Quebec Morning Chronicle

VOL. LII. (THREE DOLLARS A YEAR.) QUEBEC, FRIDAY, JUNE 10, 1898. (ONE CENT PER COPY.) NO. 19,012.

CANADIAN PACIFIC RY.

YUKON STEAMSHIPS

SS. TARTAR or SS. ATHENIAN

Will leave Vancouver and Victoria every Thursday, after arrival Gold Train, for Wrangle and Skagway until further notice. Connecting at Wrangle with C. P. R. Stikine River Steamers for Glenora.

KLONDIKE

VANCOUVER
VICTORIA } **$25**

ST. PAUL
MINNEAPOLIS
DULUTH } **$15**

NOTE

THREE Solid Trains THREE.

FROM QUEBEC

8.25 A.M. 1 10 P M. 11 P.M.

SUNDAY SERVICE 1.25 and 11 P.M.

Making close connections at Montreal with trains to all points.

Connections with all roads and to all points in Montreal.

U. S. Customs officer at Station to cord and seal baggage to U.S. points.

CITY TICKET AND TELEGRAPH OFFICE.

14 Buade Street, Opposite Post Office, and Palais Station.

June 4, 1898.

Quebec Central Railway.

TIME TABLE 1898.

TRAINS LEAVE

1.30 P.M. FERRY. **2 P.M. Levis.** {Express for St. Francis, Megantic, Sherbrooke, Portland, Boston, New York and all points South

6.30 P.M. FERRY **7 P.M. Levis** {Accommodation for Sherbrooke, Portland, Boston, and points on the B. & M. R. R.

7.30 A.M. FERRY. 8.15 " Levis. {Mixed for Beauce Jct., and St. Francis.

TRAINS ARRIVE

1.55 P.M. LEVIS **2.00 " Ferry** {Express from New York Boston, Sherbrooke, St. Francis and Megantic.

8.15 A.M. LEVIS **8.30 " Ferry** {Accommodation from Boston, Portland and Sherbrooke.

6.45 P.M. LEVIS **7.00 " Ferry** {Mixed from St. Francis and Beauce Junction.

All trains run daily Sundays excepted.

Express train connects at Harlaka Junction with the Intercolonial local Express from Dalhousie.

Express train leaving Quebec Saturday does not run beyond Springfield Sunday morning.

Pullman Palace Cars on Express Trains Quebec to Springfield, via Sherbrooke, without change. Connect at Sherbrooke with Pullman Palace Car to Boston. Through Coaches on Express trains Quebec to Boston without change.

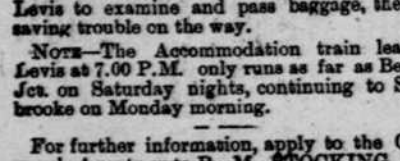
United States Customs officer at Quebec and Levis to examine and pass baggage, thereby saving trouble on the way.

NOTE—The Accommodation train leaving Levis at 7.00 P.M. only runs as far as Beauce Jct. on Saturday nights, continuing to Sherbrooke on Monday morning.

For further information, apply to the Company's Agents or to R. M. STOCKING, City and District Agent, 32 St. Louis St., Quebec.

FRANK GRUNDY, Gen'l Manager. J. H. WALSH, Gen. Passenger Ag't.

May 25, 1898.



Quebec, Montmorency and Charlevoix Railway.

SUMMER TIME TABLE 1898.

COMMENCING AND AFTER MONDAY, MAY 30TH, 1898, Trains will run as follows :—

BETWEEN QUEBEC AND STE. ANNE.

WEEK DAYS.

Leave Quebec.		Arrive Ste. Anne.
7.30 A.M.		8.30 A.M.
10.00 A.M.		10.55 A.M.
5.00 P.M.		6.00 P.M.
6.15 P.M.		7.15 P.M.
Leave Ste. Anne.		Arrive at Quebec.
5.45 A.M.		6.45 A.M.
7.23 A.M.		8.25 A.M.
11.50 A.M.	(except Saturday)	12.50 P.M.
4.10 P.M.		5.10 P.M.
12.20 P.M.	(Saturday only)	1.20 P.M.
7.15 P.M.	do do	8.20 P.M.

Extra train for Montmorency Falls leaves Quebec at 2 P.M. Returning leaves Montmorency Falls for Quebec at 3.45 P.M.

SUNDAYS.

Leave Quebec.	Arrive Ste. Anne.
6.00 A.M.	6.50 A.M.
7.40 A.M.	8.40 A.M.
2.00 P.M.	3.60 P.M.
6.15 P.M.	7.15 P.M.
Leave Ste. Anne.	Arrive Quebec.
5.45 A.M.	6.45 A.M.
11.50 A.M.	12.50 P.M.
4.30 P.M.	5.40 P.M.

BETWEEN QUEBEC AND ST. JOACHIM

WEEK DAYS

Leave Quebec.	Arrive St. Joachim.
5.00 P.M.	6.15 P.M.
Leave St. Joachim.	Arrive Quebec.
7.05 A.M.	8.25 A.M.

SUNDAYS.

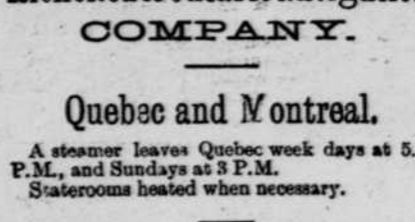
Leave Quebec.	Arrive St. Joachim.
2.00 P.M.	3.15 P.M.
Leave St. Joachim.	Arrive Quebec.
4.10 P.M.	5.40 P.M.

The train leaving Quebec at 6.00 A.M. on Sundays does not stop at intermediate stations.

For all other information apply to the Superintendent.

H. J. BEEMER, President. W. R. RUSSELL, Superintendent.

May 28, 1898.



Richelieu & Ontario Navigation COMPANY.

Quebec and Montreal.

A steamer leaves Quebec week days at 5.30 P.M., and Sundays at 3 P.M.
Staterooms heated when necessary.

Saguenay Division.

A steamer leaves Quebec for Chicoutimi and intermediate ports, at 8.30 A.M. Tuesdays and Saturdays for the present; from June 14th, four times a week, and from July 18th, daily except Sunday.

Sunday Service

Between Quebec and Montreal.

On and after May 22nd, a steamer will leave Quebec and Montreal respectively at 3 P.M. Tickets will be sold at First-Class Single Fare for the round trip, going Saturday to return Monday from Montreal.

Toronto and Hamilton Line.

A steamer leaves Montreal on Thursday, at 4 P.M. From May 30th, three times a week, at 10 A.M., and from June 13th, daily.

L. H. MYRAND, Agent.

May 25, 1898.

AGENTS—"Klondike Gold Fields," a large, cheap, valuable book, selling like a whirlwind. Beautiful prospectus twenty five cents. Books on time. BRADLEY-GARRETSON CO'Y., Limited, Toronto.
February 3, 1898. mar4-d&w-t

GRAND TRUNK RAILWAY SYSTEM

TRAINS LEAVE LEVIS AT

7.30 A.M., 12.40 and 7.30 P.M.

WEEK DAYS

AND 12.40 P.M. SUNDAYS. Making all connections in Montreal for points West and South. Montreal to Toronto by daylight and double track, in eight hours and forty minutes. Fast Day Express now leaves Montreal at 9 A.M. daily, reaching Toronto at 5.40 P.M. same afternoon, making close connection for Hamilton, Niagara Falls, Buffalo, Guelph and London.

Shortest, quickest and most direct route to New York.

Passengers leaving Levis by 12.40 P.M. train reach New York at 7 00 A.M. next morning.

No Transfer in Montreal. Baggage bonded and checked through.

Day Run between Levis, Portland, and Boston.

U.S. Customs officer at Levis and Quebec to cord and seal baggage going to U.S. points.

PASSENGER FARES

....BY THE....

Grand Trunk Railway System.

Local and Through, including FARES to ALASKA, PACIFIC COAST POINTS, WINNIPEG, and the NORTHWEST, as well as ST. PAUL, Minn., and all other COMPETITIVE POINTS, are EXACTLY the same as those of OTHER LINES.

For tickets, reservation of space in Sleepers, apply to Company's Agents.

CITY TICKET OFFICES :

5 Du Fort Street, Adjoining Post Office ; Ferry Landing, Dalhousie Street ; 254 St. Joseph Street.

June 2, 1898.

DOMINION LINE

ROYAL MAIL STEAMERS.

LIVERPOOL SERVICE 1898.

VIA BOSTON.

From Liverpool.	*Steamer.*	*From Boston.*
16 June.	CANADA....	June 30.
30 "	NEW ENGLAND	July 14.

CANADA'S average Ocean voyage, seven days.

Montreal and Quebec to Liverpool.

From Liverpool.	*Steamers*	*From Montreal.*	*From Quebec*
May 26	YORKSHIRE.	June 11	June 11
June 4	*DOMINION..	" 18	" 18
" 9	*LABRADOR.	" 25	" 25
" 16	*VANCOUVER	July 2	July 2
" 23	SCOTSMAN...	" 9	" 9
" 30	YORKSHIRE..	" 16	" 16
July 7	*DOMINION...	" 23	" 13
" 14	*LABRADOR..	" 30	" 30
" 21	*VANCOUVER.	August 6	Aug. 6
" 28	SCOTSMAN...	" 13	" 13

All these Steamers have superior passenger accommodation midship Saloons, Electric Lights and spacious promenade decks

Rates of Passage.

QUEBEC TO LIVERPOOL.

Cabin.........................$52.50 and up
2nd Cabin.....................34 40 "
Steerage......................25 50 "

Quebec to Liverpool *via* Boston.

Cabin.....$70.00 and up, including Rail ticket.
2nd Cabin. 50.75 " " "
Steerage... 33.75 " " "

Rail journey 18 hours, leaving Quebec afternoon previous to day of sailing.

These Steamers have exceptionally good arrangements with the Railways and are specially adapted for the carriage of Fine Goods, Fruit, and all cargo requiring prompt and careful handling. Through Bills of Lading issued to all Points.

For rates, berthing accommodation and all other information, apply to

W. M. MACPHERSON, Agent,
83 Dalhousie Street.

June 4, 1898.

CUNARD LINE.

NEW YORK TO LIVERPOOL VIA QUEENSTOWN, FROM PIER 40 NORTH RIVER.

FAST EXPRESS MAIL SERVICE

CAMPANIA....	Saturday,	June 18,	3	P.M.
UMBRIA.....	Saturday,	June 25,	10	A.M.
LUCANIA......	Saturday,	July 2,	2	P.M.
SERVIA.......	Tuesday,	July 5,	9	A.M.
ETRURIA.....	Saturday,	July 9,	10	A.M.
CAMPANIA..	Saturday,	July 16,	2	P.M.
UMBRIA.....	Saturday,	July 23,	9	A.M.
AURANIA.....	Saturday,	July 30,		Noon.

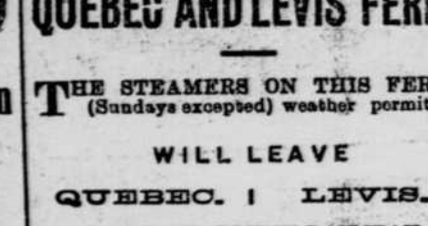
Cabin Passage $75.00 and upwards. Second Cabin, $42.50 to $55, according to season, steamer and accommodations. Steerage Tickets to and from all parts of Europe.

For freight and passage apply to the Company's Office, 4 Bowling Green, New York.

VERNON H. BROWN & CO., General Agents.

Or R. M. STOCKING, St. Louis Street, Quebec.

July 9, 1898.



QUEBEC AND LEVIS FERRY

THE STEAMERS ON THIS FERRY (Sundays excepted) weather permitting

WILL LEAVE

QUEBEC.	LEVIS.
For GRAND TRUNK RAILWAY.	
A.M.	A.M.
7.00 Express to Portland, Boston and West.	8.00 Express from Boston, Portland and West.
P.M.	P.M.
12 15 Lightning Express to the West.	2.15 Mail from the West.
7.00 Mail to the West.	10.45 Express from all points West.
CANADIAN GOVERNMENT RAILWAY SYSTEM.	
A.M.	A.M.
6.00 Accommodation to Montreal.	6.15 Accommodation from R. du Loup
7.30 Accommodation to Campbellton.	6.15 Accommodation from Montreal.
10 30 Accom. via Chaudiere to R. du L.	11.00 Accommodation from Campbellton.
11.00 Express to Montreal.	11.15 Express from Halifax.
P.M.	12.30 Express from Montreal.
4.30 Accommodation to R du Loup.	P.M.
7.45 Accommodation to Montreal.	4.45 Accommodation from Montreal.
12.00 Mail to Halifax.	4.45 Mixed from R. du Loup.
For QUEBEC CENTRAL RAILWAY.	
A.M.	A.M.
7.30 Mixed to Beauce Jct. & St. Francis.	8.30 Accommodation from Sherbrooke
P.M.	P.M.
1.30 Express to Sherbrooke.	2.00 Express from Sherbrooke.
6.30 Accommodation to Sherbrooke.	7.00 Mixed from Beauce Jct. and St Francis.

pril 22, 1898.

ALLAN LINE.

1898. Summer Arrangements 1898

Montreal and Liverpool Service

Calling at Rimouski and Londonderry.

From Liverpool.	*Steamships.*	*From M'treal. 9 a.m.*	*From Quebec. 6 p.m.*
19 May	*NUMIDIAN....	4 June	4 June
26 "	*LAURENTIAN..	11 "	11 "
2 June	PARISIAN.....	18 "	18 "
9 "	*CARTHAGINI'N	25 "	25 "
16 "	CALIFORNIAN.	30 "	30 "
23 "	*NUMIDIAN....	7 July	7 July

*Steamers marked thus do not stop at Rimouski or Derry.

RATES OF PASSAGE.

Cabin..........................$52.50 and upwards.
Intermediate..................$34.00 and $36.25
Steerage......................at lowest rates.
☞ Return Tickets issued at reduced rates.

Montreal and London Service.

From London.	*Steamships.*	*From Montreal on or about*
28 May	MONTE VIDEAN.	12 June
27 "	LIVONIAN.......	18 "
2 June	BRAZILIAN......	21 "
8 "	ORMISTON ...	26 "
15 "	ROSARIAN	3 July
22 "	ASSYRIAN	10 "

And weekly thereafter.

Montreal and Glasgow Service.

From Glasgow.	*Steamships*	*From Montreal on or about*
24 May	SARMATIAN	7 June
28 "	BUENOS AYREAN	14 "
3 June	SARDINIAN.....	21 "
10 "	NORWEGIAN	28 "
17 "	POMERANIAN. ..	5 July

And weekly thereafter.

Glasgow, Londonderry and New York Service.

From Glasgow	*Steamships.*	*From New York.*
26 May	NEBRASKA,....	8 June, 2 p.m.
3 June	MONGOLIAN.....	17 " "

RATES OF PASSAGE.

Cabin..........................$45.00 and upwards
Intermediate.....................$35.00
Steerage......................at lowest rates
☞ Return tickets issued at reduced rates.

The Saloons and Staterooms are in the central part where least motion is felt. Electricity is used for lighting the ships throughout, the lights being at the command of the passengers at any hour of the night. Music rooms and Smoking room on the promenade deck. The Saloons and Staterooms are heated by steam.

For further particulars apply to

ALLANS, RAE & CO., Agents.

June 4, 1898.

American and Red Star Lines

*NEW YORK—QUEENSTOWN—SOUTHAMPTON. NEW YORK, SOUTHAMPTON, ANTWERP.

The steamers performing these services are either British or Belgian.

Every Wednesday and alternate Saturday, at noon.

*BERLIN .... June 11	*CHESTER.....June 25
NOORDLAND...June 15	SOUTHWARK....June 29
FRIESLAND....June 22	WESTERNLAND..July6

International Navigation Company

Piers 14 and 15 North River. Office, 6 Bowling Green, N. Y. R. M. STOCKING, 32 St. Louis Street, Quebec.

June 8, 1898. my7 m,w,fri-1m

Quebec Steamship Company, LIMITED.

BERMUDA AND WEST INDIES ROYAL MAIL LINES

SAILING FROM PIER 47 NORTH RIVER NEW YORK

For Bermuda:—

S.S. ORINOCO, 16th June, at 3 p.m.

For St. Thomas, St. Croix, St. Kitts, Antigua, Guadaloupe, Dominica, Martinique, St. Lucia, and Barbadoes.

S.S. MADIANA, Saturday, 18th June, at noon.

St. Lawrence Line.

The Twin-Screw Iron S.S. CAMPANA, 1,700 tons, sails from Quebec on

Tuesday, 21st June, at Noon,

For Father Point, Gaspe, Mal Bay, Perce, Cape Cove, Summerside, Charlottetown, Georgetown, Souris and Pictou, stopping, except at Father Point, a few hours at each place to allow of passengers going ashore.

Has excellent accommodation for passengers.

Shippers are requested to mark the port of destination in full on all packages, to avoid mistake in landing.

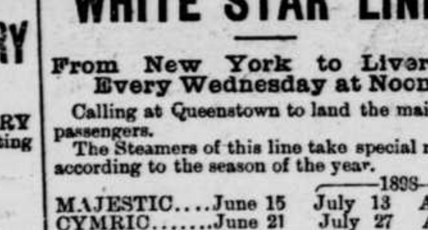
For all particulars, apply to

ARTHUR AHERN, Secretary.

A. E. OUTERBRIDGE & CO., Agents. 39, Broadway New York.

R. M. STOCKING, Passenger Agent, 32 St. Louis Street.

June 10, 1898.



WHITE STAR LINE.

From New York to Liverpool Every Wednesday at Noon

Calling at Queenstown to land the mails and passengers.

The Steamers of this line take special routes, according to the season of the year.

	—1898—	
MAJESTIC....June 15	July 13	Aug 17
CYMRIC.......June 21	July 27	Aug 30
GERMANIC....June 22	July 20	Aug. 24
TEUTONIC...June 29	Aug 3	Sept 28

WINTER RATES NOW IN FORCE, $60 AND UPWARDS,

According to steamer and accommodation.

Very superior Second Cabin accommodation on Majestic and Teutonic (saloon deck).

Outward.................$45.00 and upwards.
Return.....................$42 50 and upwards.

Reduction on Round Trip tickets.

STEERAGE.

From New York to Queenstown, Liverpool, London, Belfast, Glasgow or Derry, Britannic, Germanic and Adriatic.......$25.50
By Majestic and Teutonic..............$27.00

No Second Cabin on Britannic or Germanic.

For further information and passage apply to WHITE STAR LINE, No. 9 Broadway, N.Y.

R. M. STOCKING, Agent, 32 St. Louis Street, Quebec.

May 31, 1898. Fm

Boarders Wanted.

A BELGIAN GENTLEMAN AND HIS wife, resident in Liege, Belgium, can accommodate a few boarders, preferably young gentlemen from 8 to 18 years of age. Liege is eminently situated for educational purposes, possessing fine schools and colleges. The host would superintend and direct all studies if required. For particulars apply to

JOSEPH JACQUIN, ESQ.,
23 Rue du President
Brussels, Belgium.

For city references, enquire at the Editor's Office.

uary 19, 1898.

MIDNIGHT CABLE AND TELEGRAPHIC NEWS.

The Spanish Situation.

THE POWERS AND THE PHILIPPINE ISLANDS.

SPAIN SEEKING TO OBTAIN AN HONORABLE PEACE.

British Merchants Urge Uncle Sam to Keep the Philippines—The Movements of American Troops—Admiral Sampson Expected to Capture Santiago—The American Administration Arraigned—Deplorable State of Affairs in Cuba—Commodore Schley's Tactics—United States Will Seize the Ladrone Group.

MADRID, June 9—A long Cabinet Council to consider the situation, especially the resources required for the campaign and the war plans was held to-day. The Minister of Marine submitted important documents for the consideration of the Ministers. It is announced that he will proceed shortly to Cadiz, ostensibly to inspect the defences of that place, but it is said he "may possibly make an important decision during his stay there." The Minister of Marine will also devote considerable attention to the available naval reserves.

Since the last advices from Manila there is apparently an undercurrent of intensity that is repressed only on patriotic grounds. The newspapers are printing violent articles, demanding that the responsibility for the present situation be determined. Political circles themselves are being "satisfied that the Powers will not permit the United States to hold the Philippine Islands."

The Cabinet Council was occupied with a long discussion as to the military situation in the Philippines. General Corres, Minister of War, denied that Captain General Augusti's position was desperate and Senor Sagasta added that Manila had means of defence until the arrival of reinforcements. The Council then adopted measures which are kept secret. Captain Aunon, Minister of Marine, was authorized to take whatever measures he considered necessaay with reference to the Philippines. Senor Sagasta declared that the Government had no intention of taking the initiative in negotiations for peace.

Capt. Aunon, Minister of Marine, started for Cadiz at ten o'clock this evening. All the Ministers accompanied him to the railway station. He will remain at Cadiz until Admiral Cervera's squadron is ready to sail. General Correa, in the meantime, is fulfilling his duties at the Ministry of Marine. The fifteen vessels forming the squadron will start together under sealed orders, which will be opened only when the squadron is well out to sea. It is understood that the forces will then be divided.

LONDON, June 9—Whatever may be the policy of the United States towards the Philippine Islands, the English capitalists whose investments there give them the right to speak with authority upon the conditions and needs of the colony are of one mind. Delegations of leading men, representing some of the most important interests in the Philippines, have called upon Ambassador Hay to urge him to make representations to the Government of their desire that the United States retain permanent possession of the Philippine Islands. They are agreed in the belief that with the guarantee of a stable Government, the Philippines would become a richer and even more desirable possession than Cuba. Should the Islands remain under Spanish sovereignty, that Government might make conditions burdensome for business men who were on record as desiring a change and who had made revelations about Spanish misrule. They can make known their desires only through secret diplomatic channels as they had done. The President of an important Philippine Company having its office in London, who presented a statement to the Ambassador, discussed the question with a representative of the Associated Press. He gave the usual recital of extortion by the officials who go from Spain to these Islands as they go to Cuba, with the sole purpose of acquiring as much money as possible in the shortest time. Under proper treatment the Islands, although consisting of several different races, would be entirely tractable. The greatest difficulties the United States would encounter in managing the Islands, would come from the religious orders, which had been accustomed to squeeze the natives and had accumulated much valuable property. The present insurrection was as much an uprising against the Church as against the Government, and was conducted by a secret society which had been organized to oppose the priests, a sort of Free Masonry which had spread throughout the Islands. Investigations by the most efficient engineers had proven that the gold deposits of the Philippines were among the richest in the world, and he thought would surpass Australia and South Africa. In conclusion he said the American Government need not be deterred by the climate. During a residence of ten years he had known of but one epidemic of disease and that was not of a serious nature.

June 10—The Madrid correspondent of the *Daily Mail* says:—"There is now little doubt that Spain, seeing the hopelessness of further continuing the war, is approaching the Powers with a view of obtaining an honorable peace. The Cabinet Council to-day finally authorized Duke Almedovar de Rio to expedite diplomatic action, and in consequence the Duke is now conferring with certain Ambassadors and Ministers in Madrid. Instructions have been telegraphed to the Spanish Minister in Vienna and orders likewise given to Senor Aguera, the Under Secretary of State, to proceed at once to the Austrian Capital. Spain is unquestionably looking to Austria for assistance in her distress. It is unlikely that an appeal will be made to the Pope, as the earlier intervention of His Holiness met with a discouraging reception in America. Probably Captain General Augusti will be ordered to make the best terms he can with Admiral Dewey. A Minister has informed me that if reinforcements were on their way to the Philippines, Augusti would be ordered to hold out to the last, but as they were not, Augusti would act according to circumstances, a mild euphonism for surrender.

The cruiser "Lepanto" is still at Cartagena completing her crew. Orders have been issued for between 2,000 to 3,000 men to be assembled at Cadiz in case Admiral Camara's squadron may lack its full complement.

WASHINGTON, D.C., June 9—It became apparent this afternoon that the War Department, through the energetic offices of censor, has succeeded entirely in its purpose to keep the movements of the United States troops a secret. For beyond question at the close of the day it was impossible to learn here where are the United States troops which had been for weeks gathering under command of General Shaftner in Florida.

Stories of the appearance of mysterious warships in Cuban waters floated through the Navy Department during the day. The officers quickly condemned them, declaring that if the boats were Spanish they were nothing more than small armed launches and not to be feared by any number of transports convoyed by such fine gunboats as the "Helena" and "Bancroft." But when these stories reached the War Department they were received with a different spirit. Nothing is more helpless in warfare than an unarmed troop transport full of soldiers. She would fall an easy victim to the smallest gunboat, and the soldiers knowing their weakness in this respect are loath to undertake to cross the Florida Straits until these disagreeable visitors have been removed from the pathway. Without respect to the character of the strange craft that are said to be dodging the blockaders at Havana, they will be removed from the scene of action in short notice and it is understood that Admiral Sampson has been made acquainted with the situation and will be expected to redeem his promise to provide safe conduct for the army when called upon. He has ample force to conduct the operations at Santiago to a successful issue and still spare vessels of any power desirable for use in the Florida Straits.

It was pointed out to-day by a naval officer that the Admiral, since the arrival of the marine battalion on the "Panther," has at his disposition what he may regard as a sufficient force of men to capture Santiago even before the troops arrive. The 800 marines on the "Panther," added to the marines already with the fleet, would make a total of about 1,500 men. Without impairing the efficiency of his ships, Admiral Sampson could spare 1,000 blue jackets for a landing party and with this total force of 2,500 men, if the insurgents who have been armed by the United States Government do their share, it seems possible for Admiral Sampson to capture Santiago at short notice. There seemed to be a very decided air of expectation this afternoon among the officials who are acquainted with the Government's plan in the campaign that almost warranted a conclusion that an engagement of some kind was expected to day.

In the House of Representatives to-day, a severe arraignment of the failure of the Administration to bring relief to the suffering people in Cuba was interjected in the debate on the War Revenue Bill by Mr. Pierce (Democrat, Tennessee). After reviewing the demands for war upon the ground of humanity, he attacked what he declared to be the negligence of the Administration and its failure to relieve quickly the distress in Cuba which had largely precipitated hostilities. "Where now are the starving women and children to whom our warships were to take other ships laden with food ?" cried Mr. Pierce. "They are all dead, a member says, and it is true. All that will greet our soldiers and sailors now when they land on Cuban soil, will be, as suggested by another, the bleaching bones of women and children as the monumental evidence of the humanitarian policy of this Republican Administration."

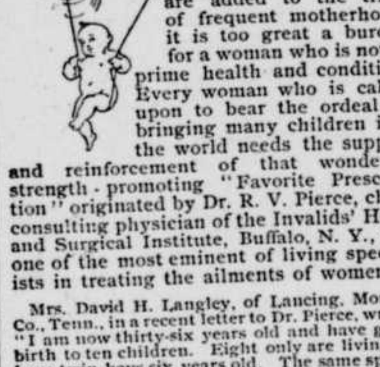
NEW YORK, June 9—Captain Low, of the fruiterer "Allegheny," which arrived here last night with a cargo of fruit from Savannilla and other West Indian points, says that from what he learned on the trip the condition of things in Cuba is deplorable. Nearly all the peaceable Cuban have been starved to death and the Spaniards on the Island are in a very bad way for food. The greatest proportion of the people have perished since Consul-General Lee left Havana. The Cuban race, says Captain Low, has been practically exterminated.

SAN FRANCISCO, June 9—The *Evening Post* says that the cruiser "Charleston" will not go to the Philippine Islands immediately, but that her destination is the Island of Guanahan, in the Ladrone Group, which are controlled by the Spanish and which are about 1,500 miles from Manila and 3,500 from Honolulu. The chief city of Guanahan is well fortified for such a small place and affords one of the best harbors and coaling stations in the Pacific. About six months ago the fortifications were strengthened by the Spanish to present a formidable resistance in case of an attack. The *Post* says that the United States will seize the Group and use the Island of Guanahan for a Pacific coaling station in addition to any others she may seize in the future. The "Charleston," the *Post* continues, was ordered to wait at Honolulu for the first fleet of transports that left the city and to take the ships to the Ladrones. It is asserted that the artillery which went on the "Peking" was really intended to garrison the forts at Guanahan and that after quiet is restored and the Islands are under the control of the United States, that the "Charleston," with the transports, will go to Manila. It is said that the "Monadnock" will not stay at Manila but will proceed to the Ladrones and there remain as a permanent guardian of the Islands for the United States.

Off Santiago de Cuba, Saturday June 4, via Kingston, Jamaica, June 6—Every effort is being made to cut off Santiago de Cuba's connection with the outside world, and it is believed that within 48 hours there will be a practical accomplishment of the design. Since Sunday last, when Commodore Schley found Admiral Cervera's fleet trying to leave the harbor and headed off the attempt, it has been the policy to so surround the city and harbor that no assistance, either in supplying arms or ammunition could reach there. After driving the Spanish fleet into a more protected position in the harbor by the bombardment of Tuesday, Commodore Schley opened communication with the insurgents eighteen miles from Santiago to the east. They were urged to obtain, if possible, the names and number of the vessels of the fleet inside the harbor. On Friday afternoon, Lieut. Sharp, of the "Vixen," went to the place of rendezvous and received from the insurgents a map of the harbor showing the entire Cape Verde fleet, with the exception of the destroyer "Terror," inside and close up to the city, under the protection of the guns mounted on Blanco Battery at the northern extremity of the harbor. The ships there, according to this chart, are the "Cristobal Colon," the "Almirant Aquendo," the "Maria Teresa" and the "Reina Mercedes," the last named destroyed by the American warships since this despatch was written. All these are cruisers of the first class and heavily armed, together with three torpedo boats. The definiteness of this information naturally gave Commodore Schley great satisfaction. Although he had known that the several ships of the enemy were there, he was not certain that some had not succeeded in getting away or had not been sent in another direction.

With Admiral Sampson's arrival on Wednesday the blockade was much strengthened, and although the plans to starve out the city, its troops and the enemy's fleet were pushed vigorously, a cable boat was sent to find and cut the cables communicating from Santiago to Jamaica and Hayti, cables which it had been stated had been cut by the auxiliary cruiser "St. Louis." The boat was put to work, but up to to-day had not found the cable for which she is searching. Guarded by the battleships "Massachusetts" and "Texas," she worked on Friday morning within two miles of formidable fortifications on shore and strange to say without any attempt of the Spanish gunners to hit them, although in the early morning the guns were fired very often at Admiral Schley's flagship.

A lawyer minds his own business when he attends to the affairs of other people.



To be the mother of many children is ranked among nature's chief blessings but when the cares of the busy housewife are added to the trials of frequent motherhood, it is too great a burden for a woman who is not in prime health and condition. Every woman who is called upon to bear the ordeal of bringing many children into the world needs the support and reinforcement of that wonderful strength-promoting "Favorite Prescription" originated by Dr. R. V. Pierce, chief consulting physician of the Invalids' Hotel and Surgical Institute, Buffalo, N. Y., and one of the most eminent of living specialists in treating the ailments of women.

Mrs. David H. Langley, of Lancing, Morgan Co., Tenn., in a recent letter to Dr. Pierce, writes: "I am now thirty-six years old and have given birth to ten children. Eight only are living. I have twin boys six years old. The same spring after they were born I was confined to my bed all spring and summer with female complaint; had it so badly I could hardly walk around the house without feeling worse. I was restless at night, sleep almost left me, and I was almost a skeleton. I did not call my doctor as I had tried the doctors twice before when I was down with the same trouble, and my husband paid out a great deal for me. I received no lasting benefit; I had almost lost all hope of ever being able to do anything. My husband had to work very hard and I could not even attend to the babies. No one can know the distress of my mind as well as body. Dr. Pierce's Favorite Prescription was the only medicine that seemed to do me any good. After I had taken the first bottle and part of the second, I could sleep well and all my troubles began to get better. I believe I took eight bottles and then I felt like a different person. I gave birth to another baby and my old complaint came back. I began using the 'Favorite Prescription' and was soon relieved and was able to do my work, including the washing."

Mothers would be immensely helped in raising their children strong and healthy by the sound professional advice contained in Dr. Pierce's Common Sense Medical Adviser. This book will be sent free for 31 one-cent stamps to pay *cost of customs and mailing only*. Address, World's Dispensary Med. Assn., Buffalo, N. Y., or send 50 stamps for a cloth-bound copy.

Prorogation To-morrow.

SIR WILFRID LAURIER'S DAY OF THANKSGIVING.

DRUMMOND COUNTY RAILWAY COMMITTEE REPORT.

The Senate's Amendment to the Franchise Bill—Rejected in the House on Division—The Plebiscite Bill Stands Over—Manitoba School Lands Fund Resolution—Proposed Changes in the Tariff—Montreal Harbor Commissioners' Bill—Salaries of County Court Judges.

(From Our Own Correspondent.)

OTTAWA, Ont., June 9—The House will prorogue on Saturday. That understanding was reached between the two sides of the House before the orders of the day were called this morning.

Hon. Mr. Foster had an idea that Tuesday would be a very proper day for prorogation, but the Premier had set his heart on making Saturday the day of thanksgiving and his proposition was agreed to.

Sir Wilfrid Laurier moved to drop the Senate Act respecting Loan Companies, which course, he hoped, would so facilitate business as to enable the House to conclude work to-morrow and prorogue on Saturday.

The motion carried.

Sir Wilfrid Laurier moved that the report of the Special Committee on the Drummond County Railway be the first order this afternoon.

Hon. Mr. Foster objected. He said it had been agreed in Committee that the debate should not be brought on this session. Mr. Powell, with many valuable papers, had departed, and should the debate take place now it would take the Spanish army at a disadvantage.

Sir Wilfrid Laurier denied any disposition to take advantage of the Spanish army and if, he said, Hon. Mr. Foster's ingenuity could devise means of bringing about a debate next session, he was prepared to consider the plan.

Hon. Mr. Foster was certain that such a combination of ingenuity could be formed as would meet the case, and thereupon the Premier withdrew his motion.

Hon. Charles Fitzpatrick moved the resolution setting forth the reasons for not accepting the Senate's amendment to the Franchise Bill.

Mr. Borden, of Halifax, declared there was no good reason why the Senate's amendment should be rejected. The amendment, he said, provided for no more costly machinery than the bill itself. As to one of the reasons given for the Government's inability to accept the amendment, it would prevent the Senate discussing any questions passed by the House of Commons. He insisted that the Senate's amendment was most reasonable and that the resolution contained no plausible excuse for rejecting it.

Hon Mr. Blair took Mr. Borden in hand and declared the latter's arguments entirely baseless, so far as Nova Scotia and New Brunswick are concerned. Where, asked Hon. Mr. Blair, could the machinery be found to provide for judicial revision in Nova Scotia and New Brunswick ? In New Brunswick the lists as finally revised by the Sheriffs go into the hands of the County Secretaries. How, demanded the Minister of Railways, could the Dominion take those lists and subject them to another revision without upsetting the machinery of the Province ?

"Why not get a certified copy of the lists for Federal purposes ?" asked Mr. Borden.

Such a proposition Hon. Mr. Blair pronounced simply unreasonable. The Senate's amendment, he said, struck at the very principle of the bill, which provided no means of interfering with Provincial lists.

Mr. McNeill could see not an ounce of force in the argument. "Why,' said he, "from the words of the Hon. Minister we are simply to understand that the Government will take no means of making the amendment workable, no matter how just it may be."

Mr. McNeill was going on to amplify his assertion that the bill was stuffed with injustice, when Dr. Landerkin, who all along had been inserting blithsome interjections in the sentences of Mr. McNeill, again ventured a remark. Mr. McNeill was pale with rage. "Mr. Speaker," said he, "there is such a being as a clown and a buffoon. We find him in Parliament as well as outside. Now I don't know whether it is Parliamentary to call any honorable gentleman in this House a buffoon, but if it be permissable I should like to apply the term to the person who is interrupting."

Mr. McNeill went on to show that the Senate was not at all unreasonable and succeeded in making out an exceedingly strong case.

Mr. Duncan Fraser, of Guysboro, denied the right of the Senate to say how the lists should be prepared or which members were elected to the House of Commons. It was claimed that the Senate was simply according a measure of justice to the electors of Nova Scotia, New Brunswich and Manitoba. So far as Nova Scotia was concerned, he challenged any one to say that the Sheriffs who were charged with the final revision of the lists were less honorable and less just than the County Court Judges. If the Senate could be regarded as a non-partizan body, he might be disposed to submit to this judgment, but when he knew what they were, of the earth earthy and politically crawling for a living, he was not prepared to accept this amendment.

Dr. Sproule arose to a point of order and the Speaker called upon Mr. Fraser to withdraw his aspersions upon the Senate, which he of Guysboro did.

Solicitor-General Fitzpatrick claimed that in amending the Franchise Bill in the manner in which it had, the Senate had travelled outside the scope of its well-understood right. The iniquity and injustice which it was claimed the Senate amendment sought to remedy, had existed from 1867 to 1885 without a single protest being made against it. The chief plank in the Liberal platform for many long years, said Hon. Mr. Fitzpatrick, had been a new and improved Franchise Act. "We came here," said he, "with an imperative mandate from the people to do away with the worthless and costly system of Franchise which operated under Conservative rule. The old Act goes down unwept, unhonored and unsung, and it was improper that the Senate should interfere with this bill lately passed by the House of Commons." A warning had been given by the Opposition, said the Solicitor-General, even while the bill was going through the House of Commons, that it should meet disaster in the Senate. "They meant to wreck it," said he, "the amendment in the Senate was drawn by a man who does not even know what an election is and who has had nothing to do with any Franchise Bill whatever." Despite all the objections of Mr. Borden, who held that a very simple provision could cover the difficulty raised in reference to the judicial revision of the Provincial lists, Hon. Mr. Fitzpatrick insisted that the principle of the bill was violated by the amendment, which could not be entertained. He said that the amendment of the Senate was designed to create trouble.

Mr. McNeill was up in a moment. He said such words as these in reference to the Senate were rightly out of order.

Mr. Speaker, however, failed to see the matter in the same light and Mr. McNeill reluctantly gave way.

Hon. Mr. Fitzpatrick then explained that he was looking at the consequences of the act and he presumed that the authors of the act intended that there should be consequences. The Solicitor-General concluded by declaring that the Senate had tried to thwart the aims of the Government in the matter of the Franchise Bill, but the attempt would not succeed.

Mr. Mills, of Annapolis, laughed at the idea of the principle of the bill being outraged. Not a jot or tittle of the principle of the bill, he said, had been disturbed.

Mr. Mills was still talking when the House adjourned.

Mr. Mills, resuming the debate on the Franchise Bill this afternoon, pointed out the abuses of the Provincial franchise law of Nova Scotia and declared that the Senate would be recalcitrant to its constitutional trust if it failed to insist upon the amendment providing for an appeal to the judiciary such as obtained in Ontario and Quebec.

Mr. Martin (Conservative, P.E.I.) said the Solicitor General had given no valid reason for opposing the Senate amendment regarding Prince Edward Island. In that Province they had no voters' lists and no ballots. A man went to the poll and if his vote was not challenged he voted openly. If challenged, the vote was so marked on the poll book and after declaration. In the case of a candidate feeling he had lost votes in this way, he could demand a scrutiny when the objected votes would be adjudicated upon and counted. But the Government proposed to introduce the ballot in Prince Edward Island. There was no voters' list and once a man dropped his ballot in the box how was an illegal or unqualified vote to be detected and passed upon. Either the Government should accept the amendments allowing ballots of doubtful voters to be marked for future consideration, or have open voting as now obtains.

Sir Louis Davies admitted it was a serious question and one upon which he had scarcely yet made up his mind. However, the special marking of doubtful ballots would destroy the secrecy of the ballots, which would be serious in the case of the railway employees.

Mr. Martin—"Are not all the ballots numbered just in this way in Ontario ?"

Sir Louis Davies—Yes, but we have no Government railways there.

After Mr. Davin had addressed the House on the constitutional aspect of the issue, the motion to reject the Senate amendment was carried "on division."

The Act to amend the Railway Act so as to allow the Government to pay subsidies on public works as the work progresses, was amended by adding a clause that the Act shall only be applicable to the Crow's Nest Pass and Grand Trunk Bridge at Montreal.

On the motion for the second reading of the resolution granting Manitoba $300,000 out of the principal of the Manitoba School lands fund, Hon. Mr. Foster protested against breaking in upon this trust. At any rate, he said, an absolute allocation of a portion of this trust fund to the Province of Manitoba should only be made upon the assurance that it would be devoted to public school purposes. But the Manitoba Government did not plead necessity for this grant for educational purposes. Indeed it was stated expressly that the grant should go into the consolidated fund of the Province, so that it could be used for roads and bridges, railway subsidies and what not. The fact was this request and this grant arose out of the political necessities of the two Governments and the Provincial Government was proverbially prodigal and in time the request for another draft upon this trust would be forthcoming. It was opening the door to further demands. So farewell to any continuing of a stable and considerable fund being allowed to accrue for educational purposes in Manitoba.

Hon. Mr. Fielding contended that there was no distinction between this grant and the advance of $60,000 made to Manitoba by the late Government.

After Mr. Lariviere had spoken in opposition to it, the resolution was put and carried by a vote of 62 to 32.

Hon. Mr. Fielding then moved the House into Committee of Ways and Means and explained a couple of changes it was proposed to make in the tariff. In the first place rubber belting was to be dutiable at 25 per cent instead of 20 per cent as it appeared on the tariff. It was by a clerical error that rubber belting had been included in the item of rubber goods at 20 per cent.

Mr. Clarke Wallace asked if it were the intention of the Government to indemnify the Canadian manufacturers for the loss they had sustained by this failure to give effect to the will of Parliament last session.

Hon. Mr. Fielding replied that no compensation could be given under such circumstances. Continuing the Finance Minister said :—"I have a proposition to make in relation to the duties on sugar which will be regarded, perhaps, as a further step in the direction of Imperial preferential trade. It will be remembered that when we extended the preferential tariff to the products of the British West Indies, it was claimed that one effect of that preference would be to produce unequal conditions, that advantages would be given to the refining interests on the Atlantic which would not be given to the refining interests on the Pacific, inasmuch as the latter would draw their supplies of sugar from sections of the Empire which were not brought within the scope of the preferential tariff. I am inclined to think that the danger in that direction was somewhat magnified. Still, in appearance at all events, it did seem to create unequal conditions and we have determined to apply a remedy. It was suggested by some members of the Opposition that we might extend the benefits of the preferential tariff to the Colonies of Queensland, Fiji and Mauritius, which supply sugar to the Pacific coast, but we have thought the object would be better served by pursuing a somewhat different course. The proposition I have to make is that raw sugar, which is a product of any portion of the British Empire, shall be admitted under the terms of the preferential tariff. That will meet entirely the claim put forward by the gentlemen interested in the Pacific trade and I am inclined to think that it may lead to some encouragement of trade between Canada and the Australasian Colonies.

The Finance Minister then moved the resolution as follows :—Raw sugar, including all sugar described in item 436 of schedule A, may, when imported from any British Colony or Possession, be entered for duty, or when taken out of warehouse for consumption in Canada, at the reduced rate of duty provided under the British preferential tariff.

The resolution was then adopted and a bill founded thereon introduced and read a first time.

There was a great rustling and searching of maps when Hon. Mr. Tarte asked a vote of $4,000 to start a breakwater at New Harbor, in Guysboro County. Beyond the fact that the plans before him called for a $25,000 job, and that he did not, however, propose to spend that sum, Hon. Mr. Tarte did not know the first thing about the place.

The Opposition subjected this proposal to a searching criticism, and driven to the wall, Hon. Mr. Tarte promised to visit the County and find about the place and his requirements before determining when and where to spend the money.

This drew from Mr. Pope the retort that they had better vote the money if Hon. Mr. Tarte would promise to stay away from the County, for there would probably be a bye-election there when Mr. Fraser got his reward, and everybody knew what use the Minister of Public Works would make of $4,000 placed to his credit to spend where and when he pleased.

Finally Mr. Clancy threatened to divide the Committee if the item were not withdrawn.

The ungenerosity of all this touched the Minister of Marine and Fisheries deeply, but the Opposition declined to view it in that light.

Finally, however, Mr. Fraser was found and he made an earnest plea for the work as one of necessity to the fishermen.

The item thereupon passed on division, but the next item, one of $5,000 for dredging a neighboring harbor in the same County, was struck out.

On the item of $600,000 for new rolling stock for the Intercolonial Railway, Hon. Mr. Blair said the deficit on the Intercolonial Railway system from July 1st, 1896, to April 30th, 1897, was $102,000. That deficit had been reduced during the corresponding period ending April 30th of the present year to $52,894, despite the fact that the Government had paid the rentals due to the Drummond County and Grand Trunk Railways and had spent $30,000 in laying new ties and ballasting the line. The Government expected to spend $101,000 more on improvements to the road before the 1st July next.

After discussion the item passed.

The House adjourned at 1.30 o'clock.

SENATE.

OTTAWA, June 9—In the Senate this afternoon on the motion for the second reading of the bill to grant further aid to the Harbor Commissioners of Montreal, the Secretary of

(*Continued on Fourth Page.*)

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A Most Complete Lace Department !

Comprising all kinds in Point and Torchon Lace, Trimming Lace of every size in Black, White and Cream, the best Veilings, etc.

OUR RIBBON COUNTER

is certainly the finest which has ever been seen in this city. It comprises Plaid Ribbons, in large and small checks, Double Face Ribbons, Beltings, Brocatel, Roman Stripes, the whole in all widths and shades.

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Our Silk Department

Is now in full show. Special attention is drawn to our Large Stock of Plaid Silks for Matinees, Pin Head Checks, Shepherd's Plaids, etc.

Another Great Draw is Magnificent Choice of

Silk Grenadines,

Single and Double Width. We also claim precedence for our new ROYAL CORD for Children's Costumes.

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Dress Goods Department

12 Different Patterns of a most attractive texture, which has never before been retailed under 25c., and which we are able to offer at the extraordinary figure of

15c. per yard.

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We also keep

THE LARGEST STOCK IN

Fashionable Chiffons,
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Light Capes and Collarettes in Chiffon,
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Suits and Detached Pieces or the best Tweeds to make them.
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June 4, 1898.

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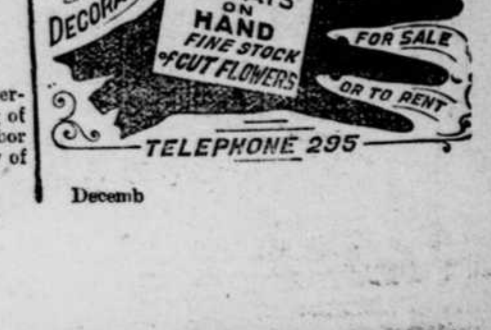

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Trout Flies and Rods—H & J Young.
Memorandum Book Lost—Edmond Dion.
A New Enterprise—Edouard Lapointe.
Art Exhibition and Festival—Y M C A Building.
Hartford and Vim—Toronto Tire Co.
Carter's Little Liver Pills—Carter Medicine Company.
Dr J Collis Browne's Chlorodyne.
Beaver Line—G M Webster & Co.
Stoves and Ranges—Carrier, Laine & Co.
Dr Pierce's Favorite Prescription.
Canadian Pacific Railway.—Geo Duncan. See 1st Page.

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(See "Baedecker's Handbook to the Dominion of Canada," page 38).

CHAMBERS'

Guide to Quebec,

Edition of 1898, revised to date, will be ready in a few days, and for sale at all book stores. Price 25 cents per copy.

CHRONICLE OFFICE.

May 3, 1898. tf

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June 10, 1898. Ap

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Trout Flies and Fly Rods,

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FIRST-CLASS MEALS,
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Special attention paid to everybody, and satisfaction guaranteed.

Commercial men will find my establishment with telephonic communication, a favourable place to meet customers at.

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4 & 6 DU FORT STREET.

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A LADY'S "MAJESTIC," AND A man's "Victor," both in perfect condition. Also a two wheel Express Waggon.

Apply to
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DIVIDEND No. 77.

NOTICE IS HEREBY GIVEN THAT A Dividend of

Three and One-half Per Cent.

and a BONUS OF ONE-HALF OF ONE PER CENT.

upon the paid-up Capital Stock of this Bank has been declared for the current half year, and that the same will be payable at the Head Office and Branches on and after

Saturday, 2nd July Next.

The Transfer Books will be closed from the 15th to 30th June, both days inclusive.

By order of the Board.
WM. FARWELL,
General Manager.

Sherbrooke, 1st June, 1898.

June 7, 1898. tu&fri 'til july1st

Union Bank of Canada.

DIVIDEND NO. 63.

NOTICE IS HEREBY GIVEN THAT A Dividend at the rate of SIX PER CENT. per annum, on the Paid-up Capital Stock of this Institution has been declared for the current half-year, and that the same will be payable at the Bank and its Branches, on and after WEDNESDAY, the First day of June next.

The Transfer Books will be closed from the Seventeenth to the Thirty-first days of May, both inclusive.

The Annual General Meeting of the Shareholders will be held on WEDNESDAY, the Fifteenth of June next, at the Banking House in this city.

Chair will be taken at 12 o'clock.

By order of the Board,
E. E. WEBB,
General Manager.

Quebec, April 22nd, 1898.

June 1, 1898. ap123

VIN DE VIAL
PHOSPHATE OF LIME, MEAT & QUINA
Powerful Tonic for the cure of
ANÆMIA, CHLOROSE, PHTHISIA
NERVOUS EXHAUSTION
Indispensable element in cases of DIFFICULT GROWTH
Long convalescences, and any state of characterised exhaustion owing to loss of appetite or strength.
L. VIAL, - Chemist, - LYONS, FRANCE.
SAMPLES MAILED FREE TO DOCTORS.
Apply to C. ALFRED CHOUILLOU, General Agent for Canada, MONTREAL.

DRESS GOODS!

400 Yards New Dress Materials, Only 20c.
200 " do do Only 25c.
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NEWEST FANCY MUSLINS, Only 15c.
LATEST DESIGNS IN PIQUES and PERCALINES, 20c. & 25c.
A LARGE STOCK OF CREAM AND WHITE MUSLINS.

The New Embroidered Net Dresses, in Cream and Black.

SUNSHADES!

A VARIETY OF SHOT SILK SUNSHADES.
NOVELTIES IN FANCY SILK SUNSHADES.

Bathing Dresses in Navy Blue and Fancy Stripes.

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JUST RECEIVED
A COMPLETE LINE OF
Gentlemen's English Walking Boots.
.....ALSO.....
A First-Class Line of
Ladies' English Walking Boots,
Which we are Offering at
VERY LOW PRICES.

QUEBEC CHEAP SHOE STORE.
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March 29, 1898.

ART EXHIBITION AND FESTIVAL
.....IN THE.....
Y. M. C. A. Building St. John Street.

Some Novel Attractions will be presented on Saturday, viz:

Strawberry Festival Both Afternoon and Evening!

Polo Match, Tub and Other Races, Games, etc., in the Large Swimming Tank, in the Evening.

Orchestral Band in Attendance. Refreshments During Evening.

Admission as Usual, Adults 25 Cents, Children Under 15 Years, 15 cts

Tickets for sale at the Clarendon, Victoria, Messrs. T. J. Moore & Co., Mountain Hill, R. M. Stocking, St. Louis street; J. E. Walsh, P. J. Evoy, St. John street; J. B. Laliberte & F. X. Morency, St. Joseph Street; H. & J. Young, Bridge street, and J. Buchanan, Levis.

June 10, 1898.

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500	Complete Novels, each			2 cents
500	do	do	do	5 do
500	do	do	do	7 do
500	do	do	do	10 do
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May 30, 1898.

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Sailing Weekly between Quebec and Liverpool.
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June 9, 1898. m,w&fri

QUEBEC, FRIDAY, JUNE 10, 1898.

IN CASE OF WAR.

A real service has been done to Canada by Captain WILLIAM WOOD, Adjutant of the Royal Rifles of this city, by the skillful manner in which he has drawn attention in the *Canadian Magazine*, to the military weakness of the country; and a still greater service will be rendered by the public man who will take the work up where Captain WOOD has laid it down and secure the suppression of the many evils and the supply of the many wants which have been shown to exist by the paper before us. One would be tempted at first sight to express surprise at the trouble to which our author has gone to convince his readers of the necessity of preparedness for war, so unquestionably true is it, as forcibly stated by Lord DUFFERIN in the speech cited by Captain WOOD, that force and not right is still the dominant factor in human affairs, and that no nation's independence or possessions are safe for a moment unless she can guard them with her own right hand. We have but a very short time indeed to go back for a striking illustration of the readiness with which war is provoked with a weak and unprepared enemy, and of the impatience with which all reasonable endeavors to evade hostilities are set at naught by the party of superior force. Yet the author of the leading paper in the June number of the *Canadian Magazine*, has ample justification for believing in the necessity of convincing Canadians that there is always danger of war, for have not our military authorities acted with that utter disregard of all prudential preparation, that points to something very like a disbelief in the very possibility of a war in which we might be implicated? We have the proof of this in the lamentable neglect that has permitted the gradual decay of the fortifications at Levis and the Citadel, and Captain WOOD makes out a very strong case against the reckless continuance of a policy of unpreparedness. His whole essay is a well thought out and carefully prepared one. He shows conclusively that politics and false economy are the bane of the Canadian military system. He cites, as the CHRONICLE has frequently cited, the treatment of the Royal Military College and of its graduates as a result of political partisanship, taking care to indicate, with a nice sense of justice, the excellence of the work done by the College, and of the professional standing of its graduates. Indeed, in his whole arraignment of our military system, the author of the paper is very particular to draw a dividing line between the excellence of much of the material composing the Canadian army and the ineffectiveness of the system that governs it. The entire paper is exceedingly pleasant reading, in spite of the ugly sores which it opens up, for one feels that the probing is done in the interests of Science and Truth, and with the object of seeking and urging the application of an effective remedy. All interested in the cause should read and carefully ponder the paper in question. Military men who take an interest in their calling will naturally do so. We strongly commend it too to our representatives in Parliament and to all who have the opportunity of reaching or influencing them. Reading men will smile at the quiet satire contained in the assertion that "CÆSAR'S account of his victory over the Nervii is better reading than anything by Sir WILLIAM RUSSELL or Mr. ARCHIBALD FORBES, and MACHIAVELLI'S views on a militia are better than those of most Canadian Cabinet Ministers." The many glaring defects in our system, and the difference between the actual strength of the Canadian forces and their enumeration on paper are vividly set forth, but the gallant Captain admits that "reorganization is beyond the scope of the present article. All that can be done here," he says, "is to set down an A, B, C suggestion for it. The militia must have, first of all, complete organic life, and all its organs full of proportional development, lest the breakdown of one organ should cause the death of the whole body; secondly, there must be recruits, ranks and reserves; and thirdly, an effective peace-establishment, numbering one-hundredth part of our population, should be trained for an average of one-twentieth part of the year, surely this is not excessive; and it is well worth aiming at, for the militia, reorganized within these limits, would fully safeguard Canada, without in the least straining her resources.' The paper is one that appeals to every Canadian who is concerned for the well-being, the safety and the future of this Canada of ours, and we trust that its representations will not fail to be heard in the proper quarters.

EDITORIAL NOTES.

The Montreal *Gazette* says:—"A hundred and nine police were injured and a hundred citizens taken to the hospitals to be doctored, as a result of one evening's discussion by the people of Belfast of the principles of the rising of '98, and the wisdom of celebrating the centenary of that event. If an affair as bloody took place in Cuba, the papers would hardly hold the accounts of it, and at least half a dozen officers on each side would be promoted. It is easy to distinguish the fighting from the talking races."

In Seoul,—and we fancy some men are under the impression that it should be spelled "Sheol,"—women have peculiar rights. According to the Bombay *Advocate of India*, a curious custom in Seoul, Corea, is the law which makes it obligatory for every man to retire to his home when the huge bronze bell of the city proclaims it to be the hour of sunset and the time for closing the gates. No man is allowed in the streets after that hour under pain of flogging; but the women are allowed to go about and visit their friends.

The Birmingham *Daily Post* says:—"The rapidly increasing importance of the Canadian trade in wood pulp for paper-making has been engaging the attention of paper manufacturers here for some time, especially in view of the injury they suffer through the methods adopted by competitors in the United States. The forests of Canada are well-nigh inexhaustible. Mr. ALBERT REED is this week sailing for Canada, as the representative of the Paper-makers' Association, to bring the views of the trade before the notice of the Government at Ottawa. Mr. REED is specially fitted for his mission, for not only is he a prominent member of the trade here, but he has a practical acquaintance with the Canadian wood pulp industry."

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All Druggists refund the money if it fails to Cure 25c

M

PERSONAL.

Mr. A. F. Carrier is in town.

Mr. J. B. D. Legaré, left for Montreal yesterday afternoon.

Rev. Principal MacRae, has gone to Montreal for a few days.

General Seymour will be dined at the Citadel to-morrow night.

The Hon. Dr. Guerin arrived here yesterday and is at the Chateau.

Hon. Mr. Turgeon and Mrs. Turgeon sail for Europe on the 15th inst.

Hon. Jos. Shehyn is at Roberval, the guest of Mr. and Mrs. B. A. Scott.

Mrs. Mackenzie, wife of the Rev. J. A. Mackenzie, Acadia Mines, N.S., is visiting her father, the Rev. Dr. MacRae.

Amongst the members of the Local Legislature who were in town yesterday were Messrs. Smith, Watts and Petit.

Prince Albert of Belgium returned here with his party yesterday morning and will remain at the Frontenac till to-morrow or Sunday.

Madame Navarro gave a five o'clock tea yesterday at her residence Haldimand street, the Cape, in honor of Madame de Solis, wife of the new Consul for Spain. A very fashionable company was present.

Sir Adolphe Chapleau, ex-Lieut.-Governor of Quebec, has had a turn for the worse, and his condition is reported to be very dangerous. All the members of his family have been summoned to his bedside.

We are glad to be able to report that Dr. Henry Ievers, whose accident we reported about a week ago, has so far recovered as to be able to go on a fishing trip of three or four days' duration to the Upper Montmorency.

Yesterday's arrivals at the Chateau Frontenac included Mr. and Mrs. E. L. Morse and two children, Washington; Mr. and Mrs. J. Radley, jr., New York City; F. H. Mansfield, Boston; Mr. and Mrs. A. M. Grantham, G. L. Plimley and wife, New York City; M. S. Paton, Thos. Paton and Wm. Rand, N. Y.; Tracey Cowan, Whitehad, N. Y.

When the Queen travels to and from Scotland, a dainty but most serviceable timetable is prepared by the three railway companies over whose lines she passes for Her Majesty's use. On it are the times at which the train is due at all stations of importance and the duration of the stoppages; it also directs attention to any points of the route where anything notable or new might interest the Royal traveller. The greater part of the journey is covered by night, but when the train approaches the granite city of Aberdeen the Queen has her chair moved to the window and always admires the picturesque view obtained of the town as the train crosses the viaduct over the Dee. After leaving Aberdeen the route is extremely pretty, and always interests the Queen, notwithstanding the many times she has travelled over it.

THE FISHERIES QUESTION.

TEXT OF THE OFFICAL JUDGMENT.

The London *Times* of May 27 contains the following report of the Judicial Committee of the Privy Council in the case of (1) the Attorney-General for the Dominion of Canada vs. the Attorneys-General for the Provinces of Ontario, Quebec, and Nova Scotia; (2) the Attorney-General for Ontario vs. the Attorney-General for Canada; (3) the Attorneys-General for Quebec and Nova Scotia vs. the Attorney-General for Canada. The case was heard before Lord Herschell, Lord Watson, Lord Hobhouse, Lord Shand, Lord Davey, and Sir Richard Couch. The appeals were from a judgment of the Supreme Court of Canada of October 13, 1896.

Mr. C. Robinson, Q.C., (of the Canadian Bar), Mr. Haldane, Q.C., Mr. McTavish, Q.C., (of the Canadian Bar), and Mr. Loshnis appeared for the Dominion of Canada; the Hon. Edward Blake, Q.C., Mr. Irving, Q.C., (both of the Canadian Bar), and Mr. Clerk for the Province of Ontario; the Hon. J. W. Longley, Q.C., Attorney-General of Nova Scotia, Mr. Cannon, and Mr. Lewis Coward for the Province of Quebec.

The arguments were heard last July before a Board consisting of the Lord Chancellor, Lord Herschell, Lord Watson, Lord Macnaghten, Lord Morris, Lord Shand, Lord Davey, and Sir Henry de Villiers, when judgment was reserved.

Lord Herschell, in now delivering their Lordships' judgment, said the Governor-General of Canada, by Order-in-Council, referred to the Supreme Court of Canada various questions relating to the property, rights and legislative jurisdiction of the Dominion of Canada and the Provinces respectively in relation to rivers, lakes, harbors, fisheries, and other cognate subjects. The Supreme Court having answered some of the questions submitted adversely to the Dominion and some adversely to the Provinces, both parties had appealed. It was unnecessary to determine to what extent the rivers and lakes of Canada were vested in the Crown, or what public rights existed in respect of them. Whether a lake or river be vested in the Crown as represented by the Dominion or as represented by the Province in which it was situate it was equally Crown property, and the rights of the public in respect of it, except in so far as they might be modified by legislation, were precisely the same. The answer, therefore, to such questions as those adverted to would not assist in determining whether in any particular case the property was vested in the Dominion or in the Province. It must also be borne in mind that there was a broad distinction between proprietary rights and legislative jurisdiction. The fact that such jurisdiction in respect of a particular subject matter was conferred on the Dominion Legislature, for example, afforded no evidence that any proprietary rights with respect to it were transferred to the Dominion. There was no presumption that because legislative jurisdiction was vested in the Dominion Parliament proprietary rights were transferred to it. The Dominion of Canada was called into existence by the British North America Act, 1867. Whatever proprietary rights were at the time of the passing of that act possessed by the Provinces remain vested in them, except such as were by any of its express enactments transferred to the Dominion of Canada. With these preliminary observations their Lordships proceeded to consider the questions submitted to them. The first was whether the beds of all lakes, rivers, public harbors, and other waters, or any and which of them, situate within the territorial limits of the several Provinces and not granted before Confederation, became under the British North America Act the property of the Dominion. That depended mainly on the construction of the third schedule to the British North America Act, which was headed "Provincial Public Works and Property to be the Property of Canada." The fifth of these was "rivers and lake improvements." For the Dominion it was contended that the whole of the rivers were transferred from the Province to the Dominion. On the other hand, it was urged that nothing more was transferred than the improvements of the Provincial rivers—that was to say, only public works which had been effected, and not the entire beds of the rivers. Their Lordships thought that improvements were only transferred to the Dominion. The subjects comprised in the schedule were for the most part works or constructions which had resulted from the expenditure of public money. With regard to "public harbors," their Lordships entertained no doubt that, whatever was properly comprised in that term became vested in the Dominion. The words in the schedule were precise on that point. Their Lordships declined to attempt any exhaustive definition of the term "public harbor" applicable to all cases. It did not follow that, because the foreshore on the margin of a harbor was Crown property, it necessarily formed part of the harbor. It might or might not do so, according to circumstances. If, for example, it had actually been used for harbor purposes, such as anchoring ships or landing goods, it would, no doubt, form part of the harbor, but there were other cases in which it did not. Passing to the questions relating to fisheries and fishing rights, their Lordships were of opinion that the 91st section of the British North America Act did not convey to the Dominion of Canada any proprietary rights in relation to fisheries. Their Lordships noticed the distinction which must be borne in mind between rights of property and legislative jurisdiction. It was the latter only which was conferred under the heading "Sea Coast and Inland Fisheries," in section 91. Whatever proprietary rights in relation to fisheries were previously vested in private individuals or in the Provinces respectively remained untouched by that enactment. Whatever grants might previously have been lawfully made by the Provinces in virtue of their proprietary rights could lawfully be made after that enactment came into force. At the same time, it must be remembered that the power to legislate in relation to fisheries did necessarily, to a certain extent, enable the Legislature so empowered to affect proprietary rights. An enactment, for example, prescribing the times of the year during which fishing was to be allowed, or the instruments which might be employed for the purpose (which it was admitted the Dominion Legislature was empowered to pass), might very seriously touch the exercise of proprietary rights, and the extent, character, and scope of such legislation was left entirely to the Dominion Legislature. The suggestion that the power might be abused so as to amount to a practical confiscation of property did not warrant the imposition by the Courts of any limit upon the absolute power of legislation conferred. The supreme legislative power in relation to any subject-matter was always capable of abuse, but it was not to be assumed that it would be improperly used. If it were, the only remedy was an appeal to those by whom the Legislature was elected. If, however, the Legislature purported to confer upon others proprietary rights where it possessed none itself, that, in Their Lordships' opinion, was not an exercise of the legislative jurisdiction conferred by section 91. If the contrary were held, it would follow that the Dominion might practically transfer to itself property which had by the British North America Act been left to the Provinces and not vested in it. Their Lordships thought the Dominion Parliament had a right to impose a tax, by way of license, as a condition of the right to fish. They were sensible of the possible inconveniences which might arise from the exercise of this right, but they had no doubt that they would be obviated in practice by the good sense of the Legislatures concerned. In so far as section 4 of the Revised Statutes of Canada (cap. 95) empowered the grant of fishery leases conferring an exclusive right to fish in property belonging not to the Dominion, but to the Provinces, it was not within the jurisdiction to enact the 47th section of the Revised Statutes of Ontario, chapter 34, except in so far as it related to land in the harbors and canals, if any of the latter be included in the words "other navigable waters of Ontario." The sections of the Ontario Act of 1892, entitled "An Act for the protection of the Provincial fisheries," which were in question consisted almost exclusively of provisions relating to the manner of fishing in Provincial waters. Regulations controlling the manner of fishing were undoubtedly within the competence of the Dominion Parliament. The question was whether they could be the subject of Provincial legislation also in so far as it was not inconsistent with the Dominion legislation. By section 91 of the British North America Act, the Parliament of the Dominion of Canada was empowered to make laws for the peace, order and good Government of Canada in relation to all matters not coming within the classes of subjects by that Act assigned exclusively to the Legislatures of the Provinces, "and for greater certainty, but not so as to restrict the generality of the foregoing terms of this section," it was declared that (notwithstanding anything in the Act) "the exclusive legislative authority of the Parliament of Canada extends to all matters coming within the classes of subjects next enumerated.' The 12th of them was "Sea Coasts and Inland Fisheries."

Their Lordships felt constrained to hold that the enactment of fishery regulations and restrictions was within the exclusive competence of the Dominion Legislature and was not within the legislative powers of Provincial Legislatures. But it did not follow that the legislation of Provincial Legislatures was incompetent merely because it might have relation to fisheries. Their Lordships cited instances and examples to this effect. They entertained no doubt that the Dominion Parliament had jurisdiction to pass the Act entitled "An Act respecting certain works constructed in or over navigable rivers." It was, in their opinion, clearly legislation relating to "navigation." The parties would, of course, bear their own costs of the proceedings.

The Great Art Exhibition at the Young Men's Christian Association Rooms.

(*To the Editor of the Morning Chronicle.*)

SIR,—It was with agreeable surprise that I went through the magnificent collection of art treasures last evening, and the same surprise was expressed by strangers who were present and who had no idea that Quebec could have managed to get such a splendid display together, and the Committee of Management have not been sufficiently thanked for the wonderful expenditure of time and trouble in getting them together and placing them in position. The greatest surprise to me was the discovery that we had an artist amongst us, whose work will certainly command attention in any gallery. I understand that Mr. Hance has been in Quebec for some time, but he, with the characteristic modesty of artists, must have kept himself in the back ground, as this is the first time his work appears to have been exhibited. He is represented by three or four paintings, all showing a thoroughly tender, poetic feeling. His picture of the Little Saguenay is a perfect gem, and should place the artist in the front rank. I regret to be obliged, as an old resident of Quebec, to say that there is a lack of that enthusiastic feeling for art which we find in other cities. Such an Exhibition as now open is a positive education and I have noticed that as a city advanced in the love of art the material prosperity of the city followed. I do hope that the efforts of the Artistic Committee will be crowned with success, and that not one of our citizens will allow it to close without paying not one, but a number of visits, as it cannot possibly be studied in one.

I remain, Mr. Editor,
A LOVER OF ART.

Quebec, June 9th, 1898.

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The Snake Charmer—The armless wonder was robbed on his way home last night. The Sword Swallower—Of what, pray? The Snake Charmer—Of his reputation, I guess. The robbers made him hold up his hands.—*Detroit Journal.*

This week, summer requisites for ladies and gentlemen at Z. Paquet's stores, St. Joseph street.

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We are now showing in our Millinery Department, all the latest European and American Novelties.

PARASOLS—Special Values, $1.50, $2.00, $2.50.
OUTING SHIRTS—Men's Fancy Cambric Shirts for Wheeling, exclusive patterns, and Ties to Match, prices $1.00, $1.25, $1.50.
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We are showing a large assortment of Underwear suitable for the warm weather at prices to suit everyone.

Boys' White Merino Undershirts—Fine make, at 33c., 40c., 45c.

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Boys' Natural Drawers—At 50c., 52c., 60c., 79c.

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Children's Wool Vests—Fine quality; long sleeves, 30c., 35c., 39c., 45c.

Ladies' Cotton Vests—All kinds and qualities, at 10c., 15c., 18c., 20c., 24c., 30c., 38c.

Ladies' Wool Vests—No sleeves and short sleeves, in White and Natural, at 50c., 55c., 62c., 68c., 75c., 90c.

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MANAGER
of The Roberval.

June 3, 1898. Bm

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J. A. GIARD & CIE.,
HARDWARE MERCHANTS,
NO. 232, ST. JOHN STREET, QUEBEC.
April 25, 1898. Cm

NEW
Boot and Shoe Store
KEPT BY . . .
A. J. CARON.

Having 25 years' experience in this line of business, the last five as manager of the Quebec Shoe Store, I invite my friends and old customers to pay me a visit at my new store,

58—ST. JOHN STREET—58

Where I will always have in stock a magnificent assortment of Foot-Wear, comprising all the Latest Styles.
Mr. Caron gives notice that he has no further connection with the Quebec Shoe Store.

A. J. CARON, 58 John Street, U.T.
April 6, 1898. Cm

THE ONLY GENUINE HUNYADI WATER.
Hunyadi János
BEST AND SAFEST NATURAL APERIENT WATER.
Prescribed and approved by all the medical authorities, for CONSTIPATION, DYSPEPSIA, TORPIDITY OF THE LIVER, HEMORRHOIDS, as well as for all kindred ailments resulting from indiscretion in diet.
"It is remarkably and exceptionally uniform in its composition."—*British Medical Journal.*
"The prototype of all Bitter Waters." "Absolutely constant in composition."—*Lancet.*
ORDINARY DOSE : ONE WINEGLASSFUL BEFORE BREAKFAST.
CAUTION : *See that the label bears the signature of the firm* Andreas Saxlehner.
July 9, 1897. fri-eow t

will enter the coming year prepared to give to the reading public that which has made it famous for the past quarter of a century—contributions from the pens of the great literary men and women of the world, illustrated by leading artists. A brief glance over its prospectus announces such reading as

OUR PACIFIC PROSPECT
PROJECTS FOR A NICARAGUAN CANAL *By Hon. DAVID TURPIE* — THE COMMERCIAL IMPORTANCE OF AN ISTHMIAN CANAL *By WORTHINGTON C. FORD*
EASTERN SIBERIA AND THE PACIFIC *By STEPHEN BONSAL* — THE DEVELOPMENT OF OUR PACIFIC DOMAIN *By CHARLES F. LUMMIS*
RODEN'S CORNER—THE NOVEL OF THE YEAR
by HENRY SETON MERRIMAN, author of "The Sowers." Striking novelties in short fiction will be contributed by such authors as W. D. Howells, Richard Harding Davis, Brander Matthews, Frederic Remington, Ruth McEnery Stuart, and others. There will be a series of articles on
THE PROGRESS OF SCIENCE — EUROPE, POLITICAL AND SOCIAL — ART AND THE DRAMA
ARMIES AND NAVIES — STUDIES IN AMERICAN SOCIETY — AMERICAN CHARACTER SKETCHES
Postage free to all subscribers in the United States, Canada, and Mexico.
Sub. $4 a year. Address HARPER & BROTHERS, Pub's, N. Y. City. Send for free prospectus

Gen. Lew Wallace — H. S. Williams — W. D. Howells — Owen Wister — C. D. Warner

CITY AND DISTRICT NEWS

Grand Art Exhibition.

Programme for Friday, 10th.

Open from 10 a.m. to 10 p.m.
Musicale from 3 to 5 p.m.
Five o'clock tea from 4 to 6 p.m.
Ladies' Morning Musicale in charge.
Orchestral Band from 8 to 10 p.m.
Refreshments during evening.
Ladies of Social Committee in charge.

The programme performed by the Ladies' Morning Musicale, last evening, was much enjoyed, all the items having been admirably rendered.

For to-morrow great preparations are being made for the entertainments during the day and evening. Some very novel features are to be introduced, and, as the water has been put into the new large swimming tank, it will be used for the first time. A polo match, swimming, diving, and tub races, etc., will be held. Entries for these different matches can be made at the Secretary's office up to 5 p.m. on Saturday. During the afternoon and evening a strawberry festival will be held, with Mrs. John Ritchie, Mrs. J. H. Holt, Mrs. Parmalee, Mrs. Colley and Mrs. Marsh in charge.

The beautiful collection of pictures continues to draw large numbers and the collection of curios, old china, etc., deserve one or two visits to appreciate the great variety. The beautiful dinner set from Toronto, painted with Canadian views, flowers, etc., has been much admired as well as the handsome set kindly lent by the Misses Foote. Several very handsome and valuable mosaics, loaned by Mrs. D. A. Ross, also adorn the walls of the china room. In the evening, under a subdued light, the Oriental rooms are a perfect dream and one is transported into Fairyland. It must be seen to be appreciated. Its like will never be seen again in this city. It is filled with the most interesting and valuable curios loaned by Mrs. W. A. Griffith, Mrs. Fitch, Mrs. Stocking, Mrs. E. W. Benson, and others.

This afternoon tickets will be issued at 10c. admitting children to all parts of the exhibition. There will be phonographs and many other attractions apart from the ice cream and candy booths, so that a large attendance of the young folk is expected.

The Literary and Historical Society.

The President's Report to the Royal Society.

At the recent meeting of the Royal Society of Canada the President of the Literary and Historical Society, of this city, P. B. Casgrain, Esq., who acted as its delegate, presented the following report :—

MR. PRESIDENT AND GENTLEMEN,—As representing the Quebec Literary and Historical Society in the capacity of its President and delegate to the Royal Society of Canada, I beg, in fulfilment of my mission, to lay before this meeting, a few remarks concerning our Association.

Our institution, thanks in a great measure to the zealous efforts of my immediate predecessor in office, the Very Rev. Dean Norman, has taken a new start in activity, and has entered upon a period of more vigorous usefulness. A series of interesting lectures, on various important literary subjects, have been delivered during the last two winters by professors of Morrin College, and other distinguished gentlemen, and, as we hope, will be continued. I am glad to say, that they have met with commendable encouragement on the part of the public.

I am truly happy to announce, that the publication of our "Transactions," which formerly depended upon an annual grant of the Legislature, and which, owing to lack of adequate means, has been interrupted since the year 1893, will now be resumed.

Our Society hopes that their publications will be continued in the future, since a contract to that effect has been secured with the editor of *Le Courrier du Livre.* Thanks also to the exertions of the Very Rev. Dean Norman, assisted by Mr. Peter Johnston, a member of the Council, the Endowment Fund, now being raised, to supply the deficit caused by the withdrawal of the Government's grant, shows a fair beginning of about $2,000, which are now deposited in the Quebec Bank.

You will see, by the foregoing, that our old Association has not been lagging behind, nor has it forgotten the noble purpose for which it was created. Though severely crippled in its finances by the discontinuance of the Government grant, and, in that respect, sharing the fate of kindred societies, we hope, ere long, that the Government will look favourably upon a claim for arrears of the aforesaid grant, which should be added to our Endowment Fund, and we venture to expect, Mr. President, that, under your able management, as Premier of our Province, its finances will be placed upon a sound basis. Possessing as you do, honorable Sir, zeal and well-known literary taste, it will surely be a satisfaction to you to reflect that you will have been induced to offer a helping hand to promote the success of the Quebec Literary and Historical Society.

Ottawa, May 24th, 1898.

P. B. CASGRAIN,
President and delegate of the Quebec Literary and Historical Society.

Sudden Death Yesterday Afternoon.

A Conductor Expires on His Train.

Dr. A. G. Belleau was yesterday notified of the sudden death of Mr. Ernest Robitaille, of this city, which occurred yesterday afternoon on the C. P. R. shortly before the train reached Portneuf. The deceased had been in the employment of the C. P. R. as a conductor for a number of years. He left on the outgoing train for Montreal yesterday and taking ill suddenly passed away. The unfortunate man, who was about 45 years of age, resided in St. John's Suburbs. The Coroner will hold an inquest this afternoon. The remains were brought to town last evening. Deceased leaves a wife and family. He was very well known and was extremely popular in Quebec and elsewhere.

To be Sent to the Penitentiary

For Stealing the Government Yacht.

Achille Belanger, who was recently arrested by Detective Gauvreau, on the charge of stealing a Government yacht at Bic, pleaded "guilty" and has been sentenced to a term of six years in the Penitentiary, by the District Magistrate of Rimouski. Fournier, his companion, was sentenced to four months' jail, seeing that it was his first offence. The notorious criminal will reach town at eleven o'clock this morning, in custody of Detective Patry and Sergeant McCarthy. As previously announced in the CHRONICLE, he will have to stand his trial on a charge of being implicated in a highway robbery in company with Lessard, at Mr. Lafrancois', on St. Valier street. It is said that while at Kamouraska he threatened a priest with his revolver.

Death of a City Father.

Alderman Pouliot Passed Away Yesterday.

A well-known and much-respected citizen passed away yesterday morning in the person of Alderman Elzear Pouliot. The deceased gentleman has been in ill-health for some time. He was born at St. Jean, Island of Orleans, in 1854, and when quite a young man came to Quebec. When twenty-four years of age he went into the boots and shoes business, and after several years of steady work he opened a large grocery store, in which line of business he remained up to the time of his death. Mr. Pouliot was a Conservative in political matters, and has sat in the City Council for five years as Alderman for St. Sauveur Ward.

A Child Drowned at Hadlow Cove.

Coroner's Inquest This Morning.

A five-year-old son of Mr. Theophile Lefrancois, of Hadlow Cove, was drowned yesterday afternoon. The child was playing on the railway dump at the edge of the wharf, when he lost his balance and was precipitated into the river. The body of the little victim was found a short time afterwards. Dr. A. G. Belleau, District Coroner, was duly notified and an inquest will be held this morning

Quebec & Lake St. John Ry. Co.

The attention of our readers is called to the excursions to Grand Mere on Saturdays, at reduced rates.—See advt.

THE TALK OF THE TOWN.

City and District Gossip in Brief.

The steamer "Saguenay" leaves to-morrow at 8.30 a. m. for Saguenay.

Messrs. H. & J. Young advertise new patterns of trout flies and fly rods, all of fine quality and special value.

To the Ladies.—The prettiest muslins are offered at Faguy, Lépinay & Frere's. Go without delay in order to make your choice. 12

A horse, the property of Mr. Brown, of the Fleishman Yeast Co., took fright and ran away yesterday afternoon. It was caught shortly afterwards, and the vehicle was found to be slightly damaged.

City Council.—Meeting of the City Council this evening at the usual hour.—Orders of the day.—1089th report of the Road Committee (granting leave to Mr. Gignac to build a siding on Prince Edward street.)

It is reported that a resident of the Island, named Brochu, recently killed a large snake measuring three feet two inches in length and about three inches in circumference. It is also said that the reptile showed signs of fight and was only killed after considerable trouble.

The Franciscan Church.

The blessing of the new Franciscan Church on the Grand Allee took place yesterday morning. The sacred edifice is to be known as the Church of Perpetual Adoration. The ceremony took place at nine o'clock and was very solemn and impressive. The revd. ladies of the Franciscans' Mission had the interior of the new Church artistically decorated. There were a number of inscriptions in the chancel in golden letters on a rich red background. Above the high altar are the words *Venite Adoremus* ; to the right the first strophe of the *Tantum Ergo*, and to the left the first strophe of the *O Salutoris hostra* ; on the white tint that ornaments the galleries the following inscriptions were to be seen in red lettering :—*Je suis le pain vivant descendu du ciel, celui qui mange ce pain vivra eternellement. Le pain que je donnerai c'est ma chair pour la vie du monde.* The flags, which covered the foot of the pillars, were also ornamented with inscriptions, amongst others were *Je prendrai le Calice, et j'invoquerai son nom ; Je suis le pain vivant descendu du Ciel*, the monogrames of St. Francis d'Assise and of St. Antoine de Padoue, *Le bonne pasteur donne sa vie pour ses brebis ; Que rendrai-je au Seigneur pour les bienfaits qu'il ma fait.* The decorations were all most attractive to the eye. His Grace Mgr. Marois, Vicar-General, presided at the ceremony, and he was assisted by the Rev. Messrs. Pelletier and Lortie, of the Seminary, as deacon and sub-deacon. A large number of the Roman Catholic clergy were also present, and amongst others were the Rev. Curé Faguy, of the Basilica ; the Rev. Curé Demers, of St. Jean Baptiste ; the Rev. Curé Gosselin, of Levis ; the Rev. Curé Deziel, of Beauport ; the Rev. Curé Laplante, of Notre-Dame de la Garde ; the Rev. Abbé Bernier, Chaplain of the Bon Pasteur ; the Rev. Fathers Grenier, Drouet and Royer, O.M.I., of St. Sauveur ; the Rev. Father Robert, S.J., of Villa Monrose, the Rev. Abbé L. Paquet, the Rev. Abbés Paquet, Filion, Donaldson and Huot, of the Seminary ; the Revd. Abbé Roy, Vicar of Levis ; the Revd. Abbés Roy and Turcotte. A large number of people were present, and amongst a few of the most important were His Honor the Lieutenant-Governor and Miss Jetté, the Hon. Mr. Marchand, Prime Minister of Quebec ; the Hon. Justice Routhier and Mr. F. X. Garneau. About forty of the Franciscan Sisters were present in the lower chancel. After the blessing of the building, Mgr. Marois sung the High Mass, assisted by the same deacon and sub-deacon. A splendid choir of lady and gentlemen amateurs, under Mr. Gustave Gagnon, organist of the Basilica, sang Haydn's second Mass, accompanied on the harmonium by Mr. Ernest Gagnon. The musical portion of the service was very attractive. A splendid programme was rendered by Miss Alice Gagnon, Mr. P. Laurent, Messrs. Ernest Gagnon, Gustave Gagnon and A. Roy and Mrs. Theodore Paquet. The Revd. R. P. Colombe, Franciscan, of Montreal, delivered an appropriate and eloquent sermon.

The New Sandow.

Mr. J. Allan Harriss, of McGill University, Montreal, is in town. This young man is a physical wonder. His muscular development is perfectly astonishing. Last night he gave a private exhibition at the Chateau Frontenac before a number of newspaper men, members of the medical profession and admirers of physical training and development. Though only of medium height and build, so far as frame goes, his strength is startling. His chest expansion is ten inches. He took up new packs of cards last night, one pack after the other, and tore them through as if each pack was a single sheet of paper. He picked a man off the floor and lifted him over his head as if he had been a dumbbell. Then he took two men weighing 180 lbs. each, one under each arm and walked round the room with them with the greatest ease. His muscular exhibition was really wonderful. Mr. Harriss is a medical student at McGill in his fourth year. He is going to Europe during his summer vacation, and intends hereafter to enter the professional ranks. His admirers claim for him that he is the most perfectly developed specimen of existing manhood, not even Sandow himself excepted.

A Veritable Palace of Illusion.

Mr. Edouard Lapointe, who took so much pains at our last Carnival to fix up an ice structure, labyrinth, and menagerie on the Montcalm Market Place, has opened up a fine palace of illusions at 4 and 6 Du Fort street, next door to Mr. Darlington's, corner Buade street, which will meet the requirements of many. His hotel boasts a good table—meals of the best—wines, liqueurs and spirits of the best and, with telephone communication, is a good rendezvous for business men.—See advt.

Have you seen the prices in our window? Carrier, Laine & Co., 263 St. Joseph Street.
April 12, 1898

"McClure's Magazine" for June.

While conserving its general literary interests, *McClure's Magazine* for June makes good its title of a War Number ; and is really an unparalleled achievement in making a monthly periodical fully representative of the great interests of the hour, without any sacrifice of literary and artistic quality. The editors explain that to accomplish this, they had practically to make the number over a second time, casting aside part of it after it had gone to press.

Beginning with an effective patriotic cover, designed by Mr. Kenyon Cox, and a frontispiece portrait of the commander of the armies, General Miles, the special character of the number is continued by an article, admirable in tone and abundant in information, by General Fitzhugh Lee, giving the observations and impressions gathered by him as Consul-General at Havana on Cuba, and its people and government, and the war for freedom. This is fully illustrated with portraits of Cuban rulers and leaders and pictures of Cuban scenes and incidents. General Miles contributes an article recounting his recent observations of armies and commanders in Europe ; and this too is very fully illustrated. Stephen Bonsal, writing from Admiral Sampson's flagship, the very centre of operations, tells the story of the movements and adventures of the blockading fleet ; and his article is illustrated from photographs taken by him aboard the flagship. James Barnes contributes some stirring "Songs of the Ships of Steel" ; L. A. Coolige tells some heroic stories of Dewey, Sampson, and the other fighting leaders ; Joseph Earle Stevens writes of Manila out of his own experience as a resident there ; and William Allen White, the author of the "Boyville" stories, in a sketch of real poetic quality describes the mustering and departure of the volunteers. There is still other war matter in the number, including a noble war hymn by Henry Newbolt ; and there are an interesting instalment of Anthony Hope's novel, an excellent short story by Octave Thanet, and Charles A. Dana's recollections of his own connection with the Secret Service and of an historic visit to General Sheridan. The S. S. McClure Co., 141-155 E. 25th St., New York.

He Was Handicapped.

"Mr. Westlake says he didn't enjoy the basket picnic you got up at all. What was the trouble ?"

"It was all because he couldn't eat any of the pie. We forgot to take knives along."

SPORTING

THE WHEEL.

The date of the weekly ride of the Q.B.C. has been changed from Thursday to Friday night this week, so a large muster is expected at the Club rooms to-night. The Club has completed arrangements for the holding of an electric light race Meet on the evening of June 24th, St. Jean Baptiste day, and should have some good sport and a large attendance.

GOLF.

QUEBEC LADIES VS. THE LADIES OF THE ROYAL MONTREAL GOLF CLUB.

The Former Win the Day.

The postponed match between Quebec Ladies Golf Club and the Ladies of the Royal Montreal Golf Club was played on the Quebec Club's links on the Cove Fields yesterday morning. The home team won by 13 holes up. The scores were as follows :—

QUEBEC.	*Holes Up.*	MONTREAL.	*Holes Up.*
Miss M. Thomson..	0	Miss A. Cassils...	1
" M. Sewell....	0	" E. Bond....	4
" R. Thomson..	7	" McPherson..	0
" H. Fewell....	3	Mrs. McDonald..	0
" M. Scott......	5	Miss Ferrier.....	0
" J. Scott......	6	" Lamb.......	0
Mrs. Meredith....	0	" Linton.......	0
Miss L. Casault...	0	Mrs. McPherson ..	3
	21		8
	8		
Maj. for Quebec..	13		

The Lee-Metford Rifle.

Of curious wounds, Mr. Thomson tells how an ambulance-bearer, squatting in native fashion, had both legs and arms perforated by a bullet. After his wounds were dressed, he sat up and wanted to sing a song. From these instances it is evident that the bullet used had not sufficient stopping power ; an enemy might receive several wounds and yet be able to inflict injury. So clear was this, that the Pathans preferred to face European troops armed with the Lee-Metford, rather than native infantry armed with the Martini-Henry. The result scarcely requires interpretation—its meaning is plain ; the more expensive class of soldiers were exposed to greater wear and tear ; which is financially unsound ; while of far graver import is the fact that such lessons must teach the soldier distrust of his arms, and tend to diminish his prestige.

In this matter, however, it was the bullet, not the rifle, which failed, and the Indian Government set about finding a remedy. After experiment within the provisions of the St. Petersburg declaration of 1868, which prohibited the use of explosive bullets, or

BULLETS CHARGED WITH FULMINATING

or inflammable substances, a modification in the outer case of the projectile was adopted. The result, known as the dum-dum bullet, has been tried in the 1897 campaigns against the Mohmands, Swatis, etc., to the north, and the Afridis to the south, of the Kabul river. The results, as far as we know them, are satisfactory, and we have experience both ways ; we have seen the effect on our enemies, and have tended some of their wounded ; we have also been subjected to Lee-Metford fire with dum-dum bullets, our adversaries having in more ways than one possessed themselves of the weapon.

We do not desire, nor is there any necessity, to contravene even the spirit of the St. Petersburg declaration ; but we do require from those responsible that the ammunition issued to our soldiers shall be serviceable, and such as to command their confidence. In the present state of our relations with neighbouring nations it is surely not too much to expect that this essential matter may receive

PROMPT AND EARNEST ATTENTION.

It is true that by filing or grinding the thick hard points of the bullets their stopping power is increased ; but it is undesirable to allow soldiers to tamper with their ammunition, which should manifestly be supplied to them in serviceable condition. The rifles used by the chief European nations are similar in general principle, though they differ in detail, the Mannlicher being a favourite pattern ; and the bullets, as may be expected, are much alike. They vary slightly in size ; but the shape is wonderfully uniform, save in that used by the French, which has a flat nose, whereby the shock on impact is probably increased. The Americans have adopted a very small bore magazine rifle for their navy, and possibly before long they may have practical experience of its efficiency ; but with the powerful guns now used in men-of-war it is difficult to conceive of small arms playing an important part in a sea fight.—*Blackwood's.*

The banister of life is full of splinters and mankind slides down it with considerable rapidity.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

Hardwood Refrigerators
IN OUR WINDOWS.

	Length	Depth	Height	Price
LABRADOR,	6 in.	17 in.	40 in.	$ 7.00
do	32 in.	19 in.	41 in.	9.00
BRANTFORD,	30 in.	18 in.	53 in.	15.00

With Sideboard Backs
—AND—
Beveled Plate Glass Mirrors.

New Columbia,	28 in.	18 in.	67 in.	$23.00
Champion,	25 in.	17 in.	66 in.	17.00
Household,	35 in.	20 in.	73 in.	38.00

Arctic Ice Chests
—AND—
Water Coolers Combined !

Made of Galvanized Iron and lined with same with Nickle Plated Top.
NICELY PAINTED.
BEDROOM SIZE - - $3.50
FAMILY SIZE - - - .50

The Best Assortment in Town.

CARRIER, LAINE & CO.,
263 St. Joseph Street, Quebec.
May 20, 1898. 1

HOME WORK FOR FAMILIES.
We want the services of a number of families to do work for us at home, whole or spare time. The work we send our workers is quickly and easily done, and returned by parcel post as finished. Pay $7 to $10 per week. For particulars ready to commence send name and address. THE S. A. SUPPLY CO., BOX 265, LONDON, ONT.
March 1898. Fm-d&w

AUCTION SALES.
BY JACQUES & CO.

AUCTION SALE.

In the matter of
CASCAPEDIA PULP & LUMBER CO.,
In Liquidation.

NOTICE IS HEREBY GIVEN THAT on
Thursday, the 14th July, 1898,
will be sold at the office of the undersigned, 125 St. Peter Street, Quebec, the following assets belonging to the estate :

A—About 40 acres of land in superficies, situate at Maria, County of Bonaventure, P.Q., with the saw mill of 155x45 feet and a wing of 70x40 feet, containing an engine of 300 horse power, Circular Saws, Gang of Saws, and the most modern Machinery. The mill can deliver 100,000 feet of sawn lumber per day. Also all the buildings erected on the grounds, viz : Shops, Private Dwellings, 2 Stables and other buildings.
B—The Timber Limits of the Salmon River, containing 76 miles. These limits are very rich in Spruce, Cedar and Pulpwood.
C—The rights of the Company on the Eskiminac Timber Limits, containing 103½ miles. The Eskiminac River, as the Salmon River, discharge in Grand Cascapedia.
D—About 5,000 feet of Booms.
E—Three Scows, 54x19 feet, Boats, Chains and Anchors.
F—The Utensils, Tools, Blankets, &c., &c., required for shanties, contained in the shops of Eskiminac and Maria, valued at $1,470.31.
G—Carts, Harnesses, Horse Blankets, &c., &c., $495.10.
H—Blacksmiths' Tools, Iron in Bars, Iron Lathe and Machines for Mechanics' Shop, $1,056.77.
I—Spare Leather and Rubber Belts, Shingle Machine, Tools, &c., $1,112.31.
J—The Farm Eskiminac, containing about 600 acres of land, with houses, barn and other buildings thereon erected.
Conditions of payment—Cash.
An accepted check of $5,000 for item A, and of $2,000 on each item B and J, shall be deposited in the hands of the Liquidator by the highest bidder before adjudication.
Inventory of items F, G, H, I, is deposited in the office of the Liquidator, who will give any information required.
Sale at 10.30 o'clock A.M.

ALFRED LEMIEUX,
Liquidator,
People's Chambers,
Office : No. 125 St. Peter Street, Quebec.
JACQUES & CIE.,
Auctioneers.
June 3, 1898. A&bo-td

QUEBEC AND LAKE ST. JOHN RY.

ON AND AFTER WEDNESDAY, JUNE 1st, 1898, Trains will run to and from St. Andrew Street Terminus, Quebec, as follows :

Leave Quebec
7.30 A.M. For Roberval and Chicoutimi, Tuesday and Thursday.
7.30 A.M. For Grand Mere, daily except Sunday.
1.30 P.M. For St. Raymond Sunday only
5.20 P.M. For St. Raymond, daily except Sunday.
7.00 P.M. For Roberval and Chicoutimi, Saturday only.

Arrive at Quebec
9.00 A.M. From St. Raymond daily, except Sunday.
8.40 P.M. From Chicoutimi and Roberval, Monday, Wednesday and Friday.
8.40 P.M. From Grand Mere daily except Saturday and Sunday.
9.15 P.M. From St. Raymond Sunday only.
11.15 P.M. From Grand Mere, Saturday only.

Excursion tickets to Grand Mere on Saturdays, $1.50 First Class, $1.00 Second Class. Three hours at Grand Mere.
Tickets for sale by R. M. Stocking, opposite St. Louis Hotel.
J. G. SCOTT, Sec'y. and Manager.
ALEX. HARDY, Gen. Frt. & Pass. Agent.
June 1, 1898.

The Perspiratory Ducts and Bicycling.

THOSE SPECIAL TUBES, AT THIS season of year, are open and throw off their excretions plentifully during warm weather. To attain a comfortable temperature for the body, whether walking, bicycling or taking other healthy exercise, a good sweater from

MR. W. VINCENT,
38 Fabrique Street,

is just the thing people want nowadays. The sweaters are going off at a great reduction, as they must be cleared off to make room for other goods. There has been a tremendous rush for Mr. Vincent's

Cheap Bicycle Suits,

so the public had better hustle to obtain one at $4.50 ; worth $7.
May 28, 1898.

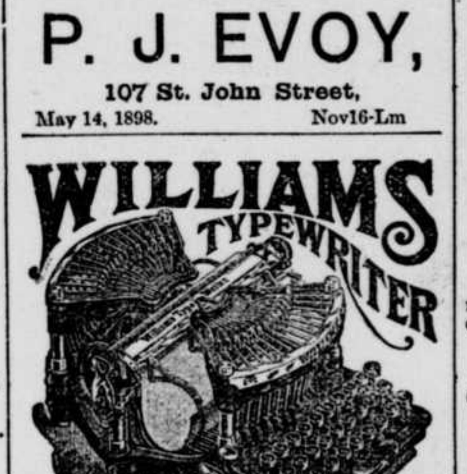
JOHN FLYNN,
Contractor & Builder.
Shop Corner of Angel and Des Anges Streets.
DUMB WAITERS A SPECIALTY.
Jobbing Promptly Attended to At Lowest Rates.
Residence Corner of Artillery and St. Augustin Streets.
May 17, 1898. Am

NEW BOOKS.

Scribes and Pharisees, by William Le Queuse.
The Cattle Man, by G. B. Burgin.
The Translation of a Savage, by Gilbert Parker.
Mrs. Falchion, by Gilbert Parker.
An Egyptian Coquette, by Olive Holland.
The Marquis of Valroce, by Charles Foley.
The Girl at Cobhurst, by Stockton.
The Well Beloved, by Thomas Hardy.
The Peacemakers, by John Strange Winter.

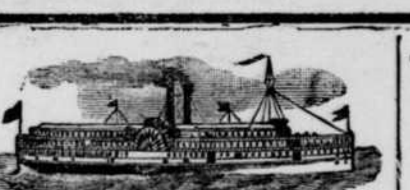
Over 500 Copies Munroe's Works, at 7 cts.

P. J. EVOY,
107 St. John Street,
May 14, 1898. Nov16-Lm



Not an "improvement" but
A NEW IDEA!
No Ribbon
No Lifting Carriage.
No Losing Allignment.
WRITING PLAINLY IN SIGHT.
Simple, Strong, Rapid.
T. J. Moore & Co., Quebec.
April 16, 1898.

Ask your grocer for
Windsor Salt
For Table and Dairy, Purest and Best
September 26, 1896 tu,th&sat



Island of Orleans Ferry.
Capt. BOLDUC.

ON AND AFTER APRIL 23RD, 1898, (weather and circumstances permitting) the Steamer will run as follows :

FROM THE ISLAND.	FROM QUEBEC.
5.00 A.M.	6.00 A.M.
6.45 A.M.	7.15 A.M.
8.15 A.M.	9.15 A.M.
10.00 A.M.	11.30 A.M.
1.00 P.M.	2.00 P.M.
3.30 P.M.	4.45 P.M.
5.30 P.M.	6.15 P.M.
SUNDAYS.	
1.30 P.M.	1.00 P.M.
3.15 P.M.	2.30 P.M.
5.00 P.M.	4.00 P.M.
7.00 P.M.	6.00 P.M.
	7.30 P.M.

Every holiday, the steamer will make a trip from the Island at A.M., and in the afternoon the trips will be made at the same hours as on Sundays.
Stopping at St Joseph going and returning.
On Sundays and holidays, the price going and returning to St. Joseph de Levis will be the same as for the Island.
May 24, 1898.

Quebec, Sillery and St. Romuald FERRY.

THE STEAMER "LEVIS," CAPT. DESROCHERS, will leave (weather and circumstances permitting) as follows :

ST. ROMUALD.	QUEBEC.
5.00 A.M.	6.00 A.M.
8.00 A.M.	.00 A.M.
10.00 A.M.	11.30 A.M.
1.00 P.M.	2.00 P.M.
3.00 P.M.	4.00 P.M.
5.00 P.M.	6.15 P.M.
SUNDAYS.	
2.00 P.M.	1.15 P.M.
5.00 P.M.	3.00 P.M.
	6.00 P.M.

Stopping at St. Romuald and at Lower Sillery going and returning.
Every Saturday, the first trip from St. Romuald will be made at 4.45 o'clock A.M. instead of 5 o'clock.
On Saturday evening there will be a trip to Quebec from St. Romuald and Sillery, at 7 o'clock.
April 23, 1898.

St. Laurent, St. Michel, St. Jean and Berthier Line.

ON AND AFTER MAY 12TH, (WEATHER and circumstances permitting) a steamer will leave as follows :

Berthier	5.30 A.M.
St. Jean	6.30 A.M.
St. Michel	7.15 A.M.
St. Laurent	8.00 A.M.
Quebec	4.15 P.M.
On Saturdays	
Berthier	3.00 A.M.
St. Jean	4.00 A.M.
St. Michel	5.00 A.M.
St. Laurent	6.00 A.M.
Quebec	3.00 P.M.

On Sunday the same steamer will leave the Champlain Market at 1.10 P.M. for St. Laurent, St. Michel and St. Jean, and will leave St. Jean at 5.30 P.M. for Quebec.
Another fine trip by the steamer "Champion" every Saturday, at 3.00 P.M., from Quebec as far as Berthier, returning to Quebec at 9 P.M. Supper and temperance drinks can be had on board by applying to the Steward.
May 13, 1898.

ACADEMY OF MUSIC of QUEBEC.

COMPETITION OF 1898.

THE COMPETITION OF 1898, WILL BE held in Quebec, TUESDAY, the Twenty-Eighth day of June next.

PROGRAMME.

ORGAN—3rd class, Andante religioso of the 4th Sonata, op. 65 (Peter's Edition) Mendelssohn. 2nd class, 2nd Prelude, op. 37 (Peters' Edition) Mendelssohn. 1st class, 1st Sonata (first movement) op. 65, (Peters' Edition) Mendelssohn. Reading at first sight and examination on registration and plain chant.

PIANO—3rd class, Sonatine Diabelle (first movement) op. 168, No. 6, (Schirmer's Edition). 2nd class, first movement of the Sonata, in E flat major, Haydn, No. 3 of Sonata Album, Vol. II (Schirmer's Edition). 1st class, 1. Scherzo Choral op. 18, Dubois, or 2nd. First movement of Clementis' Sonata in C, No. 8, book 2nd of Peter's Edition, at the choice of the candidates. Reading at first sight and examination on the rudiments of music.

VIOLIN—3rd class, melodie in F, Rubenstein, Transcription for violin (Ditson & Co. Edition) 2nd class, Sonata in B flat, No. 8. *Maitres classiques du violon*, Mozart (Schott's Edition). 1st class, first Sonata, op. 5, Corelli. *Maitres classiques du violon* (Schott's Edition).

HARMONY—Consonant and dissonant natural, applied to piano.

SINGING—Soprano, air "Il est doux, il est bon" (Herodiade) Massenet. Contralto Cavatine "Noel dega" (Piccolino) Guiraud. Tenor, recitatif and air "Vainement Pharaon" (Joseph) Mehul. Bass, romance "Jours heureux" (L'Etoile du Nord) Meyerbeer. Examination on solfeggio. Special Competition for the title of Laureat, will be held in favor of bearers of first-class diplomas.

ORGAN—Prelude in E flat major, Bach, (Augener's Edition) vol 9832.

PIANO—1. Scherzo in B flat minor, Chopin or 2nd. Allegro Appassionnata, op. 70, Saint Saens, at the choice of the candidates.

N.B.—The candidates are requested to take their inscriptions at least eight days before the competition, in Quebec, at Mr. Arthur Lavigne's, and in Montreal, at the Secretary's residence, No. 495, St. Denis street.

GUSTAVE GAGNON,
President.
JOS. A. DEFOY,
Secretary.
April 27, 1898.

COOKING MADE EASY.

Time, Labor and Money Saved
....BY USING A....
GAS COOKING STOVE.
NO SOOT. NO DIRT. NO ASHES
NO OVERHEATED KITCHEN.

PURITAN STOVE $12.
The Quebec Gas Company have an assortment of the most approved Gas Cooking Stoves on exhibition and for sale at their office.
☞ Call and see them in operation.
April 25, 1898. oct14

"Old Sol Shines For All."
— SO WILL —
SOLARINE METAL POLISH !

Certificate (Copy)
About Solarine Metal Polish.

HARTFORD, Conn., Feb. 3rd, 1898.
Solarine Co., Chicago, Ills.
Gentlemen—Please find order No. 5180 enclosed, for four gallons liquid Solarine and twenty pounds paste.
Our Chief Engineer says: "It is the best thing I have ever seen for the purpose." Thinking you will be pleased to know of his appreciation, I quote it to you.
Respectfully yours,
W. H. HOSMER,
For Hartford Street R'y., Co.

J. B. D. LEGARE
SOLE AGENT FOR THE DOMINION.
5 & 7 Sault-au-Matelot St., Quebec.
March 7, 1898. oct30-Lm

TELEPHONE 45

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QUEBEC
CHRONICLE
JOB DEPARTMENT.
☞ TELEPHONE 45.
February 9 189 .

SHIPPING.

OCEAN STEAMSHIP ARRIVALS.

Date	Steamship	Arrived at	From
June 9	—Briscoe	Quebec	Shields
"	—Rosarian	London	Montreal
"	—Kildona	Quebec	London
"	—Canada	Queenstown	Boston
"	—Cufic	New York	Liverpool
"	—Lahn	"	Bremen
"	—Werkendam	"	Rotterdam
"	—Switzerland	Philadelphia	Antwerp
"	—Amsterdam	Rotterdam	New York
"	—Werra	Naples	"
"	—Teutonic	Liverpool	"
"	—Nomadic	"	"
"	—Furst Bismarck	Southampton	"

Probabilities for the Next 24 Hours for the St. Lawrence.

TORONTO, June 9, 11.00 p m.—Lower St Lawrence—Fine and warm.

Minimum and Maximum Temperatures:—Esquimalt, 30.66; Kamloops, 56.88; Calgary, 44.78; Qu'Appelle, 38.76; Winnipeg, 40.72; Port Arthur, 42.38; Parry Sound, 56.68; Toronto, 54.80; Ottawa, 60.76; Montreal, 64.76; Quebec, 60.74; Halifax, 50.76.

MOON PHASES—Last Quarter, Saturday, 11th June, 1.01 a m.

ALLAN LINE—LIVONIAN—The ss "Livonian," Capt J Brown, from London, May 27, with a general cargo, passed Father Point at 9.30 p m yesterday, and is due in port at 10 o'clock this morning.

MONTE VIDEAN—The ss "Monte Videan," Captain McDougall, from London, May 28, with a general cargo, passed Father Point at 9.10 p m yesterday, and is due in port at 9.30 o'clock this morning.

PARISIAN—The ss "Parisian," Lieut R Barrett, RNR, from Liverpool, with 133 saloon, 105 intermediate and 250 steerage passengers, besides a general cargo, passed Cape Rosier at 7.15 p m yesterday, and is due in port at 8 o'clock to-night.

ROSARIAN—The ss "Rosarian," from Montreal, for London, arrived out yesterday morning.

ROUMANIAN—The ss "Roumanian," Captain Perry, sailed from Glasgow, for Philadelphia, via St John's, Nfld, and Halifax, on Wednesday afternoon.

ABERDEEN—The Dominion steamer "Aberdeen" left port yesterday morning, with supplies for the lighthouses in the Lower St Lawrence and Gulf. Mr G D O'Farrell, Inspector of Lights, went down on board of her to make his annual inspection tour.

CARLISLE CITY—The ss "Carlisle City," Capt Aitken, having discharged Quebec cargo, left for Montreal yesterday morning.

CHARTERED—A steamer, Sheet Harbour, N S, to United Kingdom, deals, 51s 3d; steamer, St John, N B, to west coast England, deals, 47s 6d, July; steamer, 1,055 tons, St John, N B, to Liverpool, deals, 51s 3d.

CUBA, ETC—Barbadoes, May 26—In port, loading—Barks "Cuba," Earle, for Quebec and Montreal; "C W Janes," Caron, for Montreal.

EUREKA—We understand that the tug "Eureka" has been chartered by the Dominion Government for the present season. She is to be engaged in the vicinity of Montreal.

FOR SEA—The ss "Lammermoor," Captain Lacelles, left for sea on Wednesday evening.

MEMNON—The ss "Memnon," Captain Cross, left for Montreal at daylight this morning.

PASSED—Yesterday, ss "Briscoe," Shields; "Louisburg," Sydney, "Tregg," Pictou, for Montreal; "Fram," Montreal, for Pictou; "Monterey," do, for Bristol; "Samara," do, for Hamburg.

RAFT—Tug "Rival" arrived from Collins Bay, yesterday, with a raft for the Collins Bay Company in tow.

SIGNAL SERVICE MARINE DEPARTMENT

QUEBEC, June 9, 1898.

River du Loup [94]—Squally; strong north-east wind. Inward at 1 p m, one steamer.

Father Point [157]—Clear; strong west wind. Outward at 4 a m, str Alcides; at 4.30 a m, str Sarmatian; at 8.30 a m, str Lake Ontario. Inward at 2 30 p m, str Fremona.

Matane—Clear; strong south-west wind. Outward at 7 a m, str Campana.

Martin River [253]—Clear; west wind. Inward at 8 a m, str Gaselands; at 10 a m, str Livonian; at 11 a m, str Monte Videan. Outward at noon, str Campana.

Cape Magdalen [292]—Clear; north-west wind. Inward at 2 p m, str Coban.

Fame Point [320]—Clear; north-west wind. Inward at 11 a m, str Turret Age.

North Shore—Cloudy; west wind. Godbout—Inward at 7.30 a m, one bark. Caribou Islands—Tug Relief anchored. Moisie—Str Lord Stanley anchored. Bersimis—Inward at 2 p m, schr Blanche Alma.

Cape Ray—Heavy rain; south-east wind. Inward yesterday, at 7.30 p m, one steamer.

Low Point [569]—Cloudy; raining; strong south-west wind. Outward yesterday, at 8.30 p m, str Cacouna and barge.

Cape Race [197]—Cloudy; west wind. Bergs in same position.

[The figures after the names denote the number of nautical miles below Quebec.]

SAILED FOR QUEBEC.

Mignonette, Boulanger, Barbados, May 21

Signal, Svendsen, Aberdeen, May 27 (not previously)

SAILED FOR MONTREAL.

Britannia (s), ———, Barry, June 9

Cundall (s), ———, Antwerp, June 8

Malin Head (s), ———, Dublin, June 8

Montcalm (s), ———, Bristol, June 8

Monarch (s), ———, Shields, June 9

SAILED FOR CANADA.

Barcelona (s), ———, Liverpool, June 9

St John City (s), ———, London, June 9

ARRIVED FROM MONTREAL.

Merrimac (s), ———, London, June 9

PORT OF QUEBEC—ARRIVED.

June 9—SS Briscoe, ———, Shields, Carbray, Routh & co, for Montreal, ballast.

— Tryg, Danielsen, Pictou, John Laird, for Montreal, coal.

— Louisburg, Gould, Sydney, Geo M Webster & co, for Montreal, coal.

— Kildona, Roberts, London, Hy Fry & co, for Montreal, general cargo.

Bark White Rose, Hansen, London, May 6, Dobell, Beckett & co, ballast.

ENTERED FOR LOADING.

June 9—Teelin Head, 1083, Belfast, R Kennedy, Indian Cove

CLEARED.

June 9—SS Teelin Head, Arthur, Belfast, H Kennedy.

— Otter, Bernier, Esquimaux Point, etc, A Fraser & co.

Canal boat W A Ashley, LeRoy, Mechanicsville, Howard & Craig.

QUEBEC TIDE TABLE.

(Issued by the Tidal Survey Branch, of the Department of Marine and Fisheries, Ottawa.)

JUNE.

Date	Day.	High Water. A. M. Time H.	M.	H't F't	High Water. P. M. Time H.	M.	H't F't	Low Water. A. M. Time H.	M.	Ht F't	Low Water. P. M. Time H.	M.	H't F'T
1	W.	3	05	15·6	15	39	14·4	10	12	3·3	22	25	3·4
2	Th.	3	50	16·6	16	25	14·7	11	11	2·6	23	17	3·0
3	F.	4	33	17·5	17	09	14·9	..	..	...	12	06	2·1
4	Sa.	5	15	18·1	17	54	15·0	0	07	2·6	12	58	1·6
5	Su.	5	59	18·5	18	40	15·0	0	56	2·3	13	48	1·4
6	M.	6	45	18·6	19	28	14·9	1	45	2·2	14	36	1·3
7	Tu.	7	34	18·3	20	19	14·8	2	35	2·1	15	23	1·4
8	W.	8	26	17·8	21	13	14·6	3	26	2·2	16	11	1·7
9	Th.	9	21	17·0	22	10	14·4	4	18	2·4	17	00	2·1
10	F.	10	20	16·0	23	11	14·3	5	11	2·8	17	50	2·7
11	Sa.	11	25	15·0	..	..	...	6	06	3·3	18	42	3·2
12	Su.	0	15	14·3	12	36	14·3	7	05	3·7	19	36	3·7
13	M.	1	18	14·6	13	45	13·8	8	08	3·8	20	32	3·8
14	Tu.	2	15	15·1	14	48	13·8	9	15	3·6	21	27	3·8
15	W.	3	06	15·7	15	45	13·9	10	20	3·1	22	19	3·6
16	Th.	3	54	16·3	16	36	14·1	11	17	2·5	23	08	3·3
17	F.	4	39	16·7	17	22	14·2	12	03	2·1	23	53	3·0
18	Sa.	5	21	16·9	18	05	14·1	..	..	...	12	45	1·9
19	Su.	6	02	16·9	18	46	14·0	0	26	2·8	13	25	1·8
20	M.	6	42	16·8	19	25	13·9	1	18	2·7	14	04	1·8
21	Tu.	7	21	16·6	20	01	13·8	2	00	2·6	14	42	2·0
22	W.	7	57	16·4	20	36	13·8	2	41	2·6	15	20	2·1
23	Th.	8	32	16·1	21	13	13·8	3	22	2·6	15	59	2·3
24	F.	9	08	15·7	21	52	14·0	4	01	2·7	16	39	2·5
25	Sa.	9	51	15·3	22	35	14·2	4	48	2·9	17	20	2·8
26	Su.	10	42	14·6	23	24	14·3	5	35	2·2	18	03	3·1
27	M.	11	42	13·9	..	..	...	6	28	3·5	18	51	3·3
28	Tu.	0	18	14·5	12	52	13·3	7	29	3·7	19	47	3·5
29	W.	1	17	14·9	14	07	13·2	8	29	3·6	20	49	3·5
30	Th.	2	19	15·5	15	10	13·3	9	52	3·2	21	53	3·2

The time used is Eastern Standard, or the 5th meridian; or five hours slower than Greenwich Mean Time. It is counted from 0 to 24 hours, from midnight to midnight.

The height is measured from the datum plane of the Admiralty chart of Quebec Harbour, which is the level of low water at ordinary spring tides.

Levis Dry Dock—To find the depth of water on the Sill of this dock at any tide, add 7.7 feet to the height of high water as above given.

PASSENGERS.

Saloon passengers per Allan Line steamer "Parisian," Lieut R Barrett, RNR, from Liverpool, June 2, for Quebec and Montreal:—Miss Appleyard, Miss F M Atkins, Miss Arctander, Mrs Baggs, Rev W C Barber, Capt J A Benyon, Mrs Benyon, Master Andrew Benyon and maid, Mrs Birt, Miss Birt, Mr H Bommer, Mrs Bommer, Mrs W Boyd, Mrs Brawley, Miss Brawley, Mrs Brookfield, Miss Brookfield, Mr L Brown, Mrs Campbell, Miss Campbell, Mrs H Carmichael, Master M Carmichael, Mr P Cazenove, Mrs Chipman, Master Chipman, three children, infant and governess and maid, Mrs L H Crandell, Miss A M Crandell, Miss B Crandell, Mr Drummond, Mrs Duke, Miss Fairgrieve, Mr H J Fisk, Miss Foley, Mr E J Fooks, Major Fortescue, Mrs Fortescue, Mrs Freeman, Mrs Hague, Mr J Harp, Mrs Harp, Mr John Harvey, Mr G V Hastings, Mrs Hastings, Mrs Helme, Mrs Henderson, Colonel Henshaw, Mr Herring, Mrs Herring, Mr A Hooper, Mr A F Howard, Miss Jenks, Miss Grace M Johnson, Mr Robert Junor, Mr W Kennedy, Mr A St V Keyes, Colonel H B Kingscote, R A, Mr F W Law, Mr Little, Miss G Lowery, Miss MacDowell, Mr H MacLaren, Mr A MacLaren, Mr J A MacLaren, Lieut R Macrory, Mr G McKeen, M D, Mrs Parker, Miss Parker, Sister Mary Paschal, Staff-Paymaster W G Penfold, Hon Thos Playford, Mrs Playford, Miss Playford, Mr B R Poe, Surgeon-Major G K Poole, M D, Mrs Poole, Surgeon J Kirkup Robinson, Miss Robinson, Mr A S Rowan, His Grace the Lord Bishop of Ruperts Land, Gen Lord Wm Seymour, Lady Seymour, Miss Seymour, Miss Seymour, Miss Seymour, Miss Seymour, three maid servants and man servant, Mr Deane Shelton, Mr Lyndon Smith, Mrs Smith, Miss Smith, Miss Smith, Major H H Smythe, Mrs Smythe, Rev T Mather Standing, Dr Steeves, Miss Steeves, Mrs M A Stevens, Miss L Stevens, Miss Swete, Dr E Thornton, Mr H G Thursfield, Capt. Torrens, Mrs Torrens, Mr G S Wallis, Mr C H Waterlow, Mrs Waters, Miss Waters, Mr G F G Wilder, Mr C Wilkinson, Miss De Winton, Capt Wood, R N, Mr G Wright, Mrs Wright, Miss D Wright, Miss E Wright, Miss H Wright, Miss Hilda Wright, Miss H White, Mrs L White and nurse, Master G Wright, Mr Peniston Wright, Mr Percy Wright, Miss Wright.

COMMERCIAL.

CUSTOMS DUTIES—The following is the amount of duties collected at the Custom House, Quebec, for June 9, 1898:—$2,154 23.

Chicago Grain and Pork.

CHICAGO, June 9—The following are the opening, highest, lowest and closing prices in Chicago to-day:—

	Opening	Highest	Lowest	Closing
	$	$	$	$
Wheat—				
July	89	89	87½	87¾
September	77⅛	77⅛	75	75⅛-¼
Corn—				
July	32⅜	32½	32¼	32½
September	33	33⅜	32⅞	33⅜
Oats—				
July	23¼	23⅞	23¼	23⅞
September	20⅞	21⅜	20⅞	21⅜
Pork—				
July	10 32	10 52	10 30	10 50
September	10 52	10 72	10 47	10 70
Lard—				
July	5 95	6 05	5 95	6 05
September	6 05	6 15	6 05	6 15
Short Ribs—				
July	.....	.....	.....	.....
September	.....	.....	.....	.....

NEW YORK, June 9—Bar silver, 58⅜; Mexican dollars, 45½; silver certificates, 58½ to 59½.

STERLING EXCHANGE—NEW YORK, June 9, 11.00 a.m.—Sixty days, 4.85½. At sight, 4.87,

London Stocks.

NEW YORK, June 9—The *Evening Post's* financial cable from London says:—"The stock markets were quiet to day. The rise was somewhat checked by the withdrawal of £500,000 of Japanese coin from the Bank of England for Japan. I have reason to believe that the bank favors the movement. Having bought yen cheaply they are now selling at a fair profit and more corn will be released. Foreign stocks were generally weak, but Argentines were good, £100,000 in gold having been shipped there from the Bank of England to-day, with more to follow. Spanish fours were flat. Americans were lifeless and dull. The length of the forthcoming account is against active speculation. There are difficulties here in the corn trade, owing to the fall in prices. One important firm is gossiped about in this connection. Grand Trunk was good on favorable traffic estimates. Details of the gold movement for the week show the purchase of £122,000 in bar gold and foreign coin and the receipt of £215,000 from Austria and of £45,000 from Italy. Discount houses to-day lowered deposit rates ½ per cent and the money market was still easier. The Paris Bourse was dull and the Berlin market steady.

New York Stocks.

NEW YORK, June 9—To-day's stock market was almost a repetition of yesterday's except that the marked weakness of Sugar had rather less effect on the general market than was the case yesterday. This stock began to drop from the opening of the market and fell away by spurts until recovery in final hour. The extreme decline was over 4 points. Brooklyn Tran. A very large and urgent demand developed in the latter part of the day, blocks of 1000 shares lifting the price ½ of a point at a time to a level over 3 points above that of last night. Tobacco was a medium between strength and weakness. It was weak at one time during the morning, but was very conspicuous in the afternoon, rallying strongly over four points. The railroad list was comparatively neglected all day, the market being distinctively one of specialties. There was a drive at the grangers in the late dealings which carried Burlington down nearly a point below last night's level, but a full recovery was effected before the close. Some of the railroads failed to recover fully and the majority show small net losses. The strength in Brooklyn Transit was due to the large increase in earnings shown with the advent of pleasant weather. The local gas securities were all strong, both on the Exchange and in the outside market, on renewal talk of consolidation of all existing companies, but the strength was not fully held. The closing was active and strong at full recoveries in some cases. Prices closed as follows:—American Cotton Oil Co, 20⅞; American Tobacco Co, 113½; American Sugar Refining Co, 137⅛; do preferred, 114⅜; American Spirits Mfg Co, 11⅞; do preferred, 38; Atcheson T & S F, 13⅜; do preferred, 33; Balt & Ohio, 19; Bay State Gas, 3⅜; Canada Southern, 52; Ches & Ohio, 23¼; Chicago B & Q, 104⅞; Chicago Gas, 102⅛; Chicago & N W, 125¾; C R I & Pacific, 106⅛; C M & St Paul, 100; Consol Gas, NY, 203⅜; Cleveland C C & St Louis, 39⅛; Delaware Lackawana & Western, 155; Delaware & Hudson, 110½; Denver & Rio Grande, preferred, 50¼; General Electric, 38⅜; Hock Valley, 5⅞; Jersey Central, 96⅜; Laclede Gas Co, Com, 50; Lake Erie & W, 16; do preferred, 72⅜; Louisville and Nashville, 55⅛; Manhattan Elevated, 104⅜; Missouri Pacific, 35⅜; Michigan Central, 103; National Lead Co, 35; North American, 6⅛; Northern Pacific, Com, new, 29⅛; do preferred, 69⅛; New York, Lake Erie & Western, preferred, 37; N Y O & W, 15⅜; Pacific Mail, 29¼; Phila & Reading, 19⅜; Pullman, 188¼; Southern Pacific Railway, Com, 9⅛; do preferred, 32; Standard Rope & Twine, 6⅛; Tenn Coal and Iron, 25⅛; Texas and Pacific, 12⅛; U S Leather Co, 7⅛; do preferred, 66; U S Rubber Co, 20; do preferred, 79; U P, 24⅛; do preferred, 61; Wabash, preferred, 19⅛; Western Union Tel, 91⅜; Wheeling & Lake Erie, 1⅞; do preferred, 11⅛; Metropolitan Tract, 160⅛; Brooklyn Rapid Transit, 49⅜.

NEW YORK WHEAT RECEIPTS—New York, June 9—Wheat receipts, 509,675 bushels; exports, 420,141 bushels; sales, 3,710,000 bushels futures. Spot, weak; No 2 Red, $1.11 f o b afloat export grade. Options opened firmer and had some advance on strong early cables but failed to hold their advantage. Subsequent realizing on a prospective bearish Government report to-morrow caused a late break to a point ⅝c to 1½c below last night. No 2 Red July at 93⅞c to 96c, closed at 93⅞c; Sept, at 79 13-16c to 81⅜c, closed at 80c; Dec, at 78⅛c to 80c, closed at 78⅜c. Rosin, steady; strained common to good at $1.42 to $1.45. Turpentine steady at 27½ to 28c. Molasses, steady; New Orleans open kettle, good to choice, 28c to 33c; choice, 28c to 33c. Pig iron, easy; Southern, $9 75 to $11.00; Northern, $10.00 to $11.50. Copper, dull; brokers 11⅞c, exchange $11.90 to $12.10. Lead, quiet; brokers $3 60; exchange, $3.72½ to $3.77½. Tin, firmer; straights at $15.10 to $15.20. Plates, quiet; spelter, strong; domestic, $4.45 to $4.50. Coffee—Options dull and 5 points net lower; sales, 3,750 bags, including June at $5.70, July at $5.70, September at $5.75, March at $6.05, April at $6.10, May at $6.10. Sugar—Raw, firm; fair refining, 3⅞c; centrifugal 96 test, 4 5-16c. Refined, firm.

Montreal Stock Market.

MONTREAL, June 9—Though the local stock market lapsed again into dullness this morning, there was no weakening in tone. On the contrary, one or two stocks slightly advanced. Montreal Street touched 258, War Eagle 202, Richelieu 103½, and Gas at 188¼. In London Canadian Pacific was quoted at 88⅞. New York was weak and dull. Nearly 7,000 shares of War Eagle were sold this morning, prices running from 201 to 202. Canadian Pacific was placed at 86 to 86½. 570 shares changing hands. Gas was placed at 188 to 188½. Dominion Coal preferred sold up from 112 to 113½. Heat & Light fell off from 40⅛ to 39⅞. Richelieu & Ontario opened at 103½ and closed at 103⅛. Toronto Street was bought at 98½, and Western Loan & Trust at 98. Ontario Bank sold at 104½, Quebec Bank at 124, Merchants Bank at 169 to 170. A cable message from London quotes Canadian Pacific at 88⅞, Grand Trunk first preference at 75⅜, thirds at 26⅛, and Hudson's Bay Co at 26⅞.

CLOSING BOARD TRANSACTIONS.

Canadian Pacific Railway, 86½ to 86; sales, 100 shares at 86; 275 shares at 86½.

Duluth Com., 3 to 2⅞.

Duluth, preferred, 7 to 6½; sales, 50 shares at 7.

Commercial Cable Company, 180 to 178½.

Richelieu & Ontario Navigation Company, 105 to 103½; sales, 25 shares at 103½.

Montreal Street Railway, (old), 258 to 257½; sales, 50 shares at 258; 25 shares at 257¾; 30 shares at 257¼; 100 shares at 257⅞.

Montreal Street Railway (new) 254½ to 254.

Halifax Electric Railway, 127½ to 126½; sales, 50 shares at 127½.

Toronto Street Railway, 98½ to 98; sales, 25 shares at 98.

Cornwall Electric Railway, 60 to 10.

St John Electric Railway, ex-div, 145 to 140.

Montreal Gas Company, 189 to 188½; sales, 50 shares at 188⅞.

Royal Electric Company, ex-div., 153½ to 152½.

Montreal Telegraph Company, 180 to 176½.

Halifax Heat and Light, 42 to 39⅞; sales, 50 shares at 40½.

Bell Telephone Company, 175 to 169.

Dominion Coal Common, 24½ to 23.

Dominion Coal preferred, 113 to 112½; sales, 25 shares at 113.

Montreal Cotton Company, ex-div, 150 to 145.

Dominion Cotton Mills Co, 95 to 91.

Bank of Montreal, 245 to 240; sales, 3 shares at 241; 25 shares at 241.

Molsons Bank, 200 offered.

Bank of Toronto, 240 to 229.

Banque Jacques-Cartier, 105 to 101.

Merchants Bank, 170 to 168; sales, 8 shares at 169.

Merchants Bank of Halifax, 180 asked.

Eastern Townships Bank, 160 to 155.

Quebec Bank, 124 offered.

Banque Nationale, 100 to 90.

Union Bank, 115 to 103.

Bank of Commerce, 140 to 137.

Imperial Bank, 197 to 196½.

Hochelaga Bank, 160 to 157.

Intercolonial Coal, 60 to 10.

Intercolonial Coal preferred, 100 to 50.

North-West Land, 51 to 49½.

Land Grant Bonds, 115 to 110.

Cable Coupon Bonds, 104 offered.

Cable Reg. Bonds, 104 offered.

Halifax Heat and Light Bonds, 92 asked.

Richelieu & Ontario Navigation Company Bonds, 105 to 100.

Dominion Coal Co Bonds, 106½ offered; sales, $6500 at 107.

Intercolonial Coal Bonds, 102½ to 99.

War Eagle Mining Company, ex-div, 202 to 201; sales, 250 shares at 201½; 1000 shares at 201½; 250 shares at 202.

MONTREAL PRODUCE MARKET—Montreal, June 9—Flour receipts, 2,500 barrels. Market quiet.

IMPORTS.

PER EXPRESS COMPANIES—June 9—Sundries to J Cote, do to C McInerney, do to J D King & co, do to M Rigoli, do to Z Paquet, do to Chinic Hardware Co, do to J Dunn, do to H S Scott & co, do to C Moses, do to Shaw & co, do to J Hunt, do to Riverside Mfg Co, do to Boswell Bros.

PER RAILWAY COMPANIES—June 9—Sundries to D Bergeron, do to B J Coughlin, do to J Amyot & Frere, do to A Lalonde, do to Thibaudeau Bros, do to J Cote, do to W Brunet & co, do to Rochette & co, do to A E Vallerand, do to Z Paquet, do to B Houde & co, do to J Perry, do to J E Martineau, do to P J Evoy, do to Whitehead & Turner, do to Dobell, Beckett & co, do to T Thomson, do to H & J Young, do to Government Cartridge Factory, do to Montmorency Cotton Mfg Co, do to W Doyle, do to order.

EXPORTS.

June 9—Per canal boat W A Ashley, LeRoy, Mechanicsville—93 cords pulp wood by Howard & Craig.

DOMINION PARLIAMENT.

(Continued from First Page.)

State explained the provisions of the bill.

The bill was read a second time and the Senate went into Committee on the bill.

When the fourth clause came up, containing the provision that $750,000 should be spent on wharves and necessary works, including dry docks in the east end of the harbor, Senator Drummond moved that the clause be striken from the bill.

Hon. David Mills said if the amendment was carried it would have the effect of defeating the bill. He had been informed that the reason why the shipping interests were opposed to this provision was because they feared the extension of the harbor would increase the competition and spoil what was now a monopoly in the hands of a few.

Senator Drummond said that even at the risk of having the bill laid over for a year he would press his amendment that the clause be stricken out of the bill.

The amendment was declared lost on a vote of fourteen to twenty-three.

The bill was reported from Committee without amendment and read a third time.

On the third reading of the bill to amend the Weights and Measures Act, an amendment was added, on motion of Sir Mackenzie Bowell, to the effect that no weighing machine used in threshing grain shall be of less capacity than one Winchester bushel.

The bill as amended was read a third time.

When the Plebiscite Bill came up for a third reading, Sir Mackenzie Bowell asked that the bill be allowed to stand until the House of Commons dealt with the Franchise Bill. The passage of the Plebiscite Bill in its present shape would depend upon the action of the Lower House on the Franchise Bill. If the House of Commons refused to allow the Franchise Bill to become law, it would be the duty of the Senate to provide for the vote being taken on Provincial lists.

The third reading stood over.

Bills to incorporate the Dawson City Electric Company and the Dawson City Electric, Lighting and Tramway Company were read a third time.

At the evening session, there was a long discussion in Committee on the bill to further amend the Act respecting the salaries of Judges of Provincial Courts.

Senator Cowan proposed an amendment to the clause of the bill providing for the retirement at the age of seventy-five of Judges of County Courts, making the provision apply only to future appointments to the Bench. In making his amendment, Senator Cowan maintained that these Judges accepted office with a guarantee for life and a patent from the Crown. He had no objection to the age limit fixed by the bill, but he did object to its being made retroactive. The bill would also legislate out of office some four or five Judges who were over the age limit proposed and this he regarded as a rank injustice and a violation of the principle of British justice.

Sir Mackenzie Bowell said the Premier had admitted the justice of the amendment by giving notice of an amendment to the bill when it was before the other House, allowing those Judges to retire on full pay, an amendment which would, if it had passed, have removed all objection to the bill. The amendment was, however, withdrawn.

Hon. David Mills would have been only too pleased had the Government consented to allow of the retirement of Judges on full pay. The amendment would have the effect of practically defeating the object of the bill by postponing its coming into operation. It was a mistake to maintain that these Judges had entered into any contract with the Government that they should be continued in office for life. They were subject to the law whatever it might be, and the public interest was paramount.

After considerable debate the amendment was adopted on a vote of eighteen to twelve and the bill as amended was read a third time.

Bills respecting the North-Western, Northern and North-Eastern boundaries of the Province of Quebec, and to incorporate the Lake Champlain and St. Lawrence Ship Canal Company were read a second time.

The refusal of the House of Commons to concur in the Senate amendments to the Franchise Bill, along with the reasons therefore, was read by the Speaker.

Hon. David Mills proposed that the resolution be taken into consideration to-morrow.

Sir Mackenzie Bowell—To-morrow night. I want time to consider the reasons given.

Hon. David Mills—I had hoped that the Senate would have concluded its business to-morrow night.

Sir Mackenzie Bowell could assure the Minister of Justice that there was little hope of the Senate being able to conclude its business to-morrow. Until the Senate decided what it proposed to follow in the event of the House of Commons refusing to pass the Franchise Bill, the business of the Senate would not be concluded. It was a matter for consideration how the Senate could amend the Plebiscite Bill, so that the dropping of the Franchise Bill would not deprive the Government of being able to take a vote on the important question of prohibition.

Hon. David Mills gave notice that he will to-morrow move that the Senate hold a sitting on Saturday morning at 11 o'clock.

The Senate adjourned at midnight.

MEDALS TO BE DISTRIBUTED.

To the Veterans of the Fenian Raids.

OTTAWA, June 9—A military general order was issued to-day. It provides for the distribution of medals to those engaged in the Fenian raid of 1870. All applicants must submit their applications separately, and those who served in more than one campaign must submit an application for each. A declaration of service must be made before a Justice of the Peace by the applicant, and also a declaration of a comrade who has knowledge of the applicant's service, will be forwarded to the Militia Department. Only one medal will be issued to any individual. With each medal there will be a clasp.

A Difficult Question.

He passed his plate, "Oh, Teddy?" said I.
"How many times have you had 'more pie'?"
He thought an instant, then gravely spoke:
"I'm sure I can't tell; my piecIometer's broke."

—Wallace E. Mather in St. Nicholas.

HARTFORD and VIM

Their strength is in the fabric—and fabric makes the Tire. Nothing but the finest of Para rubber and Sea Island Cotton enters into their construction. They take money, brains and skill to make; you get a tough, resilient, long-lived Tire as a result. They are facile princeps among

SINGLE TUBES.

The Toronto Tire Co, (Limited).

TORONTO, MONTREAL, HALIFAX, WINNIPEG.

June 10, 1898. A

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THE ORIGINAL AND ONLY GENUINE.

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

CHLORODYNE is the best remedy known for Coughs, Consumption, Bronchitis, Asthma.

CHLORODYNE effectually checks and arrests those too often fatal diseases:—Diphtheria, Fever, Croup, Ague.

CHLORODYNE acts like a charm in Diarrhœa and is the only specific in Cholera and Dysentery.

CHLORODYNE effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout Cancer, Toothache, Meningitis, &c.

From W. Vesalius Pettigrew, M.D., formerly Lecturer at St. George's Hospital, London.—"I have no hesitation in stating that I have never met with any medicine so efficacious as an Anti-spasmodic and Sedative. I have used it in Consumption, Asthma, Diarrhœa, and other diseases; and am perfectly satisfied with the results."

"Earl Russell communicated to the College of Physicians that he received a dispatch from Her Majesty's Consul at Manilla to the effect that cholera has been raging fearfully, and that the only *remedy* of any service was CHLORODYNE."—See *Lancet*, 1st December, 1864.

Caution—Beware of Piracy and Imitations.

CAUTION.—Vice-Chancellor Sir W. Page Wood stated that Dr. J. COLLIS BROWNE was undoubtedly the inventor of CHLORODYNE, that the story of the defendant Freeman was deliberately untrue; which, he regretted to say, had been sworn to.—See *Times*, 13th July, 1864.

Sold in bottles at 1s. 1½d., 2s. 9d., 4s. 6d. and 11s each. None is genuine without the words "DR. J. COLLIS BROWNE'S CHLORODYNE" on the Government Stamp. Overwhelming Medical Testimony accompanies each bottle.

SOLE MANUFACTURERS—J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London

August 27, 1897. ao-fri-52

DANDIFIED WARSHIPS.

BRITISH AND AMERICAN CRUISERS CONTRASTED.

(BY JULIAN RALPH.)

The mutual respect and high regard which many Englishmen and Americans want the two nations to feel for each other came to one great contingent of both peoples long ago. I refer to the American and English sailors. As far as concerns the naval men among those sailors, who learned to respect each other in 1776 and in 1812, and who, since the last date, have fraternized together all over the world, I fear no contradiction when I say that there is a brotherhood between them already. It makes no excuses for its being, it never had to be "worked up," and it has no self-interest at bottom on either side.

History would be a much more bulky tome if it held accounts of all the evidences of unquestioning brotherhood there have been between your braves and ours at sea. I will not say what we Americans have done, but will ask those who know the facts to recall recent instances of moral support given to the Americans by the British during the Chilian-Peruvian war, the Brazilian revolution, and within a few months on the Turkish coasts. They aren't in history, but the fellows who belong to the two navies know about them and that's enough.

I have found the English and American naval men foregathering and announcing their

ADMIRATION FOR EACH OTHER

on both sides of the Atlantic and both sides of the Pacific, and the names of the ships that play parts in this war remind me of the greatest fraternising they ever did, which was when Vice-Admiral Hopkins brought his North American squadron to Fort Monroe and New York at the time of the Columbus celebration in 1893.

There were fourteen American ships, nearly all cruisers, assembled to receive visitors from all over Christendom. All the Yankee ships were white, and this characteristic was greatly praised by the Englishmen, who came in vessels as black as so many colliers. The Spanish, French, Dutch, Russian, Italian, and South American ships were all black, but the German cruisers, "Kaiserin Augusta" and "Seeadler," which arrived late, were white like our own.

The Americans entertained all the visitors as royally as they knew how, but the English got the warmest greeting and gave back the friendliest companionship. The British Admiral inspected our ships with keen interest, and though he frankly said, "You have no navy, but you have the beginnings of a fine one," he did not spare praise of our cruiser "New York." "In some important respects she is better than any cruiser we have got," he said.

Admiral Hopkins bore himself so like the genial and gallant tar he is that this is what the *Sun* said of him:—"The British Admiral is

WHAT WE WOULD CALL

a bully good fellow. He has met every request and suggestion in precisely the same way. 'I give you my cordial support,' is what he always says; 'I am here to help to make this a great success.' To adopt the programme for the naval parade to New York would be to put himself under a foreigner and man of inferior rank, yet he did not hesitate a moment, but said, as usual, that he wanted to do everything that was friendly and cordial."

It was precisely the same when our people came to him with a proposition for a blue-jacket parade ashore in New York. He agreed to it, though I happened to know that many of his subordinate officers feared the consequences, because English tars only desert in America, just as American tars desert only in England.

The parade was the first of its kind that ever took place, and made a grand and beautiful sight. There were either no desertions, or only one or two—I am not sure which. But I heard a queer bit of gossip on the subject from an English officer afterwards, which I will give as I took it—as being very likely, though not to be sworn to. It was to the effect that aboard one of the British ships were some two or three disorderly tars who had a demoralizing effect upon the others. Just before that crew marched ashore, the executive officer of the vessel took these men aside and promised them 10s. apiece

IF THEY WOULD RUN AWAY

while ashore. "But, confound them," said he, "I knew they would not do anything so obliging—and they didn't."

Just as our racing yachts are fitted palatially while the English yachts are apt to be plain and severe racing machines, so our new ships are elaborately ornamental as compared with yours. We give no whit less attention to their fitness as fighting machines, as your naval men will tell you, but a modern navy is a new fad with us and an old one with you.

For instance, there is quite a little gilding and ornament about a British cruiser like the "Blake," but it is all put there by the admiral or the captain or at the expense of the ward-room mess. Fine engravings, water colours, and oil paintings, as well as portraits of the Queen and lesser Royalties, are in the main cabins, but these, too, are the outcome of private taste and patriotism. So it was with the beautiful service of fine, decorated porcelain from which we dined when I sailed on the "Blake," and with the vases and the flowers that were put in them fresh every day.

On the other hand, here is a note made of the fittings of the "San Francisco," American cruiser, at the same time:—"The ship is pronounced as elegant as a great yacht by all naval and yachting men who have been aboard her. She has a great deal of bright brass work where other ships show paint, and her cabins are fitted with beautiful Californian woods. Ornate tables, cabinets, and bookcases, carved, gilt, and set with bevelled crystal, are in the Commander's and Admiral's rooms and in the ward-room.

A MAGNIFICENT SERVICE

of silver plate, made of £1,500 worth of silver bullion, each piece mounted by a bear made of solid gold, is divided between the Commander's and the Admiral's cabins."

All this has nothing to do with war, and I am merely stating it as an interesting characteristic of the new American Navy.

The American Government does not furnish these things. It fits out a warship only a little more ornamented than an English ship. It is the people of the city or State for which the ship is named who deck her with such evidences of their pride and love. It was out of an effervescence of local patriotism that the rich people of California thus ornamented the "San Francisco." Our battleships are named for our States, our cruisers for our larger cities, and our gunboats for the smaller towns, as a rule. So habitual is this decoration of our ships by the people of the places for which they are named that it was done even for the passenger vessels of the American Line plying between England and America. The library, for instance, which the people of St. Louis gave to the ship "St. Louis" is the largest and most skilfully selected ship's library I ever saw, and every one of its many hundreds of volumes is expensively bound in gilded leather.

The daily morning Divine service aboard the English flagship, the "Blake," impressed my countrymen. To see the marines drawn up on deck, and the officers and sailors standing bare-headed

BEFORE THE GRIM CANNONS

and the fortress-like steel shelters and casemates, while the middies stood at one side in a corner, and to hear these men, as brave as our own, who only take religion as if it were a bath—once a week—to hear them praying not to "run in any kind of danger" was very elevating to think about. While the English tars were at prayers, ours were running around the decks of our ships, double quick, in loose, soft shoes, slip-slop, slip-slop, taking their daily spin for exercise. This had to be, for, even so little a time ago as that, we had very mixed crews, with only 10 or 20 per cent of Americans in them. Now, thank goodness, we have a navy with only 10 per cent of foreigners in it.

The serving out of grog was another novelty to us who give our sailors few prayers and no jig-water. It seemed to us a very elaborate ceremony—this serving out of grog with the men all massed around a brass-bound cask, and the grog-server and journal-keeper officiating like high priests, while the pleasing aroma of the spirits stole all over the deck. In our navy we stopped the practice years ago, and have ever since given our tars 2½d. a day in lieu of this antidote for snake bites. The English on the "Blake" told me at the time that your men would gladly give up the rum at the price we pay, but it only costs 1½d., which is all you give to the abstainers, a price that does not suffice to bribe the rest to temperance. JULIAN RALPH.

If you had taken two of Carter's Little Liver Pills before retiring you would not have had that coated tongue or bad taste in the mouth this morning. Keep a vial with you for occasional use. m,w,fri&w

TELEGRAPHIC TICKS.

"CHRONICLE" DESPATCHES CONDENSED.

INCLUDING THE CREAM OF THE AFTERNOON REPORTS.

The Pekin correspondent of the *Times* says that the Anglo-Chinese convention signed yesterday leaves to England an extension of the boundaries of Hong Kong, including Kow Long, of altogether 200 square miles.

Word has been received that Mr. W. B. Prescott, for the past five years President of the International Typographical Union of North America, has been defeated on a plebiscite vote for that office by Mr. Donnelly, of New York City. This is the first time a vote has been taken this way. Mr. Prescott is an old Toronto boy.

John Blackburn, aged 50, a married man, lost his life yesterday morning on the C. P. R. track at Castleford, seven miles east of Renfrew. He was struck by the engine of the Atlantic express. Blackburn was walking between the main track and the siding. When first seen by the engineer he was walking leisurely along, and when the whistle blew jumped from the siding to the main track.

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FOR BILIOUS AND NERVOUS DISORDERS

such as Wind and Pain in the Stomach, Giddiness, Fulness after meals, Headache, Dizziness, Drowsiness, Flushings of Heat, Loss of Appetite, Costiveness, Blotches on the Skin, Cold Chills, Disturbed Sleep, Frightful Dreams and all Nervous and Trembling Sensations.

THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. Every sufferer will acknowledge them to be

A WONDERFUL MEDICINE.

BEECHAM'S PILLS, taken as directed, will quickly restore Females to complete health. They promptly remove obstructions or irregularities of the system and cure Sick Headache. For a

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Disordered Liver

IN MEN, WOMEN OR CHILDREN

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Quebec Chronicle

Job Department.

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LINIERE TASCHEREAU, Q.C.,
J. I. LAVERY, LL.B.,
AUGUSTE PACAUD, A. RIVARD, A.B., LL.B.

October 20, 1897. Lm

No. 355.

CITY OF QUEBEC.

CITY OF QUEBEC, IN THE DISTRICT OF QUEBEC. } To wit:

By-Law No. 355.

(Drawn up in the French language).

AT A MEETING OF THE CITY COUNCIL of the City of Quebec, held at the City Hall, in the said City of Quebec, on the Third day of June, one thousand eight hundred and ninety-eight, in conformity to law, and in virtue of a By Law passed by this Council pursuant thereto, and after the due observance of all the formalities prescribed by the statute in such case made and provided, at which meeting are present two thirds of the members composing the Council of the City of Quebec, that is to say:—His Worship the Mayor, and Aldermen Belanger, Blouin, Boisvert, Cantin, Cote (St. Sauveur) Cote (St. John) Dinan, Drolet, Drouin, Duchaine, Dussault, Foley, Hearn, Madden, Norris, Poitras, Rancour, Roy, Tanguay, Trepanier, Vincent.

It is ordained and enacted by the Council of the City of Quebec, and the said Council doth ordain and enact as follows:

1 An avenue of sixty feet wide shall be opened behind the City Hall, between St. Ann Street and de la Fabrique Street.

2. To open the said Avenue a strip of ground thirty feet wide shall be detached from the eastern portion of the land belonging to the Brothers of Christian Doctrine and by them ceded gratuitously, as provided by the deed of sale consented by the Government of this Province, and another strip of ground of thirty feet wide shall also be detached from the western portion of the land purchased by the City from the Government for the building of the City Hall.

3. The cost of opening the said Avenue shall be paid out of the funds which the City is authorized to procure for the said purpose.

S. N. PARENT, Mayor.

Attest

H. J. J. B. CHOUINARD, City Clerk.

L.S.]

June 8, 1898.

CITY OF QUEBEC.

BOARD OF HEALTH OFFICE, 1898-1899.

Inspection of Milk, Licenses for Milkmen, and Milk Dealers.

NOTICE.

THE MILKMEN AND MILK MERCHANTS of the City of Quebec and the neighboring parishes, who will sell milk in the said city, are hereby notified that in virtue of the By-law of the City of Quebec, No. 327, they must procure, on or before the THIRTIETH day of May instant, a license for the year beginning on the 1st of May instant (1898), for which they shall pay one dollar, and for this purpose they must apply to the undersigned.

LEONIDAS POULIN,
Veterinary Surgeon and Milk Inspector.

Board of Health Office,
City Hall,

Between the hours of 9 and 1 A.M. and 4 P.M.

By order,

H. J. J. B. CHOUINARD,
City Clerk

May 7, 1898. tJy1

NOTICE

IS HEREBY GIVEN THAT THE PIER at mouth of Cap Rouge River is submerged as well as the other deep water pier that was there up to last winter, at the end of the Long Wharf. The position of the PIER at the MOUTH of CAP ROUGE RIVER is, as heretofore, shewn by a Flat Buoy by day and a White Light by night, and the position of the DEEP WATER PIER, recently taken at the end of the Long Wharf is in a straight line with the said Flat Buoy and about 600 feet to the West thereof.

CAP ROUGE PIER AND WHARF CO.
N. FLOOD,
Manager.

May 11, 1898.

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TELEPHONE 208.

February 19, 1898. tlso

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