Dominion;

July 25 mws 177

VALUABLE

SAWMILL PROPERTY

—AND—

TIMBER LIMITS,

NEAR MONTREAL.

TO BE SOLD AT SHERIFF'S SALE.

There will be sold on the 21st SEPTEMBER next, at the Court House, in Montreal, a large Steam Sawmill Property, situated on the St. Lawrence River at the entrance of the Ottawa, within fifteen miles of Montreal; about three hundred acres of farming land (freehold), and about three hundred square miles of timber limits well watered for driving purposes.

There is every facility for doing a large lumber business here, and is well worth the attention of lumber dealers.

Further particulars can be had by reference to the Quebec *Official Gazette* of the 15th August, or to the

LIQUIDATORS OF THE EXCHANGE BANK, Montreal.

August 21 tf 21S 200

Notre Dame College,

COTE DES NEIGES,

FOR CHILDREN FROM 5 TO 12 YEARS.

Classes will be re-opened TUESDAY, SEPTEMBER 1st.

August 5. 5, 8, 15, 19, 22, 29A 186

Miscellaneous.

FOR SALE!

IN QUANTITIES TO SUIT PURCHASERS

Fresh Mined

CALEDONIA MINE COAL

NOW LANDING

EX SS. BENHOPE.

FOR PRICE, TERMS, &c.,

APPLY TO

J. & R. McLEA,

—AGENTS—

Caledonia Coal & Railway Co

8 COMMON STREET.

June 1 6m 130

SPRING HILL COAL.

Fresh mined arriving daily on Cars

For Price, &c.,

Apply to

CUMBERLAND RAILWAY & COAL COMPANY.

J. R. COWANS,
Secretary.

CHESTERFIELD CHAMBERS, 15 Alexis Street.

April 15. ly 14

JOHNSTON'S FLUID BEEF!

JOHNSTON'S FLUID CHICKEN.

Johnston's Dessicated Oysters.

All the above preparations are invaluable to invalids and a favorite luxury with convalescents.

Sold by all Druggists and Grocers.

June 10. eod 138

IMPORTED HAVANA CIGARS,

CORONAS,
INTIMIDADS,
MURIAS,
GARCIAS.

:o:

PHILIP HENRY.

134 St. James Street,

BRANCH: 1385 ST. CATHERINE ST.

YES! YOU CAN

GET SOME OF THE

FINEST FINISHED

PHOTOS IN TOWN

—AT—

MR. PARKS' STUDIO.

GO AND TRY.

95½ ST. JAMES STREET, MONTREAL

March 15 56

ART ASSOCIATION OF MONTREAL.

:o:

—GALLERY OF—

PAINTINGS AND SCULPTURE

OPEN FROM 10 A.M. TO 5 P.M.

—ADMISSION,—

Members and their Families .....FREE
Non-Members.....25 Cts

SATURDAYS FREE.

May 25 124

MR. WM. CARTER SMITH,

SOLICITOR, &C.,
82 COLLINS STREET WEST,
Melbourne, Victoria, Australia.

Commissioner for administering Oaths in the Supreme Court and Exchequer Court of Canada, Parliamentary Agent, Commissioner for taking acknowledgments, Commissioner for affidavits for New South Wales, Queensland, South Australia, India, Cape of Good Hope and Fiji. ly 1 aw T 163

R. THOMSON & SON,

Blacksmiths, Engineers,

18 St Constant Street, Montreal

(Facing Drill Shed.)

Forgings of all kinds made to order. Steam Engines and Shafting fitted up. Removal, erecion and repairs of Printing machinery a pecialty. Manufacturers of Thomson's Celebrated Printers' Roller Composition. 256

Miscellaneous.

LOCH FYNE HERRING

KEGS and FIRKINS.

'MALCOLM CROWN' BRAND

Just Received Ex. SS. Bennos Ayrean.

LARGE FAT No. 1 C B Herring
Brls. and Hf. Brls.

LOBSTERS:—
In cases of 4 dozen tins.

SEAL OIL:—
Steam Refined, Ordinary Pale and Straw.

COD OIL:—
Gaspe, Halifax and Newfoundland.

SYRUP;—
Brls., Atlantic Refinery.

FOR SALE BY

JOHN BAIRD & CO.

191 Commissioners Street

Aug. 21 ly 200

RAILWAY SUPPLIES.

ANTHONY FORCE,

IMPORTER OF

Steel Rails, Iron and Steel Bridges, Locomotive Castings and Forgings, Crucible Cast Steel Tyres, Railway Equipment and Engineers' Supplies of all descriptions, Pig Iron, Bar and Sheet Iron and Steel, Wrought and Cast Iron Pipes, Boiler Tubes, Tin Plates, Cast Steel Bells for Churches, &c., Lubricating and other Oils.

REPRESENTING IN CANADA

Vickers, Sons & Co., (Limited) **Steel Manufacturers, Sheffield, Eng.**
P. & W. MacLellan, Clutha Iron Works Glasgow.
George MacLellan & Co., India Rubber Works, Glasgow.
Manhattan Oil Company, New York.
James Watson & Co., Iron Merchants Glasgow, Middlesbro', Swansea and Liverpool.
John Russell & Co., (Limited) **Alma Tube Works, Walsall.**

Office: 76 ST. PETER STREET.

Warehouse: 225 Wellington Street.

MONTREAL.

April 23. 97

BRASS GOODS!

:o:

Fenders, Fire Sets, Andirons, Spark Guards, Coal Scuttles, &c. &c. Marbleized Slate Mantles.

GRATES!

GAS GRATE LOGS, &c., &c.

GEORGE W. REED,

Slate, Metal and Gravel Roofer,

783 & 785 Craig St., Montreal.

June 8, 1885. trs 78



The Inland Revenue Department having recently adopted regulations permitting distillers to bottle "in bond," under the supervision of an officer, the product of their own distilleries, we are now enabled to offer the public our

FINE OLD WHISKIES

bottled in accordance with these regulations, and each bottle bearing Excise officer's certificate as to age of contents. This gives the consumer a perfect and indisputable guarantee as to age, which cannot be obtained in any other way. We are now bottling our celebrated

CLUB WHISKEY OF 1879

And our Old Rye Whiskey of 1879, 1880, and 1883, which can be had of all dealers. See that every bottle has our name on capsule and cork, and has Excise Certificate over capsule.

HIRAM WALKER & SONS

DISTILLERS, WALKERVILLE, ONT.

HENRY CHAPMAN & CO., Agents, Montreal.

April 18 6m str 93

FAIRBANKS' SCALES!

The Standard.

FAIRBANKS & CO.,

377

ST. PAUL STREET,

MONTREAL.

January 19 E

Steamer Island Chief

Leaves Ogdensburg at 2 p.m. for Alexandria Bay daily (Sunday excepted), returning from Alexandria Bay at 7 a.m., connecting with the Grand Trunk at Prescott at 1.30 p.m. and Brockville at 3 o'clock, and also with the **Canadian Pacific at Brockville at 3 p.m.**

W. D. HEMENWAY, Master.

August 8 180

Miscellaneous.

J. G. SIBBALD,

Importer and Commission Merchant.

STEEL AND IRON RAILS,

Railway Supplies, Iron, Metals, etc.

146 Broadway,

NEW YORK.

July 21 1y 123

JAMES BAXTER & CO.,

BROKERS,

120 St. Francois Xavier St.

MONTREAL.

Buy Notes, Bonds and Mortgages, and make advances on all kinds of Collaterals. All transactions confidential.

July 23 1y 175

AUTOMATIC

FIRE EXTINGUISHERS

:o:

ROBERT MITCHELL & CO.,

Cor. St. Peter & Craig Sts.

Sole Agents for the Dominion for the latest and best

AUTOMATIC SPRINKLERS.

We are now fitting these up and solicit orders.

June 11 139

MAP OF THE

PHOSPHATE REGION

Of Ottawa County,

PROVINCE OF QUEBEC.

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CHARLES ROBB,

Mine Engineer, Montreal.

Showing the Roads, Rivers, Lakes, principal Mines and Divisions of the lots, &c., &c.

Copies in two colors on plain paper.....$1.00
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(LIMITED),

169 St. James Street,

Montreal.

May be had at the office of the "Mining Review," Ottawa, or from Capt. Macnaughton, Buckingham, Que.

Montreal, June 25 151

MONTREAL

Wall Paper Factory.

COLIN McARTHUR & CO.'S

SAMPLES FOR 1885-6.

ARE NOW OUT.

The finest selection ever produced in Canada.

SAMPLES SENT TO THE TRADE ON APPLICATION.

The Trade are requested to reserve their orders till Travelers call.

Factory: 1 to 21 Voltigeurs Street,

Corner Notre Dame Street,

MONTREAL.

May 25 6m 124

JOHN HOPE & CO.,

MONTREAL,

Agents in Canada

JOHN DE KUYPER & SON, Rotterdam
MARTELL & CO., Cognac.
JULES ROBIN & CO., Cognac
MOET & CHANDON, Epernay.
DEINHARD & CO., Coblenz.
BARTON & GUESTIER, Bordeaux.
M. MISA, Xeres de la Frontera.
COCKBURN, SMITHES & CO., Oporto
MULLER & DARTHEZ, Tarragona.
FREDERIC VALLETTE, Marseilles.
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PATTERSON & HIBBERT, London.
BULLOCH, LADE & CO., Glasgow.
WM. JAMESON & CO., Dublin.
CANTRELL & COCHRANE, Dublin.
&c., &c.

N B.—ORDERS RECEIVED FROM THE WHOLESALE TRADE ONLY.

COAL OIL STOVES

—AT—

COST PRICE.

NON-EXPLOSIVE, NO SMOKE NO SMELL.

CALL AND SEE THEM.

MANUFACTURED BY

GEO. R. PROWSE,

222 ST. JAMES STREET.

July 9 tf 163

OATMEAL!

"GRANULATED" AND "STANDARD"

In 5 lb. Boxes,

MANUFACTURED BY THE

MOUNT ROYAL

MILLING AND MANUFACTURING CO'Y

FOR SALE BY

ROSS, HALL & CO.

65 St. Peter Street.

May 15 117

TO LET.

Fine Corner Office

ON FIRST FLAT OF

The "HERALD" BUILDING

IMMEDIATE POSSESSION.

Heating Included In Rent.

Apply to "Herald" Office.

April 17

Auction Sales.

BY BENNING & BARSALOU.

EXTENSIVE SALE

—OF—

Fall and Winter Dry Goods.

The Subscribers will sell at their Stores, Nos. 86 and 88 St. Peter street, on

Wednesday, 2nd September,

And Following Days,

A Complete and General Assortment of DRY GOODS suited to the Fall and Winter Trade.

—ALSO—

Just Received on Special Account:

61 cases, consisting of a general assortment of SEASONABLE DRY GOODS.
A complete assortment of LINEN GOODS just received.
13 cases assorted AMERICAN GOODS.

—AND—

On Account of Canadian Manufacturers:

Bales Grey Cottons, assorted.
Bales White Yarn, assorted.
Cases White Shirting, assorted.
Cases White and Scarlet Flannels, assorted.
Cases Grey and Fancy Flannels, assorted.
Cases assorted Etoffes.
Cases assorted Tweeds.
Bales Blankets, White and Colored.
Cases assorted Shirts and Drawers.
Cases Woollen Mitts and Gloves.
Cases assorted Guernseys and Cardigan Jackets.
Cases Ladies' Corsets, assorted.
Cases Woollen Hosiery, assorted.
Bales assorted Wall Paper.

—LIKEWISE—

A Retail Stock of Dry Goods, In good order. To cover advances, a large and valuable assortment of Ready-Made Clothing, all of first-class manufactures, suited to the Fall and Winter Trade. No reserve.

—TOGETHER WITH—

Just received from Trustee to a Bankrupt Estate:

13 cases assorted Fancy Goods, a varied assortment, in good order; the majority have not been opened.

The Whole Without Reserve.
Terms Liberal.

Sale each day at TEN o'clock.

BENNING & BARSALOU,
Auctioneers.

295

Miscellaneous.

POTTIER & STYMUS,

Furniture and Interior Decorations.

NEW WAREROOMS,

489 FIFTH AVENUE,

NEW YORK.

Antique Department,

CURTAINS AND DRAPERIES

Tapestries, Ancient and Modern,

Bronzes, Vases and Curios.

June 13 1y 142

GIBB & CO.

Being Weekly in Receipt of

NOVELTIES

—IN—

TAILORING

—AND—

HABERDASHERY

Invite Inspection.

July 28 179

PUBLIC NOTICE

IS HEREBY GIVEN that the undersigned have been appointed and are duly qualified to act as Testamentary Executors of the late Thomas Wilson, in his lifetime of the City of Montreal, formerly merchant, and one of the Aldermen of said city, by and under his last Will executed at Montreal, on the 3rd April, 1888, an authentic copy whereof has been duly registered according to law. And all persons having claims against the estate of the said late Thomas Wilson, are hereby requested to fyle them in their hands, and all those indebted to said estate are notified to settle with them within the delay of the expiration of such debts, at the office of the undersigned manager, No. 11 Place D'Armes Hill, this city.

(Signed)

DAME C. NORMANDIN, Widow of the late Thos Wilson
CHARLES LACAILLE,
G. A. NORMANDIN,
JOS. C. BEAUCHAMP, } Executors.

By order, JOS. C. BEAUCHAMP, Managing Executor.

Montreal, 9th July 1885. A30 1m 181

For Sale.

FOR SALE.

BEAUTIFUL BUILDING LOT

That choice building site, corner of Pee Street and Burnside, 112 x 116.6, the best corner in the city, for sale CHEAP.

Apply to

W. McLEA WALBANK, C. E.,
Architect,
214 St. James Street

FOR SALE AT ST. ANNE'S.

Beautiful Farm of 90 Arpents.

H. M. PERRAULT,

No. 11 Place d'Armes Hill. 137

To Let.

TO LET,

THREE HANDSOME NEW OFFICES

Together or Separately,

STAINED FINISH,

HOT WATER HEATING.

521 ST. JAMES STREET.

DAWES & CO.

Sept. 226

TO LET.

HOUSE 279 DRUMMOND STREET, above Sherbrooke Street, with large Grounds and Orchard of Choice Fruit Trees, &c.

Apply to

A. McK. COWIE,
104 Grey Nun Street.

208

FOR SALE

THE VILLA RESIDENCE, 265 Drummond street, above Sherbrooke street, Size of lot, 140 x 150 feet.

ALEX. McK. COWIE.
104 Grey Nun Street.

208

HOUSE TO LET.

A FIRST-CLASS HOUSE.—SITUATION CENTRAL. Close to Sherbrooke Street and Union Avenue.

Rent Cheap—$500.

Partly furnished if wished.
For more particulars address
D. C. HOPKINS, P. O. Box 1869.

April 28. 101

CLERGYMEN ON WHEELS.

A Great Ministerial Excursion on Bicycles Through Canada.

The White Choker Left Behind, Sermons Unthought of and a Gay Company of Pulpit Orators Organize and Carry Out the First Clerical Wheelmen's Tour.

(Special Correspondence of the World.)

CLIFTON, Ont., August 22.—With the arrival Friday evening at Clifton terminated the first clerical wheelmen's tour organized in this country and the longest journey carried through by any score of cyclists. The notice paid to it by the local press as the company passed on its way, and the hospitable attentions lavished upon it by our cousins of Canada, have kept up the interest originally aroused by the announcement of this unique enterprise.

Like all good things, this tour had a simple beginning and a natural growth. Rev. Sylvanus Stall, of Lancaster, Pa., had spent in pleasant company several summer vacations on the wheel. In planning a trip to Canada it occurred to him to extend to the 400 clerical wheelmen in the United States an invitation to join him. A three week's trip away from one's family is seldom an easy affair to manage, even with the most ardent enthusiast. Some fifty clergymen, however, signified their intention or hope of going. But the various casualties of summer, visitors, sickness, and the like, prevented many at the last, and the great rains of August 3 and 4 prevented many more, "even scaring out six or seven Baptists." When all the forces were mustered the clericals, with their invited friends, numbered twenty, in good and regular standing. As with many the bicycle is still merely a plaything or a dubious and undignified method of locomotion, it will be interesting to notice the composition of the party.

Commander Stall should lead the list, with his record of author of "How to Pay Church Debts," "Pastors' Pocket Record," "Ministers' Handbook to Lutheran Hymns," "Lutheran Year Book," &c. From his State of Pennsylvania came Rev. W. P. Evans, of Columbia; Rev. J. F. Cowan, of Pittsburg, editor of "Methodist Protestant Year Book," and several Church periodicals, and Rev. C. E. Fessenden, of Summit Hill. Rhode Island was represented by Rev. L. A. Pope, of Warren, a brother of Col. Pope, who has done so much for the wheel in this country. Ohio sent Rev. R. Macduff, of Cleveland. From Illinois came Rev. H. S. Beavis, of Malcomb, author of "Introduction to the Study of Ancient History." Michigan contributed Rev. E. P. Johnson, of Marshall, and Rev. P. J. Maveety, of Homer. From still further West came Rev. O. G. Barnes, Ph. D. Professor of English literature in Iowa College, Grinnell. So much for the clerical element. Of nonreverend pedagogues were Prof. A. Hambright, Superintendent of Model School in Pennsylvania State Normal College at Millersville, and Prof. J. W. Lansinger, an instructor in music, from the same institution. Bordentown, N. J., furnished Prof. C. P. Hoffman, of the Female College and from Tennessee came Prof. G. F. Nicholassen, Ph. D., of the Southwestern Presbyterian University at Clarksville. Add to these J. S. Musser, of Columbia, Pa., a cycling captain and Consul; J. R. Foster, a merchant of Lancaster, Pa.; Elliott Mason, of New York City, agent of the Pope Company; E. W. Barnes, of Perth Amboy, N.J; G. F. Zeh, of Washington City, and B. J. Holcombe, of Detroit, official photographer for the trip, and the record is complete.

At times it would have been pleasanter if more had come. In some towns the original fifty were expected, and wild rumors that 300 clergymen were making a Yankee raid on the Canada roads obtained credit in some places. But the party was large enough for variety, and small enough to prevent confusion and make military discipline unnecessary; so the number was entirely satisfactory, except when it was found that Canadian hospitality had largely outrun in its preparations the needs of so small a company.

The tour began at Niagara Falls, and made the following as stopping places for the night: Going eastward, St. Catharines, Galt, Woodstock and London, at which place the Sabbath was spent; then Exeter and Goderich, the extreme western point of the trip; then Stratford, Guelph, Brampton and Toronto, with another Sabbath rest. Beyond this the tour became temporarily a "go-as-you-please" journey. Those wishing to make the century run from Cobourg to Kingston did so on Tuesday, six of the party accomplishing this arduous feat—the others followed on at their convenience, all meeting at Kingston for the Thursday sail through the far-famed beauties of the Thousand Islands; thence by water back to Toronto and Niagara on Friday, and by rail on Saturday to their various abiding places.

As will be seen, the pleasure "exertion" closed at Kingston. The original plan had been to wheel back to Cobourg, but this was not found desirable, three weeks of wheeling proving more than a sufficiency for the clerical devotees. The days of bicycle revolution numbered thirteen, during which 525 miles were left behind by the busy little wheel, the less ambitious or capable taking refuge in the cars when the burden was greater than they cared to bear.

The roads of Canada have been most unstintedly praised as splendid, equal to an uninterrupted asphalt, &c. The party's first experience, however, was like that of exoding Israelites; they were ready to faint because of the hardness of the way; while the tricyclers of the party, overcome by sand, gravel, stones, ruts and hills, contemplated complete collapse, and sadly thought of the Virginia epitaph over the grave of a three days old:

If I were so soon to be done for,
I wonder what I was begun for.

But better things were before them. Between Goderich and London to the south and Stratford to the east, and between Toronto and Kingston, are found many beautiful stretches of smooth, hard road, where the joy of physical activity thrills the breast, and locomotion becomes intoxication. On the whole it is clear that 500 consecutive miles averaging as well as these could not be found in the States, and the first disposition to re-christen the boulevardes "pull hards" gave way, even with the tricyclers, to delight that it was theirs to roll through such a friendly world.

The official reception at the Custom House was far from gratifying. The duty laws were strained to the utmost strictness, and the customary privilege of taking machines into Canada under bond was absolutely refused. One-third of tha value of the machines was demanded as a cash deposit, a requirement which a party of impecunious preachers off for a cheap trip were in no condition to fulfil. Much time was lost, and the authorities even thought it worth while to send word to St. Catharines, where the party were lingering for instructions, that any further advance would be followed by arrest. At last, after a wonderful amount of fuss and feathers, the good offices of an exceedingly courteous member of Parliament, residing in Clifton, prevailed, the machines were classed as export freight and admitted under bond of their return to the States, and the exasperated clerics were permitted to pursue their harmless way. Such experiences make one mightily in favor of a generous reciprocity treaty, suitable to these related nations, whose intercourse ought to be most easy.

But the ruffled plumes were quickly smoothed down by the exceedingly warm and most unexpectedly kind attentions of the unofficial Canadian. At Galt there was a royal supper provided by the Knox Presbyterian Church, followed by speeches of welcome from the resident clergymen. Similar receptions were given by the churches of the same name at Goderich and Stratford. At Woodstock the citizens gave a banquet, and at Mitchell refreshments were provided in the town hall. At Ayr Mr. Watson, the well-known manufacturer, filled up the hungry tourists as they passed through his place, and similar hospitality was shown at Seaforth by the local club of wheelmen. And who can number the potations of buttermilk, lemonade and other orthodox beverages poured out along the way by good matrons who would receive no pay. We of the States call ourselves hospitable, but were the line of visit reversed we could not do more than return this generosity shown by total strangers.

One great object of the organization of the trip was to show the real dignity of the wheel, that men could be manly and clergymen Christian while bestride the saddle in knee-breeches. At times the wonderful swarms of small boys seemed to turn the procession into a great moral show of the sort Barnum delights in. And occasionally a ministerial header showed that this way of spreading the Gospel was liable to grave objection. But on the whole the wheel was clearly vindicated both in the speeches made along the route and in the healthy and vigorous forms of the riding clergymen. Judging from the comments of press and people, it would seem now that any preacher who wants to mount this new and admirable steed is at full liberty to do so.—*New York World.*

BELLES OF SARATOGA.

The Garden Party at the Grand Union and the Brilliancy of Its Plumage—The Leading Figure of the Evening—Exquisite Toilets of a Married Belle of Titusville, Pa.—A Philadelphia Beauty—A Charming Baltimare Girl—New York's Quota to the Galaxy of Loveliness.

SARATOGA SPRINGS, Aug. 24.—The garden parties at the Grand Union Hotel have for some years now been looked upon as the culminating features of the Saratoga season. They deserve all the enconiums they elicit. There is certainly no other hotel in either hemisphere that would do a thing of this kind, and do it on such a grandiosely regardless scale. This year there was only one garden party, that of Thursday, 20th, owing to the death of General Grant and other causes, and it is supposed that about six thousand people, all told, were present during the evening. The raised platform for the dancers was erected in the center of the four acres of greensward and well-trimmed paths that constitute the grounds. It had a canopy above it, from the sides of which white, pink, mauve and blue gauze was festooned, attaching to the posts along the outer edge. These posts supported each a white silk banner, barred with pink and blue and gold, and above the banner a coat-of-arms. In between the seats placed along the sides for

TEMPORARY WALL-FLOWERS AND LOOKERS-ON

there were high rustic baskets of plants. Lothian and his band were secreted in an extension of their own at one side. Beyond the platform there was an outer circle of flags and then no end of lines and festoons of colored lanterns that ran through the grounds from end to end. The front of the row of cottages belonging to the hotel was draped with red, fringed with gold along the balconies. The moon was out, but its mild beams subsided into the background, owing to the more obtrusive radiance of eight electric lights. The usual colored effects, changing from moonlight green to blush red and into purple and yellow and mauve, and various changing rainbow glories, were thrown on the two fountains all through the evening. And, of course, every one said that part of it was like fairy land, which, in default of something more original in the way of admiring expression, it certainly was. The day had been cloudy and the night was very cool, and owing to these facts the toilets were probably, as a whole, of darker hues than they would otherwise have proved. But there was brilliancy of plumage enough, notwithstanding. In fact, some of it was

VERY MARVELLOUS GORGEOUS PLUMAGE INDEED.

And the number of decollete dresses and bare arms was such as to make the unsophisticated masculine being shiver and wonder at the ways "past finding out" of womankind more than ever. Short and long dresses divided the honors, with a preference to the short among the younger ladies who danced. Among the crowds walking through the grounds there was a wonderful display of gorgeous wraps, for which the the temperature was to be thanked. One of them was white satin, embroidered so lavishly with large seed pearls and gold beads that the foundation almost disappeared under the glittering inch-thick incrustation. The leading figure of the evening, and the afternoon as well, during the children's part of the entertainment, the cynosure of all eyes, was Mrs. George Anderson, of Titusville, Pa. In fact, Mrs. Anderson has been

THE CENTRAL ATTRACTION AT THE GRAND UNION

ever since she arrived there with no less than eleven trunks, the contents of which have day after day been exciting the admiration and—let us hope—not the envy of all the women in the place, and with her husband, who seems to enjoy his wife's triumphs to the utmost and to be a model in the way of affectionate devotedness. And Mrs. Anderson not only wears marvellous clothes, but she wears them beautifully. She is a strikingly handsome brunette, tall and well formed, with a complexion that is unspoiled by paint and powder, charming eyes, a still more charming smile, which reveals the whitest of teeth and lovely dimples. She walks well, and carries herself very gracefully, Her general style is vivacious, and suggests

THE SPANISH TYPE OF BEAUTY.

Thursday afternoon Mrs. Anderson wore a faille gown of one of the new shades of green, most elaborately and effectively relieved by masses of silk applique embroidery in the most vivid Oriental colors. Her bonnet corresponded. Her toilets always correspond throughout, down to her shoes and slippers. In the evening her gown was pure white, the bodice and train of velvet brocade, the front pearl embroidered lace. She was decollete, with a bunch of white tips on her left shoulder and another bunch in her hair. Around her throat were several rows of pearls, tied in the back with a white satin ribbon. The neck of the low bodice was finished with some superb duchesse. With her during the evening and forming a most happy pendant was Mrs. Woodruff, of Philadelphia, who is also a most effective looking brunette, with a bearing

NOT EQUALLED BY THAT OF ANY OTHER WOMAN PRESENT.

Mrs. Woodruff's toilet was charming and most appropriate for the occasion. The bodice was of "old pink" satin decollete, with a border of deep pearl embroidered lace laid flat. The skirt was short, a superb brocade, with big velvet flowers of vivid tint on a pink ground. She wore a cluster of pink tips on her shoulder and more in her high coiffure. It was perfection for a garden party dress. Among the unmarried ladies the belle was Miss Daisy Wilson, of Baltimore. Miss Wilson is English looking, which means that she is tall and fair, with a brilliant skin and a certain freshness about her whole appearance which was evidently very attractive to the men who talked to her, and if not fortunate enough to know her, stood about and obviously wished that they did. She was

SIMPLY BUT EXQUISITELY DRESSED

in a low-necked ivory-white corded silk, long. About her throat glittered a small diamond neeklace. Another very handsome woman, a Southerner, a blonde, was Mrs. A. L. Campbell. She wore white brocaded satin, with a long court train and a Watteau plait in the back. The front of the gown was chenille and seed pearls. Mrs. John Shaw, of New York, wore a pearl colored trained toilet with a great deal of stateliness. She always has beautiful diamonds gleaming in her hair and about her throat when in full dress. Mrs. W. Pullman was in white corded silk, and her toilet suited her blonde, stately, Rubens-like style of face and figure remarkably well. Mrs. Charles Crocker, the wife of the well-known San Francisco millionaire, had a toilet of terra cotta brocade as to the train and bodice.

THE FRONT WAS ALL EMBROIDERY AND LACE.

Miss Edith Van Buren, daughter of Gen Van Buren, of New York, was dressed in pink. She is always conspicuous, being very tall and slight with a stautesque face and ashen blonde hair, which she wears in a close braid low in the neck at times. Miss Carrie Ryan, of Charleston, was also in pink, and her sister-in-law, Mrs. Ryan, of St. Louis, in white crepe de Chine, low in the neck. Mrs. Ryan is a remarkably pretty woman. Miss Henriques, of New York, was noticeable among the throng; and also Miss Van Tassel, likewise a Gothamite. Miss Van Emberg, of New York, in white, was very striking looking because of a singularly strong resemblance to the ex-Empress Eugenie. Mrs. Russell Sage was in black, a very handsome toilet, with panels of silver. Miss Kate R. Lincoln

TOWERED WITH HER TALL, COMMANDING FIGURE

above most women on the platform, and was very conspicuous with her head and shoulders muffled in white and a long black satin toilet jetted in front. She was walking with Dr. James Taylor, of New York. Among the Saratogians who were on the dancing platform, a pretty, fair-haired Miss Simonds seemed to receive much attention. She was dressed in mourning. A black faille dress of dancing length, low in the neck and trimmed with lace above the shoulders, and black gloves reaching above the elbows. Another very pretty girl was Miss Fannie Pierce, of Brooklyn. Mrs. John Murphy, of New York, was resplendent in a toilet which, rumor had it, came direct from Worth. Here and there in the crush one caught glimpses of

BEAUTIFULLY EFFECTIVE DRESSES.

There was an elaborate dress of pale mauve satin, with a great deal of pearl beaded white lace in front and about the neck and sleeves. Another gorgeous toilet of white satin, with large dead gold roses brocaded upon it; a red satin, with trimmings of black lace worked with gold. Among the simpler dresses worn by young girls dancing, a pale gray crepe de Chine elaborately embroidered, with a corselet of dark plum velvet, the betelles passing over the shoulders, puffed and slashed, in mediæval style. Then a pale pink satin, with showers of pearl fringe up one side, and so on and so on.

THE DIAMONDS WERE SUPERB,

both as to quantity and quality. One lady wore a "riviere" like the cordon of some decoration, looped across the corsage of her white lace dress, and five diamond stars against the border of the low cut waist beside. The florists had been well cleaned out providing cut flowers. Most of the ladies on the platform carried the queerly shaped bouquets of roses, like a large egg cut off at the base, which are now fashionable, and which, with their loose and separately wired blossoms, are so infinitely preferable to the old-fashioned round bouquets with their flowers packed so inartistically close together.

ADVICE TO MOTHERS.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhœa, regulates the stomach and bowels, cures wind colic softens the gums reduces inflammation, and gives tone and energy to the whole system. MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING is pleasant to the taste and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

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—The Prince of Wales goes to Norway and Sweden next month to see a regatta of a yacht club which has King Oscar for a Commodore, and to hunt elk with a royal party.

—"Has my client any right?" asked a counselor, out of patience, of a brother wrangler at the bar. "I know not," was the response; "but one thing is certain—when you get through with him he'll have nothing left."

—"Pooh!" remarked the wise concert-goer, as the accomplished but quiet performer of a piano solo was leaving the stage; "that fellow can't play. Why, he don't wriggle his body, nor throw back his head, nor stick out his tongue a bit."

Miscellaneous.



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His Outspoken Opinion.

The very marked testimonials from College Professors, respectable Physicians, and other gentlemen of intelligence and character to the value to Warner's SAFE Cure, published in the editorial columns of our best newspapers, have greatly surprised me. Many of these gentlemen I know, and reaping their testimony I was impelled to purchase some bottles of Warner's SAFE Cure and analyse it. Besides, I took some, swallowing three times the prescribed quantity. I am satisfied the medicine is not injurious, and will frankly add that if I found myself the victim of a serious kidney trouble I should use this preparation. The truth is, the medical profession stands dazed and helpless in the presence of more than one kidney malady, while the testimony of hundreds of intelligent and very reputable gentlemen hardly leaves room to doubt that Mr. H. H. Warner has fallen upon one of those happy discoveries which occasionally bring help of suffering humanity.

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Hotels. Hotels.



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Miscellaneous. Miscellaneous.

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MONTREAL HERALD OFFICE

THE RETURNED FIVE MILLIONS.

An Interview With Mr. Abbott on the Subject—Some "Globe" Inaccuracies—The Return of the Loan Does Not Affect the Government's Liabilities.

(From Wednesday's Star.)

The return of the $5,000,000 loan borrowed by the Canadian Pacific Railway from the Government last session does not please *The Globe*. In a recent article it said that by the Act of last session eight millions of the bonds were retained by the Government as security for the $5,000,000 loan, and that it was to release these and make it possible to dispose of them at 95 per cent. that the loan had been returned. It also said that the practical effect of the return of the money was to increase the liabilities of the country by three millions. *The Globe* also explained that the reason why the bonds sold at 95 was due to their being Canadian Government bonds.

The Hon. Mr. Abbott, the solicitor to the Canadian Pacific Railway was asked by a *Star* reporter whether the statements were correct, and in reply made a succinct statement of the whole case.

"The first mistake of *The Globe* is in assuming that these bonds are Canadian Government ones. They are Canadian Pacific bonds. The act of last session authorized the issuing of $35,000,000 worth of first mortgage bonds of the company. Of these $20,000,000 worth were retained by the Government as collateral security for the debt owed the Government by the company. The remainder were to be placed upon the markets and the proceeds devoted to the equipment of the line. As security for the recent loan of $5,000,000, the Government retained $8,000,000 worth of bonds, or their proceeds. We had no expectation that our bonds would sell so readily and at so high a figure, and we borrowed the $5,000,000 for a year to supply us with funds until they were sold. The Government, not expecting the bonds would reach almost par value, retained $8,000,000 of the bonds in order to have ample security for the $5,000,000.

"The bonds were placed on the market and disposed of at 95. The statement of the *Globe* that the $8,000,000 worth of the bonds held by the Government have not yet been put on the market is incorrect. The entire $15,000,000 worth have been sold. By the terms of the act, the proceeds of $8,000,000 would have to be retained by the Government as security for the loan, and to release that amount we will give the Government a check on Baring Brothers for $5,000,000."

"How about the *Globe's* statement that the practical result of the operation is to place additional liabilities to the extent of $3,000,000 on Canada?"

"That is another of the fallacies of the *Globe's* article. Its argument is that because the Government's security for its loan is worth $3,000,000 more than its loan, it will lose $3,000,000 by taking back its loan and releasing the security. The reply is obvious. The $8,000,000 worth of bonds it holds is not its property; they belong to us, and the Government merely holds them as security for $5,000,000. Their release will not affect the Government in the slightest degree.

"The *Globe* might have made a point, which, though a poor one, would have been much better than the ones it did make. By the terms of the act of last session the Government exercises a supervision over the disposal of the proceeds of these bonds; but by the high rate at which we have disposed of them, we have secured some $2,000,000 more than the amount which the Government can control. But the public need not be alarmed on that account. Sir John told Mr. Drinkwater at Riviere du Loup yesterday that when the Canadian Pacific comes to the Government, and asks that a portion of the proceeds be advanced, it will have to satisfactorily account for the expenditure of the surplus two millions before it secures any."

"Has the Government accepted the return of the loan?"

"There will be no difficulty about that. We will give them a check for $5,000,000 on Baring Brothers, London, and in that way the loan will be repaid."

MR. VANDERBILT'S FRIEND.

Mr. Vanderbilt has returned to Saratoga. He is rarely seen in public without his friend Mr. Cadwell. Mr. Cadwell is a tall, slim man with straight, stiff figure. He has a hatchet face half hidden by a carefully trimmed gray mustache and beard. He is known to fame as Mr. Vanderbilt's friend. He is not a very rich man and no one thinks that he obtains any tips from Mr. Vanderbilt which he is able to use to his own advantage. He is simply Mr. Vanderbilt's intimate friend. He plays cards with him, he listens to his wandering talk about horses, he drives with him, and has as his reward for all this endurance the fame which attaches to intimacy with a great money king. There are some people in Saratoga who envy Mr. Cadwell the position he occupies. Envious people say the amiable Cadwell is the patient object of Mr. Vanderbilt's unhappy temper when occasion needs, and poses while the Vanderbilt throws enough of things at him to relieve himself. At times Cadwell's position of safety-valve and mutual friend is said to be very trying.

FASHION FANCIES.

—Etamine and cotton fabrics stamped with gold are novelties.

—Parisian dresses of striped material have the back draperies arranged so that half the stripes are horizontal and half perpendicular.

—Bouquets of flowers worn at the belt increase the size.

—Large bunches of flowers are fastened on the foundation skirts of thin dresses and are covered by the muslin.

—White vests are made of Turkish towelling and buttoned with small pearl buttons.

—Fine wool stockinette jerseys are dotted with tiny points of chenille.

—The Scottish token of good luck is a spray of white heather now put into the bouqutes of fashionable brides.

—Hats are higher than ever, with towering bunches of flowers worn in front over the forehead.

—Wrappers made for comfort in the privacy of one's own room are in the Mother Hubbard shape, and are of inexpensive linen lawns, American cambrics or Scotch ginghams, with sprigs, dashes, bars or stripes of color on a white ground.

—Twilled flannel of light quality with stripes of China blue on white, or of paler blue with pink, make pretty wrappers that may be worn all the year round.

—The favorite summer shawl for the country is the cream white India chuddah used in former seasons; but those of scarlet or pale blue are liked for a touch of color on cool days.

—Shawls worn by those in mourning are squares of black India chuddah with its zigzag lines, or else of very soft French cashmere.

—Ostrich feather fans are used all summer by elderly women, and the round feather fans are not discarded by young ladies.

—Slippers of bronze kid are in great favor for dress, and have gilt beading on the toes, with sometimes a ribbon tied on the instep, or else attached to the back and coming forward.

A CHEESE PANIC.

The Consternation Caused By Shipping Sixty Thousand Pounds of Limberger.

One day last week a shipment of sixty thousand pounds of Limberger cheese was made from Monroe, Wis., to Chicago, via Janesville. The train arrived at Janesville at about ten o'clock in the morning of one of those terribly hot days. The first indication the people had that anything was wrong was a telephone message from the blind asylum, asking if the people in town noticed a peculiar and strange odor. The message said that a dark cloud had passed over the asylum not long before and something in the cloud must have broke, as a deathly, sickening odor pervaded the asylum, and many of the inmates were complaining that their breakfast did not set well. The message was received by Dr. Whiting, one of the trustees of the asylum, and he went out on the front steps of the house, which is in the highest part of town, and took a long sniff. He did not smell anything at first, but the second time he drew in his breath he thought something had crawled into the air and died. His horse was at the door, and hastily leaving orders to burn a rag in the house, he drove down town with the wind from the arriving train in his face, and called upon several members of the board of health. They had all smelled the strange odor and felt that something should be done, so they held a meeting. The mayor, Mr. Winans, came in with his handkerchief to his nose and asked what was to be done. He said he had been a Republican since the war, had been in Congress, and had attended caucuses, but that smell beat anything he ever encountered. Mr. Van Kirk, a prominent business man, said he wouldn't have anybody think he was scared, but a smell that would enter a store and stop a clock and a coffee grinding machine, and cause Norwegian butter to turn pale, was something that needed attention at once, and he was in favor of burning tar in the streets and creating a smudge. Colonel Britton said he had had a good deal of experience as undertaker, and he had noticed such an odor frequently when the victim had been a tramp that had lain in the woods for a time after death, and it was his opinion that the woods were full of 'em that needed burying. The committee decided to get out and walk around town, and see if they could not fathom the mystery. So they went out and stood on the bridge acoss the river drinking in the terrible odor, and wondering how long people could live in such an atmosphere, when Tom Croft, agent of the C. M. and St. Paul Railroad, came driving down from the depot with three brakemen who had come in on that Limburger cheese train from Monroe, and they were almost dead and he wanted something done for them. In the meantime he said he had hired a new set of hands for the train, and started it on its way to Chicago, via Milwaukee, and the city was saved. Those whose duty it is to ship train loads of that cheese ought to send it through the country at night.—Peck's Sun.

WARS OF THE LILY.

Fresh Light Thrown Upon a Notable Encounter.

[New York Herald.]

Inasmuch as the Lonsdale-Chetwynd quarrel still continues to be a frequent topic of conversation here, and as all sorts of strange and contradictory rumors are in circulation about it, I have taken the pains to ascertain the actual facts about the origin of the dispute. I now cable the whole story as related to me, merely premising that my informant guarantees its absolute correctness.

CO-RELIGIONISTS.

Sir George Chetwynd and Lord Lonsdale are both very old friends of Mrs. Langtry. Owing to some feeling of jealousy on her account, there had been all through the past season a more or less concealed enmity between these gentlemen. Shortly before the row in the Park, Lord Lonsdale, while calling upon Mrs. Langtry at her house, happened to see on the mantelpiece a picture of herself painted on china. He admired it very much, and as he rose to take his leave he begged Mrs. Langtry to make a present of it to him. Mrs. Langtry replied that the picture was not hers; that it belonged to Messrs. Downey, the photographers, who had refused to sell it even to her. Thereupon Lord Lonsdale said:—"Well, at all events you can lend it me. I would like to show it to some one." He was finally allowed to take it away on condition of returning it in a few days.

THE RAPE OF THE PICTURE.

Some time passed, however, and still Lord Lonsdale neglected to keep his promise and bring back the picture. On the day before the final outbreak of hostilities Mrs. Langtry was riding in the Park with Sir George Chetwynd on one side of her and Lord Lonsdale and Mr. Alfred de Rothschild on the other. Mrs. Langtry asked Lord Lonsdale when he was going to give back her picture. "Oh!" he replied, "I am going to buy it from Downey." Sir George Chetwynd then chimed in, saying that Lord Lonsdale ought to return the picture, and adding as he turned toward him, "If you don't I will make you." High words then followed from both sides.

THE BATTLE.

On the same evening Lord Lonsdale wrote to Sir George Chetwynd requesting an apology, and threatening chastisement in case this was refused. Sir George, however, did not see fit to send an apology, and on the following day—wisely or unwisely—Lord Lonsdale proceeded to the Park to put his threat into execution. He began by flaunting in Sir George Chetwynd's face the receipt from Downey, whom he had finally persuaded to sell him the picture which had been the bone of the whole contention. He then committed the assault as it was described at the time. It is not true that the Prince of Wales had a hand in the settlement of the unfortunate affair, which was finally arranged by the good offices of Lord Calthorpe and Lord Huntley.

IMPORTANT.

Passengers arriving in the City of New York via Grand Central Depot save $3 Carriage Hire and Transfer of Baggage by stopping at the GRAND UNION HOTEL, opposite said depot. Passengers arriving by West Shore Railroad, via Weehawken Ferry, by taking the 42d street Horse Cars at Ferry entrance, reach Grand Union Hotel in ten minutes for 5 cents, and save $3 Carriage Hire. 600 Elegant Rooms, $1 and upwards per day. European Plan. Elevators, Restaurant, Cafe, Lunch and Wine Rooms supplied with the best. Prices Moderate. Families can live better for less money at the Grand Union than at any other strictly first-class hotel in the city. Guests' baggage delivered to and from Grand Central Depot free.

Business Cards.

D. LORN MACDOUGALL & LORN S. MACDOUGALL,
Stock Brokers.
Members Montreal Stock Exchange.
11 HOSPITAL STREET.
Stocks and Bonds bought or sold for cash, or on margin.
May 30 1y 129

GEO. W. HAMILTON,
No. 7 ST. SACRAMENT ST.
Stock Broker,
Member of the Montreal Stock Exchange.
Stocks and Bonds Bought or Sold.
March 28.

J. & R. ESDAILE,
Grain and Freight Brokers.
ESTABLISHED 1846.
Grain and Provisions Bought and Sold for Cash or on Margin.
Correspondents in Western Markets and New York.
March 4 55

MOFFAT & CALDWELL,
Bankers, Stock and Real Estate Brokers,
444 MAIN STREET, WINNIPEG, Man.
Real estate bought and sold. Mortgages negotiated. Collections made. Correspondence invited.
Address Drawer 1269, P.O., Winnipeg.
August 18 197

H. COTTE,
Accountant and Auditor.
Address P. O. Box No. 1,866.
September.

H. SANDFIELD MACDONALD,
(*Late Maclennan and Macdonald.*)
Barrister, Solicitor, Conveyancer, Notary, &c.
SOLICITOR FOR THE ONTARIO BANK.
CORNWALL, ONT.
N.B.—Special facilities for making prompt Collections throughout Ontario and Manitoba.
June 28 153

LEITCH & PRINGLE,
Barristers, Attorneys-at-Law, Solicitors in Chancery, Notaries Public, &c.
CORNWALL, ONT.
Jas. Leitch. | R. W. Pringle.
August 25

WELDON, McLEAN & DEVLIN,
Barristers and Attorneys,
ST. JOHN, NEW BRUNSWICK,
Chas. W. Weldon, Q. C., M. P.,
Solicitor for Bank of Montreal.
Hugh H. McLean. | James Devlin.
March 14 6m 64

MACLENNAN & LIDDELL,
(Late Maclennan & Macdonald.)
Barristers, Solicitors, Notaries, &c.,
CORNWALL, ONT.
J. B. Maclennan, Q. C. | J. W. Liddell.
July 2 156

JOSEPH F. KENNA,
Architect,
CHESTERFIELD CHAMBERS,
18 Alexis Street, Montreal.
March 1 63

JOHN G. GRANT,
STOCK BROKER.
(Member Montreal Stock Exchange.)
Stocks and Bonds bought or sold for Cash or on margin. Office—15 Hospital Street, No. 2 India Chambers. P. O. Box 734.
July 12 165

P. LAMOTHE & SON,
Real Estate, Insurance and Investment Agents.
Office—3 Place d'Armes Hill.

MacDOUGALL BROS.,
Stock Brokers,
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Buy and Sell all Securities quoted on New York Stock Exchange, through their Agents, Messrs. Prince & Whitely.
Terms:—Ten per cent. margin on the par value.
Commission for buying ¼ of one per cent. and same for selling.
December 29 192

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Barristers, Solicitors, Notaries, &c.
W. H. BEATTY,
E. M. CHADWICK, T. G. BLACKSTOCK,
THOMAS P. GALT, R. S. NEVILLE.
Offices—Bank of Toronto Buildings.
CORNER OF WELLINGTON AND CHURCH STS.
TORONTO.
December 31. 311

GIBBONS, McNAB & MULKERN,
Barristers and Attornies,
OFFICE:
Corner Richmond and Carling Streets,
LONDON, ONT.
Geo C. Gibbons. | Geo. McNab.
P. Mulkern.
January 3

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Barrister-at-Law, Notary Public, &c., &c.
ST. JOHN, N.B.
(P. O. Box 234.
Collections promptly made in all parts of Canada.
Montreal references given if required.
March 19 68

STUART & CO.,
Stock Brokers,
13 HOSPITAL STREET.
Members of the Montreal Stock Exchange.
January 17 15

CAMERON & McPHILLIPS,
Barristers, Solicitors, &c.,
Cawthra Chambers, 48 King Street West, TORONTO.
Hector Cameron, Q.C. | P. McPhillips.
May 7 1y 109

MACMAHON, MACDONDAL, DRAYTON & DUNBAR,
Barristers, Solicitors, &c.,
No. 7 York Chambers, Toronto Street. TORONTO.
HUGH MACMAHON, Q.C. P. H. DRAYTON,
GEO. MACDONALD, F. J. DUNBAR
November 14. 12m sw274

CLEMENT J. ALLOWAY,
Veterinary Surgeon, Licentiate of Montreal Veterinary College.
77 BURNSIDE PLACE, COR. METCALFE.
Office hours, 8 to 10 a.m., 1 to 4 p.m.
Telephone connection,
May 10 6m 113

OTTAWA, ONT.—McINTYRE & LEWIS,
BARRISTERS, &c., Supreme Court and Departmental Agents; Solicitors for the Bank of Montreal and Union Bank of Lower Canada, &c.
A. F. McIntyre. | J. Travers Lewis.
March 7 ws 1y 122

JOHN FAIR,
Accountant, Commissioner for taking Affidavits for Ontario.
115 ST. FRANCOIS XAVIER STREET.
March 23 79

DUNN & BENNIE,
Accountants, Auditors, Commercial and Financial Agents,
NOTRE DAME STREET EAST.
(Opposite Bank of Montreal.)
WINNIPEG, Man.
Special attention given to insolvent matters. Estates in Trust carefully and economically administered. Collections made. Information cheerfully given. Correspondence invited. Address Box 311, P.O., Winnipeg.
ROBT. DUNN. THOS. BENNIE.
November 24. 281

ANDREW A. WILSON,
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(Members of Montreal Stock Exchange.)
Stocks bought and sold for cash or on margin
Office Hamilton Chambers.
17 St. John St.
(P. O. Box
October 27. 257

WARREN SCALES Received SILVER and BRONZE MEDALS
AT DOMINION EXHIBITION 1884.
We are selling off our First Prize Scales at very low prices. Don't fail to call and see them at
76° Craig Street.
H. B. WARREN & CO.,
September 27 233

Post Office Time Table.

MONTREAL, July 3, 1885.

Delivery A.M.	Delivery P.M.	Mails.	Closing A.M.	Closing P.M.
		Ontario & West. Provs.		
8-8.30	......	(A) Ontario, Manitoba, N. W. Provinces, B. C., and the Western States	7 30	7 15
......	6 30	Ottawa River Route up to Carillon	6 00	
......	9 30	Canada Atlantic R.R.	7 45	......
......	9 30	Ottawa by C. A. R'y.	7 45	......
		Quebec & East. Prov's.		
8 00	......	Berthier, Sorel and Batiscan, per str.	......	6 15
......	5 00	Quebec, Berthier, Sorel Three Rivers and Line of N. S. R. R. Postal Car	......	1 50
8 00	......	(B) Quebec by R.R.	7 00	8 0
8 00		(B) Eastern Townships Three Rivers, Arthabaska and Riviere du Loup R. R.	......	8 00
......	12 45	(C) Can. Pac. Railway Main Line to Ottawa	6 00	......
9 30	10 30	Do. Ontario Section	7 30	6 30
9 15	......	Can. Pac. R. R. Bordeaux St. Jerome and St. Lin Branches	......	4 30
9 15	......	Can. Pac. R.R. St. Jerome and St. Janvier	6 00	4 45
0 00	......	Laprairie by Steamer.	11 30	......
9 15	......	Laprairie, Hemmingford, Huntingdon, Dundee, etc., by R'y.	......	3 00
	12 45	St. Hubert, St. Bruno; and St. Bazile	6 30	......
8 00	12 45	St. Hyacinthe, Sherbrooke, Coatie'ke, &c.	7 00	2 15-8
9 15	......	Clarenceville, Noyon, G Ligne, Stottsville Lacolle	......	5 00
8 00	......	Acton and Sorel R.R.	......	8 00
9 15	9 15	St. Johns	6 30	......
4 15	......	Stanbridge, St Armand Station	7 30	......
9 15	......	St. Johns, Vermont Junc. & Shefford R.R's.	......	4 30
......	......	Lacadie, St. Jacques, St. Athanese	......	4 30
10 00	......	South-Eastern Railwy	......	4 15
8 00	......	(B) New Brunswick, Nova Scotia & P.E.I.	......	8 00
......	......	Newfoundland forwarded daily on Halifax—Mails despatched from Halifax for Newfoundland on 6th and 20th July	......	8 00
		Local Mails.		
9 45	......	Valleyfield, Valois, Dorval, &c.	......	4 15
10 30	......	Caughn'ga & Chat'guay Beauharnois	6 00	......
10 30	......	Boucherville, Contrecœur, Varennes and Vercheres	......	2 30
9 00	12 50	Cote St. Antoine and Notre Dame de Grace	9 00	12 45
8 15	2 15 / 6 15	Hochelaga	7 30 / 11 50	5 45
9 45	5 30	Lachine	6 00	2 00
9 15	6 30	Longueuil	6 00	1 30 / 4 15
10 00	......	Longue Pointe, Pointe-aux-Trembles & Charlemagne	......	2 00
8 30	1 15-6	Point St. Charles	7 30 / 11 50	5 45
	5 00	Sorel by R. R.	......	3 00
9 30	......	St. Lambert	......	2 30
9 15	12 30	St. Eustache	7 00	4 45
......	12 30	St. Laurent, St. Martin, &c.	7 00	......
10 15	5 30	Cote St. Paul (St. Henri de M.) & St. Cunegonde	6 00	2 00
10 00	......	Sault-au-Recollet, Bougie and Pont Viau	......	3 30
10 15	1 50	St. Jean Baptiste de Montreal	7 00	1230 & 3 30
10 15	7 00	Mile-End, (and Coteau St. Louis, morning only)	7 00	3 30
......	2 15	Cotes Visitation and St. Michel, Tuesday, Thursday and Saturday	......	1 45
		United State.		
8-9 15	......	New York City and State, and Southern States	6 30	5 00 & 7 00
8-9 15	......	Troy, Albany, Rouse's Point	......	5 00
8-9 15	......	Boston, Mass.	7 30	7 00
8-1045	......	New England States, except Maine	......	4 30 & 7 00
8 00	......	Portland and the New England States, except Boston	......	8 00
8-8 30	......	(A) Western and Pacific States	7 30	7 15

*Registered Letters must be posted fifteen minutes earlier.

REGISTERED LETTER MAIL for the New England States—for Boston, New York and Southern States,—closed only a 4.00 p.m.

(A) Postal Car Bags open till 8.15 a.m. and 8.20 p.m.
(B) Postal Car Bags open till 9.15 p.m.
(C) Postal Car Bags open till 6.25 a.m.

Great Britain, Etc.

By Republic, White Star Line, Wednesday 1st, 6.30 a.m.
By Etruria, Cunard Line, Friday, 3rd, 6.30 a.m.
By Polynesian, Allan Line, Friday, 3rd, 7.30 p.m.
By Fulda, North German Lloyd, Tuesday, 7th, 4.30 p.m.
By Germanic, White Star Line, Wednesday, 8th, 4.30 p.m.
By Servia, Cunard Line, Friday, 10th, 4.30 p.m.
By Sardinian, Allan Line, Friday, 10th, 7.30 p.m.
By Ems, North German Lloyd, Tuesday, 14th, 6.30 a.m.
By Celtic, White Star Line, Wednesday, 15th, 6.30 a.m.
By Gallia, Cunard Line, Friday, 17th, 4.30 p.m.
By Sarmatian, Allan Line, Friday, 17th, 7.30 p.m.
By Eider, North German Lloyd, Tuesday, 21st, 4.30 p.m.
By Adriatic, White Star Line, Wednesday, 22nd, 4.30 p.m.
By City of Chicago, Inman Line, Friday, 24th, 4.30 p.m.
By Parisian, Allan Line, Friday, 24th, 7.30 p.m.
By City of Rome, Anchor Line, Tuesday, 28th, 6.30 a.m.
By Britannic, White Star Line, Wednesday, 29th, 6.30 a.m

Mails leave New York for the following Countries as follows:

For the Central America and South Pacific ports, via Aspinwall—1st, 10th, 20th.
For the Windward Islands—1st, 15th, 18th, 25th.
For Venezuela and Curacoa—2nd, 15th, 25th.
For the Bahama Islands and for Santiago and Cienfuegos, Cuba—2nd, 30th.
For Cuba, and for the West Indies, via Havana—2nd, 16th, 23rd, 30th.
For Brazil, also for the Argentine Republic, Uruguay and Paraguay, via Brazil, 2nd.
For Cuba and Porto Rico and the Bahama Islands, via Havana—3rd.
For Jamaica—3rd, 11th, 25th.
For Brazil, the Argentine Republic, Uruguay and Paraguay, via Brazil, and the W. I. via St. Thomas and Barbadoes—7th.
For Jamaica, Greytown [Nic.], Port Limon [C.R.] and the U. S. of Colombia, except Aspinwall and Paraguay—7th.
For Turk's Island, Cape Hayti and St. Domingo—7th. 28th.
For the Windward Islands and Demarara 8th.
For Bermuda—9th, 23rd.
For Cuba, and for Porto Rico, via Havana—9th, 18th, 23rd, 25th, 30th.
For Cuba—11th.
For Hayti—14th, 30th.
For Porto Rico, direct—14th.
For Jamaica, and for the U. S. of Colombia except Aspinwall and Panama—24th.
For Ciudad Bolivar—30th.

Mails Leave San Francisco:

For Australia, 4th; for China and Japan, 9th, 21st; for Sandwich Islands, 1st, 4th, 15th.
To secure connection, correspondence should be posted here nine days before the dates of sailing from San Francisco.

Letter Carriers' Delivery

Letters and papers should be addressed to the street and number at which to be delivered.
Notice of change of residence should be promptly notified to the postmaster in writing, and renewed at the expiration of three months, they being acted upon only during that length of time.
There are five deliveries made daily in the central divisions of the city, at 8.00 and 10.00 a.m., 11.30 a.m., 2.00 and 3.30 p.m. Four daily deliveries in the other divisions, at 9.00 and noon, and 2.00 and 3.30 p.m.
Hochelaga and Point St. Charles—Two deliveries daily; 9 a.m. and 1 p.m.

Street Letter Boxes

Are visited at 9.15 a.m., 12.30, 5.15, 7.30 and 9.30 p.m. On Sundays at 5.15 p.m., and on Holidays at 9.15 a.m. and 5.15 p.m. Hochelaga and Point St. Charles at 11 a.m., 4.30 and 8 p.m. Sundays and Holidays at 8 p.m.
OFFICE HOURS—Open daily at 8 a. m. Wickets closed at 7 p. m. Lobby open till midnight for the delivery of night mails to box-holders. On Sundays, open from 8 to 10 a. m. On the following holidays: New Year's, Good Friday, Queen's Birthday, Dominion Day, Thanksgiving and Christmas Day, open at 8 a. m.; wickets closed at 10 a. m., and lobby at midnight. Money Order Office and Savings Bank—Open daily from 9 a. m. to 4 p. m. (Sundays excepted); holidays, 9 to 10 a. m. Enquiry Office—Daily from 9 a. m. to 6 p. m. (Sundays and holidays excepted). Receiving Houses—From 8 a.m. to 5.30 p.m.; closed on Sundays.

Miscellaneous.

ALL FIRST-CLASS HOTELS
—KEEP—
RICHELIEU RENAL MINERAL SPRING WATER
June 10 J w s 129

Established 1844.
Registered Cable & Telegraphic Address, "Pool," London
MARCUS POOL & SONS,
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Live Stock Commission Agents in
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Represented in the United States and Canada by
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February v 50

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Or Applied per Square Foot on Contract.
SAVES 25 PER CENT. OF FUEL.
ASBESTOS CRUDE, ASBESTOS FIBRE, } F.O.B. for Exp.
FENWICK & SCLATER,
229 and 231 Commissioners Street
June 2 248 eod 131

RAILWAY TIME TABLE.

Dalhousie Square Station.

CANADIAN PACIFIC RAILWAY,

Arrive From		Leave For
8.50 a.m.	Toronto	8.40 a.m.
9.42 p.m.	Toronto	7.30 p.m.
8.50 a.m.	Ottawa	7.00 a.m.
12.30 p.m.	Ottawa	8.40 a.m.
8.49 p.m.	Ottawa	6.00 p.m.
9.42 p.m.	Ottawa	7.30 p.m.
8.49 p.m.	Pembroke	8.40 a.m.
8.50 a.m.	Smith's Falls	8.40 a.m
9.42 p.m.	Smith's Falls	7.30 p.m.
12.30 p.m.	Brockville	......
8.35 a.m.	St. Jerome	5.30 p.m.
8.35 a.m.	St. Lin	5.30 p.m.
8.35 a.m.	St. Eustache	5.30 p.m.

NORTH SHORE.

a.m.	p.m.		a.m.	p.m.
6.30	4.05	Quebec	......	3.00 / 10.00
8.50	......	Joliette	......	5.15

Bonaventure Station.

GRAND TRUNK RAILWAY.

8.00	8.30	Chicago, Detroit and Toronto	9.00	9.00
......	6.35	Kingston, Brockville	......	1.00
9.10	......	Cornwall	......	5.00
7.50	......	Lachine	7.00	......
8.45	......		7.55	......
10.10	......		9.00	......
......	1 30		12.00	......
......	*2 55		......	*2.09
......	4 30		......	3.30
......	6 00		......	5.00
......	7.25		......	6.15
6.00	......	Portland, Halifax, St. John, Quebec	......	10.15
......	8.00	Express for Portland and Quebec	8.10	......
11.59	6.40	Island Pond	7.30	3.15
......	4.45	Fort Covington Mixed	5.45	......
8.55	......	St. Hyacinthe	......	5.16
8.50	......	Hemingford and Huntingdon	......	4 10
9.15	......	St. Laurent	......	5.00
......	*6.40	St. Hilaire	*9.30	......
8.25	......	Vaudreuil	......	6.20

CENTRAL VERMONT RAILWAY.

8.20	8.40 / 11.20	New York & Boston	8.30	8.30
......	11.20	New York & Boston via Rutland	......	5.30
10.35	8.40	Granby, Waterloo, Magog & Sherbrooke	7.30	5.30

SOUTH EASTERN RAILWAY.

8.25	......	Boston, Lowell, Nashua and all points on Conn. River Line	......	7.45
......	8.30	Concord, Manchester, Nashua, Lowell, Boston, etc	*9.00	......
10.40	......	Newport, Bedford, St. Cesaire and local points	......	......
......	......	Do. do. except Saturdays	......	5.10
......	......	Newport, Knowlton and intermediate points	......	*2.00

For Sorel—Leave Montreal via G. T. Ry. at 3.15 p.m., connecting with S. E. Ry. at St. Rosalie Junction, and arriving at Sorel at 8 p.m. Returning—Leave Sorel at 7 a.m., Arrive at Montreal at 12.02 p.m.

DELAWARE & HUDSON.

8.05	10.50	New York, Saratoga, Albany, Troy & Rouses Point	7.30	5.45
......	2.15	Rouses Point, mixed	......	......

INTERCOLONIAL RAILWAY.

6.00	......	Halifax and St. John, N.B.	......	10.15

*Only Saturdays.

Railways.



CANADIAN PACIFIC RAILWAY

Montreal, Ottawa, Kingston, Toronto, AND THE WEST.

CHANGE OF TIME.

Commencing MONDAY, July 27, 1885, Trains will run as follows:—

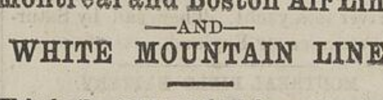
Time Table.	Local Express.	Through Express.	Local Express.	Through Express.
Leave Montreal.	A.M. 7.15	A.M. 9.00	P.M. 6.00	P.M. 8 00
Arrive Ottawa	11.25	P.M. 12.23	10.15	11.30
" Toronto	......	9.45	......	A.M. 8.30
Leave Toronto	......	A.M. 8.25	......	P.M. 8.00
" Ottawa	A.M. 8.20	P.M. 5.32	P.M. 4.25	A.M. 4.48
Arrive Montreal	P.M. 12.35	9.00	8.30	P.M. 8.18

The only Line to
All Points in Upper Ottawa Valley,
And the Most Direct Route to
Winnipeg, Manitoba and North-West,
—VIA—
OWEN SOUND & PORT ARTHUR
Connections at TORONTO for all points
WEST, SOUTH AND NORTH-WEST.

Magnificent Parlor and Sleeping Cars on Through and Local Express Trains.

For full information regarding Tickets, etc., apply at the following Ticket Offices:—
266 St. James Street (corner McGill street), Windsor Hotel Ticket Office, and at Quebec Gate Station, Montreal.

W. C. VAN HORNE, Vice-President. W. WHYTE, Gen. Supt.
D. McNICOLL, General Passenger Agent.
July 27



SOUTH-EASTERN RAILWAY

Montreal and Boston Air Line.
—AND—
WHITE MOUNTAIN LINE.

This is the ONLY LINE from Montreal running through the White Mountains to Portland and Old Orchard Beach BY DAYLIGHT AND WITHOUT CHANGE OF CARS, via Fabyan's and White Mountain Notch. Also direct connection for summit of Mount Washington, arriving at 6.30 p.m SAME EVENING.

On and after Monday, June 22nd, 1885, trains will leave Montreal as follows:—
9.00 A.M.—WHITE MOUNTAIN EXPRESS for Portland, Old Orchard Beach and all points in the White Mountains, with Drawing Room car attached, running through to Old Orchard Beach.
9.00 A.M.—Day Express with Drawing Room Car attached, for Concord, Manchester, Nashua, Lowell, Boston, &c.
5.10 P.M.—(Except Saturday) Local train for Newport, Waterloo, Bedford, St. Cesaire and intermediate points.
7.45 P.M.—Night Express for Boston and New England points, with Pullman Palace Sleeping Car attached. Also through connection for Springfield, and all points on the Connecticut River line.
2.00 P.M.—(Saturdays only) Local train for Newport, Knowlton and intermediate points.
The 9.00 A.M. and 7.45 P.M. Express Trains stop only at principal stations.
For further particulars see Time Tables.
Baggage checked through and passed by the Customs at Bonaventure Depot.
For Tickets and all information, apply at 202 St. James street, Windsor Hotel or Bonaventure Station.

T. A. MACKINNON,
General Manager for the Trustees.



Delaware & Hudson Canal Co.'s RAILROADS

LAKE CHAMPLAIN AND GEORGE STEAMERS
TO
Saratoga, Troy, Albany, Boston, New York, Philadelphia,
AND ALL POINTS SOUTH AND EAST.

The only line running a Fast Express Train between Montreal and New York—leaving Montreal at 7.30 a.m.

Fast Trains leave Montreal

7.30 a.m.—Fast Day Express, Wagner Drawing-room Car attached for Saratoga, Troy and Albany and New York, arriving in New York at 9.20 p.m.
5.45 p.m.—Night Express—Wagner's Elegant Sleeping Car runs through to New York without change, arriving in New York at 7.30 next morning. This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.30 a.m.
New York Through Mails and Express carried via this line.
Information given, and Tickets sold at all Grand Trunk Offices, and at the Company's Office,
143 St. James Street, Montreal.

J. W. BURDICK, General Pass'r. Agent, Albany, N.Y. CHAS. C. McFALL, General Agent, Montreal.
January 28 42



CENTRAL VERMONT RAILROAD

—:0:—
New York, Boston & New England
WHITE & GREEN MOUNTAIN ROUTE,
—:0:—

Trains Leave Montreal:

7.30 A.M. Day Express, for St. Johns, Farnham, Granby, Waterloo, Magog 11.10 a.m., Sherbrooke 12.10 p.m.
Through Cars Montreal to Sherbrooke and connection made at Magog with Steamer Mountain Maid, arriving Georgeville 12.15 p.m., Mountain House 1 p.m., Newport, Vt. 2 p.m.

8.30 A.M.—White Mountain Express arriving at Highgate Springs 10.23 a.m., Burlington 12.10 p.m., Montpelier 12.50 p.m., Well's River 2.23 p.m., Littleton 3.37 p.m., Bethlehem 4.25 p.m., Profile House 4.45 p.m., Twin Mountain House 4.16 p.m., Fabyan's 4.28 p.m., Crawford House 4.58 p.m., SUMMIT MOUNT WASHINGTON 6 30 p.m., Portland 8.00 p.m., Old Orchard 8.30 p.m.

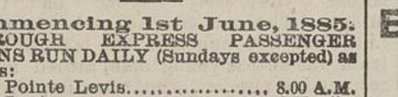
Pullman Parlor Cars, Montreal to Fabyan's without change.

8.30 A.M.—Fast Train, for St. Albans, White River Junction, arriving Boston, via Lowell, 7.20 p.m., and New York, via Springfield at 10.30 p.m.
Pullman New Buffet Parlor Cars to Boston.

5.30 P.M.—New York and Boston Express, arriving St. Albans 7.55 p.m., [Supper], Burlington 9.10 p.m., Rutland 11.20 p.m., Troy 2.05 a.m., Albany 2.25 a.m., New York 7.30 a.m. Boston 7.49 a.m., via Rutland, Bellows Falls and Fitchburg.
Wagner Sleeping Cars Montreal to New York and Pullman Sleeping Cars St. Albans to Boston.
Through Cars on this train arriving Waterloo 8.24 p.m., Magog 9.15 p.m. and Sherbrooke 10 p.m.

8.30 P.M.—Night Express, for St. Albans, White River Junction, Manchester, Nashua, arriving Boston via Lowell 8.30 a.m., via Fitchburg, 9.35 a.m., New York, via Northampton, Holyoke, Springfield, and New Haven 11.45 a.m.
This train makes close connection at Nashua and Winchenden for Worcester; Providence and all points on New York and New England Railroads.
Pullman Buffet Sleeping Cars to Boston and Springfield.
For Tickets, Time Tables and other information, apply at Windsor Hotel and Grand Trunk Offices, or at the Company's office, 136 St. James Street.

A. C. STONEGRAVE,
Canadian Passenger Agent
J. W. HOBART, Gen'l. Manager. S. W. CUMMINGS, Gen. Pass. A.
Montreal, June 29th, 1885. 81



Intercolonial Railway

SUMMER ARRANGEMENT.

Commencing 1st June, 1885. THROUGH EXPRESS PASSENGER TRAINS RUN DAILY (Sundays excepted) as follows:

Leave Pointe Levis .... 8.00 A.M.
Levis .... 8.15 "
Arrive Riviere du Loup .... 11.50 "
Trois Pistoles .... 12.15 P.M.
Rimouski .... 2.30 "
Little Metis .... 3.28 "
Campbellton .... 7.00 "
Dalhousie Junction .... 7.40 "
Bathurst .... 9.23 "
Newcastle .... 10.57 "
Moncton .... 1.49 A.M.
St. John .... 5.30 "
Halifax .... 9.15 "

The Grand Trunk Trains leaving Montreal at 10.15 P. M. connect at Point Levis with these trains.
The Trains to Halifax and St. John run through to their destinations on Sundays.
The Pullman Car leaving Montreal on Monday, Wednesday and Friday, runs through to Halifax, and the one leaving on Tuesday, Thursday and Saturday to St. John.
All Trains are run by Eastern Standard Time.
THROUGH TICKETS may be obtained by rail and steamer to all points on the Lower St. Lawrence and in the Maritime Provinces.
For tickets and all information in regard to passenger fares, rates of freight, train arrangements, &c., apply to
G. W. ROBINSON,
Eastern Freight and Passenger Agent
136½ ST. JAMES STREET,
(Opposite St. Lawrence Hall)
Montreal.
D. POTTINGER,
Chief Superintendent.
RAILWAY OFFICE,
Moncton, N.B., May 26th, 1885.

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CITY NEWS.

PARTAGA CIGARS, Duquesas, Princesas and Elegantes Extrafinos just received at S. Hyman's, 180 St. James street.

AT DEATH'S DOOR.—Constable Beatty was no better last evening than he was the day before. He is in a very precarious condition, and little hope is entertained of his recovery.

HAVANA CIGARS.—All the leading brands of the best houses in Havana are to be had at the Vice Regal Tobacco Emporium, 134 St. James street, and its branch, 1385 St. Catherine street. No fancy prices asked at these establishments.

THYMO-CRESOL IS AN ENGLISH DISINFECTANT of great merit, having obtained the gold medal at the Health Exhibition, London, England, 1884, and received the endorsation and recommendation of the eminent physicians of the world. Its price brings it within the reach of all, and we strongly advise our readers to use it as a preventive of smallpox. r 200

THE DINNER TO HON. THOMAS WHITE.—Those who wish to take part in the complimentary dinner to the Hon. Thomas White will please recollect that it is to take place on the evening of Saturday the 29th, and that is open to all who are desirous of showing their respect for Mr. White and their pleasure at his being appointed to a seat in the Cabinet.

A COMPLIMENTARY BANQUET.—Capt. and Quarter-Master William Johnson, of the Prince of Wales Rifles, being about to be transferred from the Montreal Post Office to that of Winnipeg, having been 29 years connected with the regiment, has been tendered a banquet from his brethren of the regiment as a mark of their esteem and good will towards him. It will take place this evening at the City Club.

A POLITICAL DEMONSTRATION.—A political demonstration, called by the Wardens and Mayors of the County of Beauharnois is to be held to-day at Valleyfield. The various political questions of the day are to be discussed by the following list of speakers:—Hon. H. Mercier, Q.C., Hon. R. Laflamme, Q.C., Hon. Henry Starnes, Messrs. J. J. Curran, Q.C., A. Desjardins, G. H. Bergeron, P. E. LeBlanc, M. Pelletier and Geo. Duhamel.

HIGHWAY ROBBERY.—At one o'clock this morning a man named Masson was returning from a ship in the harbor, along Commissioner street, when he was met by a gang of rough-looking characters, who asked him for some money. On his replying that he had none the gang set upon him and rifled his pockets of a purse containing some $29. After effecting their purpose they ran off. The police were notified but no trace of the thieves could be found.

THEY WANTED A DRIVE.—In the Recorder's Court yesterday morning Patrick Kenny and Wm. Johnson were charged with appropriating a horse and buggy belonging to Mr. James Wilson, from in front of a store on Notre Dame street. Mr. Wilson gave chase in a cab and finally caught up with the men near Hochelaga. They were arrested but pleaded that the horse had run away and that they were taking it to the pound. The story did not go down with the Recorder, however, who fined them $10 or one month each.

WHEN SMALLPOX THREATENED the city of Philadelphia some years ago the Board of Health and Corporaiton used Thymo-Cresol, which they used in the water with which the sewers were flushed and the streets watered. r 200

CANADA MUTUAL BUILDING SOCIETY.—A meeting of the shareholders of the Canada Mutual Building Association will be held at the office of the Society, No. 11 Hospital street, to-morrow evening, to receive the report of the Directors and financial statements for the past year, to elect directors and auditors for the ensuing year, to consider and adopt, if found expedient, the suggested amendments to the by-laws, *vide* the President's report, and transact such other business as may be legally brought before the meeting.

A PRECAUTIONARY MEASURE.—The action of the Lady Superior of the Sault au Recollet Convent of the Sacred Heart, in compelling all parents bringing their children back to school to bring certificates from physicians that they are free from the reigning epidemic, is deserving of credit and cannot be too highly commended. The lives of the children who are committed to their care are too precious to be trifled with, and the prompt measures taken by the head of the school shows how clearly the authorities are awake to their responsibilities.

MONTREALERS ABROAD.—The genial proprietor of the St. Leon Springs Hotel has no cause to complain of the success of his season. Saturday witnessed a large gathering of representative families of Montreal and Quebec who make their summer home there. Dancing commenced at an early hour and during the evening several operatic selections were given by Mr. George Fielding, of the Edmondson Opera Company, the "Silver Line" and "Le Dernier Baisier" being particulay well received. Among the guests present were noticed:—Madame La Motte, Madame Dorion, M. Achille Dorion, Madame Augusta Gross of New York, Madame Trudell and daughter, Mr. M. M. Cloran, Mrs. J. Ogilvie, Miss Ogilvie, Miss Vincent, Mr. Boelvert and others.

AFTER A FORTUNE.

Two Montreal Boys Take Horace Greely's Advice.

A letter was received yesterday from the Chief of Police of New York city by the authorities here that two Montreal boys had been arrested in that city and were detained there. The boys' names were given as William Kearns, about 12 years of age, and Martin Fitzgibbon, a year or two older. Enquiry shows that the first boy is the son of a Customs officer, residing at 461 Lagauchetiere street. He has for some time back been apprenticed to Mr. W. R. Turner, a plumber, and appeared to be satisfied with his work. Monday afternoon he told his mother that he would be back about five o'clock, but his parents heard nothing further of him until they received a notice from the New York Chief of Police saying the boy was there, and asking for money to send him home. The money was sent at once. The other boy is the son of Mr. Kearns, a grocer, who lives on the corner of Vitre and Chenneville streets. He also has a good reputation, and has been attending the Plateau Academy. When he ran away his parents were about to send him to the St. Laurent College. He went without saying a word, like his companion.

When arrested neither had any money. No cause can be discovered for the boys' flight excepting an idea that they would go out and grow up with the country, prompted purely by a love of adventure.

A SUCCESSFUL CONCERT.

Last evening a most enjoyable event took place at Lachine, the occasion being a concert given by the members of the Lachine Boating Club, under the direction of Professor Ducharme. The excellent programme prepared for the evening was gone through in a manner that left nothing to be desired, and which reflected great credit on the members and their instructor. After the musical portion of the programme had been disposed of an impromptu "hop" took place which was kept up to a late hour. There was a large attendance. The following was the programme:—

Piano Duet.................The Misses Hagar.
Violin Solo.....................Mr. C. Routh.
Song and Chorus..............Mr. J. G. Monk.
Song...............................Mr. C. Douest.
Song...............................Mr. C. Monk.

PART SECOND.

Piano Duet............Misses Ayer and Hill.
Song..................................Mlle. Amos.
Song and Chorus..............Mr. J. G. Monk.
Piano Solo..........................Miss Davis.

God Save the Queen.

PERSONAL.

Mr. A. McLean, Ottawa, is in the city.

Mr. Emile Digneffe, Liege, France, is at the Hall.

Dr. Bergin, M.P., Cornwall, is stopping at the Hall.

Rev. D. O'Donahue, Carleton Place, was registered at the Hall yesterday.

Thomas Bell, merchant, Liverpool, is at the Hall.

Among the arrivals at the St. Lawrence Hall yesterday were Bron. Hulat, Paris; Paul Schmidt, Liege; Just. Ferwaugne, Liege; Rev. J. S. O'Connor, Perth; C. E. Lilyod, Philadelphia; J. D. Ham, Newburg, Ont.

Mr. Hugh Ryan, contractor, of Perth, Ont., accompanied by a party of fifteen ladies and gentlemen, arrived at the St. Lawrence Hall last evening, coming down the river in a yacht. They sail by Saturday's steamer for England.

MONTREAL FIELD BATTERY.

Annual Inspection Yesterday.

Having finished a course of twelve days' drill, the Montreal Field Battery were inspected yesterday morning by Lt.-Colonel Irwin. There were on parade 40 men, 4 guns and 30 horses. Among the spectators were Lt.-Colonels Straubenzie, Worsley, Fletcher, Lyman; Captain Forbes, Maj. Baynes, Montreal Garrison Artillery; Consul-General Anderson, Lieutenant-Colonel Stewart, of the Ottawa Field Battery; Lieutenant Howard, Connecticut State Militia, Mayor Beaugrand, Mrs. Beaugrand. After receiving the inspecting officer with a general salute, the battery proceeded to Fletcher's Field, Lieutenant-Colonel A. A. Stevenson in command, the other officers being Captain Green, Lieutenant Hooper, Lieutenant Hall, Surgeon Fenwick, Veterinary Surgeon McEachran. Generally speaking the appearance of the Battery was favorable. It marched past the saluting point at a walk and trot, went through the firing exercise, sword drill, and the dozen other movements prescribed in the regulations. Lieutenant-Colonel Irwin declared himself satisfied with the manner in which the evolutions had been performed. Luncheon was served in the officers' mess after the inspection. Speeches were made by the commander of the Battery, and Mayor Beaugrand, the usual loyal toasts being honored.

The Battery broke camp during the afternoon by driving through some of the principal thoroughfares, returning to the Armory by way of St. James and Windsor streets.

KILLED ON THE RAILS.

A Young Man Falls from a Freight Train in the Victoria Bridge and is Run Over and Killed.

Late on Tuesday evening a young man was killed in the Victoria Bridge by falling off a freight train, which he had boarded apparently with the intention of crossing the Bridge. The body was removed to the Wellington street crossing and the Coroner notified. After viewing the body yesterday morning he ordered it to be taken to the Morgue, where the inquest was held last evening. At the inquest the father of the young man, Mr. Hoskins, a stevedore, was present. He had recognized the description given of the clothes in the evening papers as those of A. Hoskins, a young man of 22 years of age. At the inquest the evidence was to the effect that the watchman whose duty it is to patrol the bridge had been told by a man that a young man had boarded a freight train in motion as it was entering the bridge. The watchman afterwards, in making his usual patrol on the bridge, found the body of the unfortunate man lying across the track, mangled and bruised in a terrible manner. The watchman had not seen the man before the accident, and in fact the first intimation he had of the affair, was when he came across the body lying on the bridge. The person who had informed him that a young man had boarded the train was also a young man, attired in a respectable manner, who, after imparting the information, proceeded toward the city. The brakesman of the freight train boarded testified that the man must have fallen from the seventh car from the end of the train, as blood was found on the wheels of all the cars from that car to the end of the train. They said that it was a frequent occurrence for men to steal a ride across the bridge. There was strict orders against allowing any person to do so, but the men usually boarded trains when they were in motion, unperceived, and were only discovered after the train had crossed the bridge. A lot of other important evidence was given and the jury, after a short deliberation, returned a verdict of accidental death, imputing no blame to anyone. The unfortunate young man was last seen by his parents at 12 o'clock on Tuesday.

—The Superintendent of the Elmira Reformatory says that drunkenness can be traced in the ancestry of more than a third of the convicts sent there; that only one in four of their parents has received a common school education; and that, as nearly as can be ascertained, the home influence in half the cases has been distinctly culion.

THEATRICAL AND MUSICAL ENTERTAINMENT.

A Pleasant Evening at "Glen Moriston" With the Children.

On Tuesday evening last an entertainment was given at "Glen Moriston," the residence of Mr. G. R. Grant, at Sault au Recollet, which, as might have been expected, was an unqualified success, and reflected the highest credit upon those who took part in the programme presented for the delectation of the guests present. The entertainment was a children's affair throughout, yet the manner in which the programme from beginning to end was executed showed a high appreciation of the work required and merit which many older people might feel proud to attain. The "Variety Theatre" was the large new coach house of Mr. Grant which was fitted up in a beautiful and becoming manner, the interior being tastily decorated with evergreens and rosebuds while the flags of different nations were entwined upon the walls at every place not occupied by the floral decorations. The large folding doors leading to the lawn were thrown back and the entrance covered by two heavy dark curtains which were looped up on either side as the exercises opened. A powerful calcium light thrown upon the stage had a beautiful effect, while upon the lawn where the invited guests, numbering at least one hundred, were seated, Chinese lanterns from every bush and tree as well as upon the front of the building gleamed like fairy stars in a firmament of leaves. The programmes were neatly engrossed upon heavy note paper with a neat white silk bow upon the upper left hand corner. The order of exercises was as follows:—

VARIETY THEATRE,
"Glen Moriston," August, 1885.

PROGRAMME.

Marche aux Flambeaux..............................
Miss Maude Roy.
A Gipsy Camp.................................Tableau
The Gipsy's Warning..................................
Chorus from "Mascotte"...............................
"The Queen's Gift"...................................
Miss Mabel Kirk.
The Dirty Boy.................................Tableau
Salut a Pesth...
J. Grant.
The Statue from Pygmalion and Galatea......
Gondola Song...
Miss Roy.
Before Marriage...............................Tableau
Pizzicate...
Miss Grant.
After Marriage.................................Tableau
"Curfew"...
Miss M. Grant.
The Swing..
Miss Smith.
"I'm a Dude"..
H. Gagnon.
Rebecca at the Well..................................
Bertha Kirk.
"A Farce"..
"Auld Lang Syne."

The principals were the Misses I. and Mina Grant, Bertha, Mabel and Jean Kirk, and Mescetta Smith, who were ably assisted by Masters George Grant, George and T. Smith, as also by younger members of the families named. The audience present testified how greatly they appreciated the admirable manner in which the juvenile actors and actresses executed their parts by frequent applause. After the performance the entire company were very handsomely entertained by Mr. and Mrs. Grant. A very nice cold lunch was served upon the lawn, which was followed by dancing until near midnight, when the party broke up and returned to their respective residences more than pleased at the really very fine entertainment furnished them.

AMUSEMENTS.

Places to Go for a Good Time.

The simultaneous closing of all the city theatres and variety halls has given an impetus to out-door entertainments in such a number as to be almost unprecedented. Appended are the particulars of a choice list of places to visit and events about to come off in and about the city:—

TO-DAY.

The annual excursion of the Catholic Young Men's Society to Lake St. Peter is billed to leave Jacques Cartier Pier on the steamer Three Rivers at 10 a. m. An orchestra will furnish music for dancing.

This evening the Wolseley Snowshoe Club have a moonlight excursion on the steamer Berthier, leaving the Island Wharf at 8 o'clock.

TO-MORROW.

The Hackmen's races are to be held on the Montreal Driving Park.

In the evening a moonlight excursion will be given under the auspices of the Montreal Yacht Club on the steamer Montarville, leaving the Island Wharf at 8 o'clock.

ON SATURDAY.

Montreal's pride and glory, the Fire Brigade, will picnic on the Montreal Lacrosse Grounds, where the usual long list of games will be competed. Twenty-six events are on the programme. A team of Caughnawaga Indians will pull against the fire laddies in a tug-of-war. Races have been arranged for insurance men, Aldermen, and reporters, and a handsome prize is offered for the winner of a five-mile bicycle race. The Harmony Bands have been engaged to furnish music during the afternoon.

The seventh annual picnic and games of the Fifth Royal Scots comes off at Otterburn Park, St. Hilaire, trains to leave the city at 8.30 a.m. and 1.30 p.m. The pipers of the regiment and Casey's string band go with the party. A programme of 21 races and games has been prepared, among which are an open mile run, Highland fling, Scotch reel, Ghillie Callum and a tug-of-war.

The Grand Trunk Boating Club will hold their annual regatta at the Tail Race.

The Lake St. Louis Canoe Club will have their races at Lachine in the afternoon.

At St. Lamberts there will be a regatta and other sports.

Several valuable prizes are offered at the Montreal Bicycle Club's fifth annual competition of nine races, to come off at 3 p.m. on the Shamrock grounds.

George Bishop & Co.'s employes excurt to Beauharnois on the Dagmar.

NEXT WEEK.

On Monday evening Loyal Excelsior Lodge, No. 6237, I.O.O.F., propose having a trip down the river on the Berthier.

Trotting races will be held at Lepine Park on Tuesday.

The Shamrocks and Ontarios will meet on the grounds of the former in a championship match.

THE HERALD employes will have an excursion to Ste. Rose on Saturday, the 5th.

DATES AHEAD.

September 9—Third annual games of the Butchers' Association, Exhibition Grounds.

10—Policemen's picnic, Montreal Lacrosse Grounds.

12—Shamrocks vs. Montreal lacrosse match.

The annual meeting of St. Gabriel Quoiting Club will be held on Island street, Point St. Charles.

14—Cricket match, English Team vs. Montreal.

15, 16—Caughnawaga Exhibition.

19—Montreal vs. Ontario.

PROTECTION AGAINST SMALLPOX.—A good means of protection against infection is to carry a bag containing a small quantity of *Thymo-Cresol* Powder, which is a very powerful germicide and disinfectant, yet not unpleasant. r 200

THE MURDER AT VERDUN.

Arrest of a Suspected Character Yesterday.

Every effort is being made on the part of the city detective force to trace the murderers of William Monteith. Detectives Lapointe and Naegle, who are engaged in the case with Detectives Murphy and Cullen, have visited the scene of the tragedy and report nothing new as the result of their enquiry. Yesterday a suspicious-looking character was arrested at St. Henri, on suspicion of being one of the participants in the fatal fray. The prisoner is very reticent and professes total ignorance of the crime. He was confined in the Pointe St. Charles Station House awaiting identification. A gentleman who came in from Verdun last evening, who was present at the home of the Monteiths when the tramp came along and anxiously inquired whether the young man was dead, saw the arrested man late in the afternoon and says he is the same person. It is hoped the arrest will, at least, lead to the arrest of the guilty party.

WANTED $500 WORTH.

Messrs. Conklin and Edwards Wanted By NewYork State Authorities.

Chief Paradis has received a communication from the chief or police, Rochester, N.Y., offering a reward of $500 for the arrest of Jos. Conklin and George Edwards wanted on the charge of forging drafts on the La Banque du Peuple of this city. The drafts were two in number, one of $3,900 upon which no money was secured, and one of $2,500, which was paid. The forgeries were excellently executed. The following description is given by the New York authorities of the forgers:—

George Edwards is about thirty years of age, five feet seven inches in height, light complexion, brown hair, sandy moustache, two front teeth filled with gold; he wore a light suit, fine check, and Derby hat. He had quick manners, claimed to come from Albany and was conversant with some recent business changes there.

James W. Conklin is from fifty-five to sixty years of age, five feet eight or nine inches in height, light whiskers and moustache turning gray and white, head bald and blue eyes. He was heavy set, wore grey clothes, a black soft felt hat; occasionally a light stove-pipe hat.

LAPRAIRIE BOATING CLUB.

Resolution Passed Yesterday Defending their Pastor.

At a largely attended meeting of the Laprairie Boating Club held in the steamer Laprairie yesterday morning, the following resolution was on motion unanimously passed:

WHEREAS the recognized principles of liberty admit the right of all religious teachers, whether Pagan, Jewish or Christians, to admonish their respective congregations against practices which, to them, seem perilous to morality: and

WHEREAS certain evil-disposed persons have seen fit to publish, or caused to be published, in the newspapers of this city highly colored and misleading reports of the remarks made from the altar by the Rev. Mr. Bourgeault, parish priest of Laprairie, on the evil consequences of certain dances;

WHEREAS those reports are seemingly made or given with a view of throwing ridicule on the rev. gentleman, and bringing about a conflict between him and the members of his congregation to which a number of this club belong, be it

Resolved, that the members of this club disclaim knowledge of or responsibility for the aforesaid newspaper reports and protest against the same; that the members of this club regret that the impression has gone abroad that they are in opposition to Rev. Mr. Bourgeault, whose zeal and piety, they, in common with all who know him, hold in the highest esteem.

THE PROTESTANT SCHOOLS.

Opening Postponed Until the 15th September—The Vaccination of Every Pupil Insisted Upon.

The Board of Protestant School Commissioners held a meeting yesterday afternoon to consider the propriety of opening the schools during the present epidemic. The meeting was private, but a HERALD reporter called upon Ald. Wilson, one of the Board, and learned that the schools were to be opened on the 15th September. In answer to a question as to whether there was any opposition to this, Ald. Wilson said that the Board was unanimous in its decision. "We have received letters from all the head masters of the schools advocating the opening of the schools, and also from the parents themselves, advocating a postponement. Besides, the smallpox is not prevalent among the English speaking citizens and we were of the opinion that the children would be far more likely to contract the disease running about the streets than in the school. There are certain precautionary conditions taken, however. The first is that each child is required to bring a blank form filled in by his parents or guardians, which blank form can be got from the head master of any school on Monday, 14th September, at 9 a.m. and 1 p.m. In that form the parents certify that smallpox does not exist in their households. All children over eight years of age must be re-vaccinated and all children under that age if not already vaccinated must be vaccinated at once. All pupils will have to produce a doctor's certificate that they are vaccinated before they are allowed to enter the schools." At the conclusion of the conversation the gentleman said that the Board had adopted the course most acceptable to parents, "but you see we have taken every precaution necessary."

THE SENECAL-TRANCHANT CASE.

The Charge of Libel Dismissed by Magistrate De Montigny.

The case of Mr. L. A. Senecal vs. Mr. A. Tranchant, for libel, was disposed of by Acting Police Magistrate De Montigny yesterday afternoon, who rendered judgment for the defendant. The case has been before the courts some time and has attracted wide-spread attention. The alleged libel consisted in the publication of an article in the *Star* on the 20th June last concerning Mr. Senecal, in which the defendant is charged with participation. In rendering judgment His Honor said that at first sight the article appeared not to be libellous, but he was of opinion that there was reason to believe that the same was injurious to the plaintiff, and that this might be shown by extrinsic evidence. He contended that to constitute the offence charged, the accused must of necessity have participated in the publication of the article. At first the presumptions were that Mr. Tranchant had authorized the publication of the article referred to, but Mr. A. P. Millar, a member of the editorial staff of the *Star*, gave very clear evidence, and dispelled such presumptions by stating that he had taken the article from another newspaper, had had it translated and inserted in the *Star* without the accused in any way participating in the publication. Participation in the publication being the essential fact to constitute the crime, and the defendant not having participated in the publication of the article upon which the action is based, the defendant must be acquitted.

THE SMALLPOX.

No New City Features to Report.

What is Said of Montreal in Boston.

What the Railways are Doing.

"Any new cases reported to-day?" asked a HERALD reporter of the Secretary of the Health Department.

"Can't give you any information on that point," was the reply.

Further questioning elicited the fact that the Department had resolved not to give any statistics until they had been found to be correct. The reporter, therefore, had to content himself with the statistics for Tuesday, when there were 80 cases reported and only 14 on investigation turned out to be smallpox. "People are, in fact, so scared," said one of the officials yesterday, "that anything "and everything that they notice is small-"pox. The slightest rash or eruption "causes them to rush off to the Health "Office with a report. This spirit, of "course, is commendable, but it gives us "a lot of trouble." In the Civic Hospital there are 56 cases, of which 49 are progressing favorably. The new wing to this hospital is not completed yet, but is expected to be so in a few days. The Board of Health complain bitterly of the careless manner in which business is conducted in the Recorder's Court. They say that when any case for breach of the by-laws is brought before this "august court" it is generally put off from day to day. In the case of Col. Hughes for tearing down a smallpox placard a health officer was ordered to ascertain if it had been entered on the books. He first received the reply from one of the clerks that there was no report but on persisting in his enquiry he learned that it had been put off until Saturday.

NOTES.

The Health Committee of this city are being ably supported by two enterprising men who for several days past have been selling large quantities of Howard's English Camphor in small tablets, at Victoria Square. They deserve success for their energy.

A Toronto despatch of yesterday says:—"The smallpox excitement here has been intensified by the discovery that Mrs. Merrick, mother of the child on Gifford street, which is suffering from smallpox, has caught the disease, and the fact that during the week large numbers of families from Montreal have arrived here. The doctors are unanimous in the belief that many cases will be discovered before the fall."

A GENEROUS DONATION.

The Mayor yesterday morning received a cheque for $500 from the Hon. Donald A. Smith as a contribution to the smallpox fund.

THE INTEREST TAKEN IN BOSTON—INTERESTING RAILWAY CORRESPONDENCE—DISINFECTING THE CARS, ETC.

Says the Boston *Evening Record* of the 24th inst:—"The prevalence of smallpox in Montreal, and the apprehension felt by many people in New England lest the tide of returning summer travel should bring infection here, led the *Record* to make inquiry as to whether or not any precautions have been taken by the railroads leading southward from Montreal. It was learned that President Morey of the Boston & Lowell had, as soon as the disease was declared epidemic in Montreal, opened correspondence with the Grand Trunk and the Southeastern railway officials, and had also caused the employees of his own lines to be instructed to take extra pains to prevent the importation of the disease. Strict sanitary rules are enforced on the lines of this system at all times, and these have been supplemented, at present, by vaccination of employees when necessary, and extra vigilance to prevent the transportation of persons from infected districts. The Grand Trunk authorities have assured President Morey that they are pursuing the same course, and that if any employees refuse to submit to vaccination, or neglect to take the utmost sanitary care, they will be promptly discharged. The Central Vermont is equally alert. The following letter from Mr. T. A. McKinnon, general manager of the Southeastern, is of interest in this connection.

"SOUTHEASTERN RAILWAY,
General Manager's Office,
MONTREAL, 22nd August, 1885.

"*Edwin Morey, Esq., President Boston & Lowell Railroad, Boston, Mass*:—

"Dear Sir,—I am this morning in receipt of your favor of 20th instant with reference to the proposed action by the State of New Hampshire in regard to the smallpox, now existing in Montreal. I am now in communication with the Grand Trunk and Central Vermont officials on the subject, and I can only say that every precaution will be used on our part. I have already issued instructions to have all our cars running to and from Montreal as fully disinfected as possible. It would seem to me a difficult matter to establish a quarantine that would secure a proper degree of safety without stopping the whole traffic of the roads to and from Canada, as seven-eighths of the passenger business does not touch Montreal. I shall be glad to have you communicate with the President of the State Board of Health, and I shall be glad to adopt any additional precautions that can be suggested. The authorities here are alive to the situation, and all employers of labor are insisting upon a thorough vaccination of all under their control, and I am in hopes that a few days will show a decided improvement in the condition of things.

Yours truly,
T. A. MACKINNON,
Gen. Manager.

"It should be said that in Montreal very little attention is paid to the disease. Business goes on as usual. But out of an abundance of caution travelers are avoiding the city to a large extent, and the hotels, boat lines and local roads are not reaping their usual summer harvest. Tourists, who thought of taking in the St. Lawrence and the Saguenay are cutting short their tours and staying in New Hampshire and Vermont. This visitation will cost Montreal a large sum, up into the hundreds of thousands, it is estimated by some, and it will probably lead to overcoming, by the strong arm of the law, if necessary, the prejudice against cleanliness and vaccination that is entertained by some of the Canadian-French. The press has been obliged to emphasize the danger in order to arouse public opinion to the adoption and enforcement of preventive measures, but now it may be safely assumed that the danger of all spread of the contagion has been reduced to a minimum, and that with proper attention to protective measures the people this side of Montreal, and even there, can now let their movements be unrestricted."

HERE AND THERE.

Last evening a negress was arrested for loitering on St. James street and lodged in the Central Station.

A carter by the name of John Kelley fell from his carriage yesterday in Griffintown, sustaining two severe scalp wounds. He was taken to the General Hospital.

James Green, for assaulting his father, was sent down for six months and a fine of $10 or three months more. His father said he was a worthless character who drank heavily.

A young man named Arthur Chaput was arraigned before the Police Magistrate yesterday morning on a charge of stealing a watch from Marie Louise Mercier. He pleaded not guilty and was remanded until the 28th inst.

NAUTICAL NOTES.

Here and There Paragraphs.

Arrivals in port to date 309.

The Escalona goes to Bristol.

Steam barge Van Allen is in Wellington Basin.

Bark Hecla will leave for Quebec and sea on Friday.

Steamship Benona leaves for Sydney to-morrow morning.

Steamship Bonavista left Pictou at noon yesterday for Montreal.

Steamship Clifton sailed from London on the 23rd for Charlottetown.

Steamship Minerva leaves on Saturday for Sydney and North Sydney.

Steamships Regius and Coronilla, hence, arrived at London August 24.

Bark Aspotogan cleared at New York last Friday for Pictou and Montreal.

The Allans' steamship Austrian, from Boston, arrived at Glasgow on Tuesday.

Steamship Mayo is reported to have sailed from Troon August 19 for this port.

Donaldson liner Concordia sailed from Glasgow for Montreal August 22, on her fourth voyage this season.

Ship Lake Erie, of Montreal, from London for Adelaide for London, was spoken August 6 in lat. 47 north, long. 8 west.

Depth of water in Sorel ship channel August 25—26 feet 7 inches. August 26—Depth of water in Cape la Roche new channel, 27 feet 6 inches. High water—9.20 a.m. Northwest wind.

MARINE INTELLIGENCE.

PORT OF MONTREAL.

ARRIVED—August 21.

Barcelona, 1217, Captain J. P. Simpson, from Tyne August 8, general, R. Reford & Co.

August 22.

Steamship Miramichi, 491, Captain A. Baquet, from Pictou August 17, general, David Shaw.

August 23.

Steamship Parisian, 3445, Captain James Wylie, from Liverpool August 13, general, H. & A. Allan.

Steamship Oxenholme, 1756, Captain W. Williams, from Liverpool August 12, general, Charles McLean.

Steamship Carmona, 2447, Captain J. A. Halcrow, from Newcastle August 11, general, R. Reford & Co.

August 24.

Steamship Toronto, 2166, Captain James McAuley, from Liverpool August 13, general, David Torrance & co.

Schooner C. J. Brydges, 77, Captain Robert Pye, from Gaspe August 3, light, Brock & Co.

Schooner Amos B., 80, Captain John Myers, from Guysboro August 8, herrings, Magor Bros.

August 25.

Steamship Prior, 1072, Captain George Graham, from Sydney August 20, coal, Carbray & Routh.

Steamship Cacouna, 930, Captain M. A. Macdonald, from Pictou August 20, coal, International Coal Co.

Steamship Escalona, 1246, Captain Alexander Anderson, from Newcastle August 12, general, R. Reford & Co.

Steamship Lake Nepigon, 1437, Captain M. L. Tranmar, from Liverpool August 13, general, H. E. Murray.

Steamship Polino, 524, Captain John Delisle, from Sydney and St. Johns, coal and oil, Henry Dobell & Co.

Steamship Grecian, 2371, Captein C. E. LeGallais, from Glasgow August 14, general, H. & A. Allan.

August 26.

Steamship Benona, 871, Captain Alex. McCoig, from Sydney August 19, coal, F. W. Henshaw.

Steamship Benhope, 1030, Captain Patrick Doyle, from Little Glace Bay August 21, coal, J. G. Sidey.

Schooner Amanda, 57, Captain Charles Hoffman, from Quebec August 25, light, C. A. Boucher.

Due To-day.

Steamship Minerva, 895, Captain Hermann Boe, from Glace Bay, coal, Kingman, Brown & Co.

Steamship Pensher, 991, Captain William Anderson, from Pictou, N.S., coal, Henry Dobell & Co.

Due Friday.

Bark Mary I. Baker, 864, of Yarmouth, N.S., Captain Sutton, from Sydney August 15, coal.

Steamship Canadian, 1869, Captain John Kerr, from London August 14, general, H. & A. Allan.

Steamship West Cumberland, 897, Captain William Brown, from Sydney, coal, J. G. Sidey.

CLEARED—August 22.

Bark Cupid, 650, of Halifax, Captain S. Gould, Rosario, lumber, Anderson McKenzie & Co.

Schooner Marie Erselie, 110, Captain O. Bernier, for Fogo, Nfld., general, C. A. Boucher.

Steamship Miramichi, 491, Captain A. Baquet, for Pictou, general cargo and passengers, David Shaw.

August 25.

Steamship Cacouna, 930, Captain M. A. Macdonald, for Pictou, Intercolonial Coal Co.

Steamship Fern Holme, 1714, Captain James Ritchie, for London, deals, J. G. Sidey.

August 26.

Steamship Buenos Ayrean, 2660, Captain James Scott, for Glasgow, H. & A. Allan.

Steamship Parisian, 3445, Captain James Ritchie, for Liverpool, general, H. & A. Allan. [Mail boat from Quebec on Saturday.]

Steamship Benona, 871, Captain Alex. McCoig, for Sydney, F. W. Henshaw.

Vessels in Port.

STEAMSHIPS.

Barcelona, 1216, R. Reford & Co.
Benhope, 1030, J. G. Sidey.
Benona, 871, J. G. Sidey.
Carmona, 2447, R. Reford & Co.
Escalona, 1246, R. Reford & Co.
Fern Holme, 1714, John G. Sidey.
Grecian, 2374, H. & A. Allan.
Lake Nepigon, 1437, H. E. Murray.
Oxenholme, 1756, Charles McLean.
Parisian, 3440, H. & A. Allan.
Polino, 524, H. Dobell & Co.
Prior, 1072, Carbray, Routh & Co.
Texas, 1838, David Torrance & Co.
Toronto, 2166, D. Torrance & Co.

BARKS.

Bachelors, 655, Anderson, McKenzie & Co. Hochelaga. River Plate.
Cathella, 392, of Montreal, Charles McLean. Wellington Basin. Uncertain.
Etta Stewart, 786, of St. John, N. B., Anderson, McKenzie & Co. River Plate.
Hecla, 871, of Maitland, Anderson, McKenzie & Co. Hochelaga. River Plate.
Milo, 692, of Yarmouth, Carbray, Routh & Co. Windmill Point Buenos Ayres.
Minnie Carmichael, 962, of Charlottetown, Canada Sugar Refinery. Windmill Point.
Orquell, 729, of Pictou, Anderson, McKenzie & Co. Windmill Point.
Piskataqua, 600, of Windsor, Carbray Routh & Co. Hochelaga. Buenos Ayres.
Scotia, 691, of Lunenburg, Anderson, McKenzie & Co. Island Wharf.

SCHOONERS.

Amos B., Magor Brothers.
C. J. Brydges, 77, Brock & Co.
Amanda, 57, C. A. Boucher.

The Gulf Fleet.

Ashdene, 733, of Sunderland—Sorel August 19 for Cow Bay.
Benhope, 1030, of Liverpool—In port at Montreal August 27.
Benona, 871, of Liverpool—Montreal Aug. 28 for Sydney.
Bonavista, 836, of Liverpool—Montreal August 8 for Gulf Ports. St. Johns 13 for Pictou. Pictou August 27 for Montreal.
Cacouna, 930, of Montreal—Montreal Aug. 26 for Pictou.
Coban, 688, of Montreal — Montreal August 21 for Gulf Ports.
Minerva, 895, of Bergen—Montreal August 15 for Sydney.
Miramichi, 491, of Quebec—Montreal August 24 for Gulf Ports.
Pensher, 991, of London—Montreal Aug. 15 for Pictou.
Polino, 524, of Quebec—Cow Bay August 19 for Montreal. Arrived 25.
Prior, 1072, of London—In port at Montreal August 26.
Roraima, 761—Montreal August 8 for Cow Bay. Arrived 13. At Quebec 22.
Summerside, 223—Montreal August 13 for Fogo and Twillingate. Ashore near Fogo August 24.
West Cumberland, 897, of Maryport—Montreal August 18 for Pictou.
Wylo, 978, of Liverpool—Montreal August 18 for Sydney.

Vessels Reported for Montreal.

Allanwilde, 607, Barbadoes.
Aldwyth, 218, Barbadoes.
Anna, 629, Barbadoes.
Aspotogan, 574, New York and Pictou.
Belgium, 670, Pictou.
Canadian, 1869, London August 14.
Deux, 447, Bahia.
G. M. Stanwood, 522, Bahia July 20.
Icarus, 482, at Barbadoes.
Juliana, 352, Bahia.
Juliet, 1365, Barrow August 14.
Lalla, 1091, Manilla June 3.
Lanarkshire, 1422, Cape Town June 13.
Lake Huron, 2648, Liverpool August 21.
Lucerne, 1252, London August 22.
Mary I. Baker, 864, Sydney August 15.
Mayo, 872, Troon August 19.
Nore, St. Helena July 6.
Polynesian, 1294, Mauritius July 2.
St. Francois, 282, Barbadoes.
Scotland, 1694, London August 15.
Thela, 362, Glasgow July 25.
Venice, 625, Barbadoes.
W. C. Warner, 144, Barbadoes.

PORT OF QUEBEC.

ARRIVED—August 26.

Steamship Canadian, Kerr, London, Allans, Rae & Co., general.

Schooner Albani, Tremblay, Glace Bay, Geo. Robinson, coal.

CLEARED—August 26.

Ship Wm. Leavitt, Williams, Cardiff, Ross & Co.

Bark Dronninger Pophie, Peterson, Newport, Carbray, Routh & Co.

Schooner Hon. Hector Langevin, Robert, Gaspe, W. & R. Brodie.

Steamship Canadian, Kerr, Montreal, Allans, Rae & Co.

Schooner Zeilia, Borgeron, Gaspe, Verret, Stewart & Co.

NOTES.

Capt. Glass, of the bark Queen of Beauty, laid a complainst before the Vice-Admiralty Court yesterday against the French flagship La Flore for giving him a foul berth.

The bark Amicus has been chartered for Buenos Ayres and will load here. Capt. Bennett, late of the Lorraide, has been appointed master.

Propellers Clinton, from Whisky Bay, and Magna from Maniste, both with lumber for this port, are due here on Friday.

The steamship Acadian left for Sydney at 3 p.m. and will bring up another cargo of coals for the Allan steamship line.

The bark Mary J. Baker left for Montreal at 2 a.m. in tow of the steamer Champion.

The steamship Canadian will leave for Montreal to-morrow morning.

The steamship Juliet, from Barrow, is now out fourteen days and is due. She is reported to have a cargo of railway iron.

The steamship Cacouna arrived from Montreal at 6.30 p.m. and proceeded.

It is anticipated that our fall fleet this year will not reach one hundred vessels.

THE GULF.

August 26, 1885.

RIVER DU LOUP—Inward at 2.30 p.m., a paddle steamer towing a light bark.

FATHER POINT—Outward at 6 a.m., steamship Miramichi.

MATANE—Outward at 10.30 a.m., steamship Miramichi.

CAPE CHATTE—Three ships inward.

FAME POINT—Inward at 9.30 a.m., steamship West Cumberland.

POINT MAQUEREAU—Outward at 2 p.m., for Gaspe, steamship Admiral.

ANTICOSTI—Inward at noon, off South Point, steamship Scotland.

MAGDALEN ISLANDS—Inward at 7 p.m. yesterday, at Pleasant Bay, steamship Beaver.

LOW POINT, C.B.—Inward, steamships Erl King and Wallington; outward, steamship North Britain.

INLAND NAVIGATION.

PORT COLBORNE, Ont., Aug. 26.—Passed Down—Propellors W. J. Averill, Chicago to Kingston, wheat; Iron-Age, Chicago to Kingston, wheat; schooner Nashua, Chicago to Kingston, wheat; Oliver Mitchell, Chicago to Kingston, corn; San Diago, Chicago to Kingston, wheat.

Up—Schooner W. J. Cummings, Oswego to Chicago, coal; W. R. Taylor, Kingston to Toledo, light; Hoboken, Oswego to Chicago, coal; Ida Walker, Wellers Bay to Cleveland, ore; J. R. Noyes, Oswego to Chicago, coal.

PORT DALHOUSIE, Ont., Aug. 26.—Passed Up—Schooners W. R. Taylor, Kingston to Toledo, light; Mara, Wellers Bay to Loraine, light; Penokee, Charlotte to Chicago, coal; Nevada, Charlotte to Detroit, coal; White Star, Oswego to Chicago, coal.

Down—Steambarge Clinton and consorts, Sault Ste. Marie to Quebec, lumber.

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