

THE MONTREAL HERALD.

WEDNESDAY MORNING, DEC. 28.

"Business" and "Editorial" offices, No. 6 Beaver Hall Hill.

NOTICE.

All correspondence for THE HERALD except business letters should be addressed to the Editor, Mr. Molyneux St. John. Business correspondence to be addressed to THE HERALD COMPANY, (limited); HON. PETER MITCHELL, President; Mr. W. H. WATTE, Secretary-Treasurer.

THE RAILWAY COMMISSION.

The Royal Commission on Railways recently concluded its labors, so far as taking evidence is concerned, in this city, and a report is now in course of preparation for the approaching session of Parliament. The enquiry embraced a wide scope, taking in all the principal railway centres in Canada, and investigating a number of complaints respecting discrimination in freight rates on the different railway lines which operated to the disadvantage of particular localities, and also in regard to the vexed question of special rates. Many of these complaints, at first sight, had a bad look for the railway managers; but when the latter told their story and gave explanations respecting specific complaints, it must be confessed that they made out, on the whole, pretty good cases for their respective railways, in most cases completely breaking the force of the charges, and in some cases sweeping them away altogether. The explanations given respecting special rates were in most cases at least reasonable, if not conclusive.

The object the Government had in view in appointing the Commission was to ascertain by investigation as to the advisability or necessity of establishing a permanent Railway Commission. It is doubtful if the evidence taken by the Commission will make the Government any wiser than they were last session, unless the Commissioners agree upon a distinct recommendation on that point. It is well known that the railways are opposed to the appointment of a permanent Commission, and many prominent supporters of the Government take the same ground. It is quite probable that all the advantages which, it is supposed, would be gained by the appointment of a permanent Commission, can be secured by the Railway Committee of the Privy Council. This opinion was expressed by Mr. Holton, M.P., when being examined respecting the case of the cross tracks at Howick, Huntingdon County, where the G. T. R. and C. A. R. are charged with neglecting to provide facilities for the transfer of freight and passengers at the junction. Respecting that case he expressed the opinion that if the Privy Council had power to deal with such questions they could have remedied the evils complained of before this. He was quite decided in saying that "the Railway Committee of the Privy Council should have extended power, or that a new authority should be created with power to deal with the numerous cases arising now between the railways and the people." If an enlargement of the powers of the Railway Committee of the Privy Council will serve all practical purposes, why should the country be saddled with the creation of a new authority involving additional cost to the taxpayers?

THE LAW OF LIBEL.

The law bearing on libel, in civil cases, has been materially changed in Ontario. The general effect of the alteration is to protect newspapers making bona fide reports, or publishing news coming to them in a legitimate way. There is reason to believe that the Parliament of Canada will be asked to amend the criminal libel law in the same direction. In England no criminal libel suit can be entered without the fiat of the Attorney-General. The same restrictive power should be placed in the hands of the Minister of Justice. It would solve another problem if the law provided him with power to determine in which province such a suit should be brought, when plaintiff and defendant are not in the same division of Canada. A journalist in British Columbia thinks it very hard that he should be called upon to defend a libel suit in Nova Scotia, for something he has said in Vancouver, while the injured person in Nova Scotia thinks it equally unfair that he should be compelled to go to British Columbia to bring his action. In cases of criminal libel the Minister of Justice, while permitting the prosecution, should be enabled to say to which province it properly belonged. This would have the double effect of making journalists careful, and calming the fussy anger of some people who imagine that the world is paying especial attention to their affairs when it is not. In no province more than Quebec is an amendment needed to the law governing libel in civil cases. Honest journalism is at the mercy of scoundrels who have neither money nor character to lose, or at least only a character the loss of which would be a gain. No journalist of reputation desires to see facilities given to newspapers to pry into a man's private affairs, to rake up scandals with which he may have been in the past connected, or in any way to busy themselves with that which concerns neither the paper, its general readers, nor any persons suffering from wrong. There is already too much of this class of reading set before the public, and anything which tends to preserve the press from blackguardism should be welcomed. But on the other hand a journal should be protected in giving the news that comes to it in a legitimate and recognized way. The responsibility for that which is made public in the courts, or at public meetings, should rest with those

who make a public statement, or whose publicity by means of a report in a newspaper should not be an offence. Nor do we hear of the telegraph companies being sued for anything transmitted by them to the papers; it is always the journalist. It is utterly impossible for a night editor, or any other editor, to distinguish accurately between the truth and untruth in a despatch from some other part of the world, and there cannot be even a suspicion of malice in his printing it. Nor can he determine—save in very exceptional cases—whether a paragraph is intended to injure some one, or whether it is a mere recital of fact, known at the place from which the despatch is sent. If anyone is blameworthy it is the sender and the telegraph company, not the recipient newspaper.

There is another danger to which newspapers are unjustly liable. When some swindler is plying his trade, and his presence is discovered, it is the duty of the newspaper to warn people against him. When girls are being enticed to their ruin under pretence of employment, it is well that the public should be warned of the fact, and the persons who are carrying on the business. A newspaper which performs this service does so at its own peril. It is true that it has not to fear an adverse verdict, but there is the certainty of a monetary loss. There is no city without what are called "slyster lawyers"—which is the professional term for the unprincipled and impudent scamps of the law—and these gentry, like Dodson and Fogg, are always ready to promote a lawsuit and to undertake its conduct on speculation. Against a scoundrel lawyer with a scoundrel for a client the newspaper must necessarily suffer. When the time for trial comes, the scoundrel, having failed to blackmail the journal, disappears, leaving the defendant newspaper to pay the costs. A true reform would of course throw all this in this class of case they are most to blame, but the profession, unfortunately, is so strong in the legislatures, and the legal fraternity have so long been allowed to regard the public as a mere fountain of "costs," that a real reformation is hardly to be hoped. The reply is that the lawyers must live—though really there is no such necessity—and that they cannot live in any numbers except by allowing them a latitude which results in their existence too often becoming a public calamity. Their wig and gown frequently ensures them a protection in court, and for their sometimes peculiar relationship with their clients, there will be less danger of newspapers doing involuntary injury to persons unfortunate enough to find themselves within the Satanic folds of a law suit. Some protection might be found for newspapers in the good sense of the judges. Were they empowered to determine whether, on the face of the case an action should be brought, the evil would be greatly mitigated. Occasionally an individual with some absurd prejudice—such as one is now called "a Crank"—is elevated to the bench, but these cases are rare. As a rule the judges may be relied on to take a fair and commonsense view of the question. But the law requires amendment if only to have it made clear what a journalist may or may not regard as in the public interest when speaking of the doings of private citizens.

THE MANITOBA SITUATION.

The Manitoba muddle has culminated in the resignation of Mr. Norquay and Mr. La Riviere and the reconstruction of the ministry, with Dr. Harrison as Premier. As the matter appears from this distance there seems to be no more reason for the retirement of these gentlemen than for that of the whole ministry. Whatever Mr. Norquay has done has been endorsed by his colleagues. If any act of his were disapproved the dissenting colleague had not the courage to express or act upon his opinion. Dr. Harrison, the new premier, has never, to our knowledge, taken any stand in opposition to Mr. Norquay which warrants the belief that there is a pin to choose between himself and the fallen ministers. Mr. Norquay and Mr. La Riviere are the scapegoats for the sins of the whole five. The new premier, we understand, from a report of a party caucus published in the Ministerial organ at Winnipeg, pleads ignorance, up to a certain time of the Hudson's Bay Railway bonds transaction, but there is nothing to show that when he learned what had taken place, he was at all troubled by it. He was either content to stand by Mr. Norquay, no matter what he did, so long as he was successful, to desert him in his difficulties, or else he has not the moral backbone which is essential for a person into whose hands the interests of Manitoba should be confided. Mr. La Riviere's excuse in this matter is that they were betrayed by Sir John Macdonald. The Conservative organ in its report of the caucus, says of Mr. La Riviere's speech: "He made his statements with a degree of frankness and candor which convinced many that he was not half so bad as he was given credit for. He told the story which had been reported in these columns about Sir John having assured him faithfully in Mr. Pope's office in Ottawa, and in the presence of Mr. Pope, Mr. Schreiber and Mr. Bradley, that the Manitoba Government might safely hand over the H.B. Railway bonds to the contractors, as the order-in-council transferring the land grant to the Government would be passed at once. Notwithstanding the denial of Sir John and the others, Mr. La Riviere positively reiterated the statement. He made it with such force as to convince most of those present. If not all, that he was telling the truth about the matter. There wasn't a man present to get up and say they were of opinion that Sir John had not taken advantage of the little circumstance to squeeze Norquay and La Riviere, and lied right out of it. We had given Mr. La Riviere credit for being too astute to hazard anything on a promise or assurance of Sir John. He, at least, might have been supposed

to remember the "we cannot cheat Manitoba" declaration, and the subsequent explanation that it was Sir John Macdonald, the leader of the House of Commons, who had said this, while Sir John Macdonald, the leader of the Government, meant something quite different. However, there is an old, if not very savory, metaphor about allowing people to skin their own skunks, and we cannot develop much sympathy for gentlemen who have so frequently subordinated their positions as Ministers of Manitoba to the apparently more agreeable calling of agents of the Dominion Government. Only we think Dr. Harrison as bad as the rest.

THE BIG RAFT.

The U.S. steamer Enterprise, which sailed from New York on Thursday last for search for the abandoned lumber raft, arrived at New London, Conn., on Sunday. Capt. McCalla, commander of that vessel, reports that on Friday morning, when about 135 miles south-east from the south from the locality where the Miranda abandoned the raft, he saw hundreds of logs drifting about, presumably remnants of the raft. This has led to the conclusion that the raft is broken up. The danger to navigation is, of course, lessened to some extent by its going to pieces; but when it is remembered that it was composed of logs varying in length from 35 to 95 feet, some of which were three feet in diameter at the butt end, it will be seen that great danger to sea-going crafts still exists. A vessel under full headway striking one of these logs end on would have her bows stove in and would very likely go to the bottom. Until scattered and driven ashore these logs will be a source of danger for a long time to come.

The failure of the raft scheme will not be regretted by the Bay of Fundy coasters, who did a fairly profitable business in carrying lumber to United States ports. Had the scheme been a success—as it might possibly have been had the towing been attempted in summer or early autumn—their occupation would have been gone. Such an enterprise will not likely be again undertaken in a hurry.

KALAKAUA IN TROUBLE.

Another revolution is threatened in Hawaii. King Kalakaua vetoed the bill to abolish the office of Governor, and, also, another measure providing for the performance of the duties pertaining to the office. The Legislature thereupon indulged in some violent talk over the business, and passed resolutions denying the King's right to veto. The Legislature also declined to submit the question of the modified right of veto to the Supreme Court, when the King wrote asking the Court's advice, but the latter informed him they could not agree. In consequence, there is a deadlock, the papers are indulging in inflammatory articles, and the people are becoming excited. A special correspondent, writing from Honolulu to a San Francisco paper, says:—"The people here are virtually on the eve of another revolution. The King, in exercising his veto power, intends to stand on his constitutional rights until a judicial decision is rendered. The Legislature will contest his right to a voice in the management of their affairs, and the natives are becoming excited. They find themselves ignored and treated with contempt, the King insulted, his rights, as understood by them, ignored or denied. The native papers, it is said, are inciting natives to rise in arms if necessary, and assert their right to a voice in the management of their own affairs. It only needs a spark to set the country in a blaze."

The Sandwich Islands furnish a striking illustration of a people not sufficiently well civilized and educated to govern themselves in a constitutional manner, and have, in consequence, become the prey of foreigners who are allowed to participate in the government of the country. Difficulties of this kind would be prevented and the welfare of these islands promoted, if one of the great powers, say Great Britain or the United States, were to annex them and give them the benefit of an honest and stable form of government.

"THE EMPIRE," the new Conservative journal in Toronto, has made its first appearance. It is a fifty-five column paper and appears to have received a very good advertising patronage. We have already published a summary of its inaugural article, and need only add that it seems to have an efficient staff and to be likely to carry out the policy which its promoters designed for it.

WHAT OTHERS SAY.

(Quebec Chronicle.)
As for Commercial Union, calling the idea a "rot," it is a pity that we have not advocated it, but we do not disapprove of it entirely. If we could have Commercial Union, and at the same time, British connection, we believe that it would be a good thing for Canada.

(From the Louisville Courier-Journal.)
An ex-officer of the British army, who was an expert taxidermist, is reported drowned in Texas. This is no doubt an intervention of Providence. The presence in the United States of a taxidermist who had served in the British army was suspicious. It was evidently this man's intention to avail his opportunity and "taxiderm" the American eagle.

(Ottawa Free Press.)

The Dominion Grange, a body comprising over six thousand of the wealthiest and most intelligent farmers of Ontario, has declared unanimously for Commercial Union. The Grange is not a political organization, but is composed of Conservatives and Reformers. Probably the Tory press will explain the action of the Grange by asserting that the farmers of Ontario do not know what is good for them.

(Ottawa Evening Journal.)
We are not of those who believe that the mere idea of Commercial Union is to be sneered at on the allegation that it is a disloyal one. The first loyalty of Canadians is to Canada, and if Commercial Union will benefit Canada, it is not only the right but the duty of Canadians to examine the thing and if the examination prove it to be practicable, to get it if they can. What Canadians do desire is that Commercial Union or any other

scheme for their alleged benefit shall be put before them in a shape in which it can be examined.

(Arizona Herald.)
A despatch has just come to us over our special wire from New York, saying that the French people have elected a man named Sadi Carnot as President. It looks as if there must be some mistake in the transmission of this name; but as we pay big money for our special news, we can't afford to throw it away on account of a little mistake in the name. So we shiver here in with the single remark that it is better to have a carrot for President than a dead-beat for a son-in-law. In this way we again score a live beat on the galoot, the Ripstoner, Whoopse! Now is the time to subscribe.

(Toronto Mail.)

The iron duties are thoroughly appreciated, though not so thoroughly admired, in Charlottetown, P.E.I. The city wants a water system, and it finds that the cost of such a system will be \$133,000. The commissioners who have the matter in hand report that the cost of material will be greatly enhanced by the new iron duties laid on last winter. The total duty on pipes, gates, hydrants and pumping machinery required for the works will be \$27,500, or \$14,000 more than under the tariff of last year. The duty on straight water pipes will be about 63.40 per cent. on Glasgow prices. But then, as patriots, loyal to the iron kings, if not to themselves, the Charlottetown people will be only too glad to pay the duty.

THE CELEBRATED Stanley Dry Plates!

are now made in Montreal, and are sold at the following prices:

3 1/2 x 4 1/2	50	50	50	50	50
4 x 5	60	60	60	60	60
4 1/2 x 6 1/2	75	75	75	75	75
5 x 7 1/2	90	90	90	90	90
5 1/2 x 8 1/2	105	105	105	105	105
6 x 9 1/2	120	120	120	120	120

WILLIAM NOTMAN & SON, 17 BEAVER HILL STREET, MONTREAL.

DEATHS.
SLATER.—In this city, on Tuesday, 27th instant, George Thomas Slater, aged 58 years 16 days.
Funeral will take place from his late residence, 138 Mansfield street, on Friday, 30th instant, at 2:30 p.m. Friends are invited to attend without further notice. In 310

McLELLAN.—On the 27th instant, Margaret McLeellan, widow of the late Samuel Boyd. The funeral will take place from the residence of her son, H. M. Boyd, 28 St. Antoine street, on Thursday, the 29th instant, at 2:30 p.m.
PECK.—At Undermount, Durocher street, on the 28th December, Margaret Benn, widow of the late Thomas Peck, merchant of this city.
Funeral on Thursday, the 29th instant, at three o'clock.
PECK.—At Undermount, 167 Durocher street, on the 28th instant, Margaret Benn, widow of the late Thomas Peck, merchant of this city.

NEW ADVERTISEMENTS.

PEDRO MURIAS "Reina Victoria" CIGARS!
IN BOXES OF ONE HUNDRED.
PAITAGAS "Reina Victoria" Cigars, in boxes of 100.
H. DE CABAÑAS Y CABAÑAL Bouquet Cigars.
MANUEL GARCIA (Alonso) "Bouquet" Cigars.
S. GARCIA (Alonso) "Pettit Bouquet" Cigars.
PAITAGAS "Princesses Fines" Cigars.
PAITAGAS "Queens" Cigars, &c., &c., all fresh goods and opened.
We import regularly every month a few cases of Havana Cigars, from the first factories in Havana, and consumers can always rely on getting fresh and genuine goods.
FRASER, VIGER & CO.

OUR "MAGNIFICENT DINNER" SHERRY
At \$1.45 per bottle, \$3.00 per gallon, \$13.00 per dozen.
This is a very fine wine, and very much needed with it. It is, in fact, a magnificent wine.
FRASER, VIGER & CO.

"OLD RESERVE" PORT WINE.
We have only a limited quantity of this Port in wood and bottle, the finest we ever offered for sale in Canada. Of a light tawny tint, perfectly transparent and of a fine bouquet. It is a most excellent wine, and only needs a spark to set the country in a blaze."
FRASER, VIGER & CO.

"POMMERY" and "CLICQUOT."
The Widow Pommery and the Widow Clicquot are the two most famous names in the wine world. Their champagne is of a fine, elegant, and sparkling character, and is highly recommended by all who are connoisseurs of the wine.
FRASER, VIGER & CO.

FRASER, VIGER & CO.,
Family Grocers and Wine Merchants,
ITALIAN WAREHOUSE,
199 St. James Street.
Dec. 28

ST. JAMES STREET
PROPERTY
FOR SALE!
THE TRUSTEES OF THE ST. JAMES STREET METHODIST CHURCH
Have instructed me to offer their valuable property for sale. The site is the best in the city for retail stores or public offices; the frontage on St. James Street is 118-6; and the total area is 1,130 feet. The property is now occupied by the Standard Insurance Company's almost adjoins this property, and is a most valuable site for a business or public building. The trustees are anxious to erect handsome stores and offices within this valuable site. The attention of public companies, estates and investors, is called to this really valuable building site. It will be sold either in one or two lots, as may be desired. Possession will be given the 1st of May, 1888. For particulars apply to
R. K. THOMAS, Real Estate Agent, 310 St. John Street.

THE STORES FOR LAMPS!
COLE'S-1792 Notre Dame St.
And 2392 St. Catherine street. r 308

WANTED.
By a Lady a position as Housekeeper; capable of taking full charge of a Gentleman's Household.
Address care SISTER ELIZABETH, St. Margaret's Home, 600 Sherbrooke street.
Dec. 27 r 309

BISHOP'S COLLEGE, LENNOXVILLE.
College Lectures (Lent term) begin Jan. 24, 1888, at 9 a.m.
The school re-opens Jan. 21, 1888.
Full information from Rev. Principal Adams, D.C.I., Alma Mater Dinner, Sherbrooke, Jan. 10, Dec. 28

NEW ADVERTISEMENTS.

ASSESSMENT SYSTEM. LARGE CLAIMS PAID!

ENDORSEMENT OF THE MUTUAL RESERVE.
Office of SMITH & KEIGHLEY, Wholesale Grocers, Toronto, 10th January, 1887.

J. D. WELLS, Esq., General Manager, Mutual Reserve Fund Life Assn.
Dear Sir.—One of the Executives of the late Francis Rush I beg to acknowledge the receipt of the sum of three thousand dollars in full of claim on Certificate No. 4,122, issued by the Mutual Reserve Fund Life Association.
On behalf of the Executive I desire to express their appreciation of the prompt manner in which your Company have paid this claim, being thirty days prior to its maturity.
I am also glad that in the capacity of Executor to other estates I have had occasion to adjust similar claims, and I cheerfully bear testimony to the fact that in the settlement of this claim I have had less trouble and less delay than with any of the other companies I have been brought in contact with. Wishing you and your Association every success I am yours truly
A. M. SMITH.

OFFICE OF W. D. MATTHEWS & CO., GRAIN AND PRODUCE MERCHANTS, TORONTO, 11th May, 1887.
J. J. WELLS, Esq., General Manager, Mutual Reserve Fund Life Association.
Dear Sir.—We beg to acknowledge receipt of check of FIVE THOUSAND DOLLARS on the above policy of insurance, in testimony to the prompt and satisfactory manner in which the claim has been adjusted, and at the same time to express our confidence in your Association. Having an intimate acquaintance with your President and chief officers, we know them to be gentlemen of the highest integrity, and in whose hands we believe the interests of the members of the Mutual Reserve are perfectly safe. Wishing your association continued success,
Yours truly,
W. D. MATTHEWS & CO.

Managers Mutual Reserve Fund Life Association.
DEAR SIR.—We have to thank you on behalf of Mrs. John Jenkins for the very prompt payment of the claim under policy No. 54,308 on the life of the late Mr. John Jenkins, viz. \$2,000. The claim was not payable until about the 17th of January next, but you have paid it almost immediately on receipt of proof papers. We may say that we have had less trouble with your Company in regard to this claim than with any other company we have had business with. The claim has been paid with great despatch, without any technical objections, and we cheerfully give credit where credit is due.
Yours truly,
HARRY WILKES & JONES, Solicitors for Mrs. Jenkins. Brantford, Nov. 18, 1887.

NOTE.—The total amount paid by Mr. Jenkins on the above policy of insurance was about \$175, as compared with \$700, which for the same amount of insurance he would have been required to pay under the old law or level premium system.
The late Mr. Jenkins has within the past six years paid to the representatives of his deceased members over four million of dollars, besides accumulating a reserve fund of about one and a half millions of dollars. 300 11

WHITTAKER'S ALMANACS FOR 1888

JUST OUT!
MORTON, PHILLIPS & BULMER, STATIONERS, BLANK BOOK MAKERS AND PRINTERS, 1755 and 1757 Notre Dame Street, MONTREAL.

J. CRADOCK SIMPSON REAL ESTATE AGENT
OFFERS FOR SALE—First-class Residences, Good Houses, Business Properties and Desirable Building Lots.
OFFERS TO LET—Furnished Houses, Unfurnished Houses and Business Properties.
LENDS MONEY—On Good Mortgages at lowest rates of interest.
PLACES INSURANCE—Risks of all kinds in first-class Companies.
MANAGES PROPERTY—For Owners and Trustees to the best advantage.
HOLDS PUBLIC SALES OF REAL ESTATE every second Wednesday at

Citizens' Insurance Chambers, 181 ST. JAMES STREET, MONTREAL.
Dec. 21 307

EASTERN TOWNSHIPS BANK
DIVIDEND No. 56.
Notice is hereby given that a Dividend of THREE AND ONE-HALF 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 Offices and Branches, on and after TUESDAY, 3rd DAY OF JANUARY NEXT.

The Transfer Books will be closed from the 15th to 30th December, both days inclusive.
By order of the Board,
WM. FARWELL, General Manager.
SHERBROOKE, 1st Dec., 1887. 13 sw 294

NEW ENGLAND PAPER CO.
THE REGULAR QUARTERLY DIVIDEND of 21 per cent. will be payable at the office of the New England Paper Co., 22 De Broes street, JANUARY 2nd, 1888, to stockholders of record. Dec. 21st, 1887.
ARTHUR G. WALTON, Treas. 304
Montreal, Dec. 21st, 1887.

OFFICES—50 OFFICES TO LET IN THE Mechanics Institute Building, Corner of St. James and St. Peter St., Montreal.
FOR MAY 1, 1888.

Plans can be seen and information got at the office of Mr. James Wright, Architect, 151 St. Peter street. The street front offices can be altered to suit tenants after 1st May next. The above offices will be fitted up in first-class style, with Elevator, Vents, Wash Basins, &c., &c. Alterations can now be arranged for to suit tenants.
WILLIAM HUTTENFORD, Chairman House Committee. 1m mvt 305

NEW ADVERTISEMENTS.

Carsley's Advertisement.

Wednesday, Dec. 28, 1887.
The Ladies' Kid Glove counter at "Carsley's" is crowded daily with purchasers—Starling is a guarantee of good faith. She could not resist that—T. B. B.

More Remnants! More Remnants! More Remnants! More Remnants!
All the remnants of Silks, Satins and Dress Goods have been marked at prices that will ensure a speedy sale. Remember that lengths are measured (from 2 to 16 yards). S. CARSLY.

Stripes and Check! Stripes and Check! Stripes and Check! Stripes and Check!
We actually show a beautiful variety of Stripes and Check Dress Goods. These are in double widths and heavy make, the best suitable material for winter costumes. S. CARSLY.

Friend of the family to little Ella, at tea, who has just returned from a holiday trip. "You do look well, child; wherever did you get that rosy color on your cheeks from?" Ella—"From mamma's dressing-table."—T. B. B.

Irish Poplin! Irish Poplin! Irish Poplin! Irish Poplin!
Our stock of Irish Poplin is more complete than ever. The following is a list of the principal shades in stock at present. S. CARSLY.

Golden brown, Dark Heliotrope, Prune, Navy, Fawn, Hazelnut, Sage, Slate, Garnet, Pink, Cream, &c., &c.

An Irish Poplin Costume in any of these shades certainly takes the lead of any other class of dress material. S. CARSLY.

Parties reforming for the Holiday Season would save time and money by seeing the magnificent stock of Carpets which are now offered at prices lower than elsewhere; carpets from 8 per yard upwards. S. CARSLY.

The finest grades of Tapestry Carpets in all the latest patterns, at prices which cannot be met with elsewhere; also, showing a low-priced line of goods which are splendid value. S. CARSLY.

American Splint Rockers

Rattan Rockers, Rattan Easy Chairs, Children's Chairs of every description, and a fine assortment of Rocking Chairs.
GENTLEMEN'S EASY CHAIRS
All these goods have been made up especially for Holiday Trade and are marked very low.

CEO. STEWART, 726 CRAIG STREET, December 20 302

ARMOUR'S Celebrated Canned Meats
No Wholesale Grocery store is now considered complete without a full assortment of Armour's Celebrated Canned Meats, comprising
Canned Beef, Corned Beef, In 1 lb., 2 lb., 4 lb., 6 lb., and 10 lb. Tins. Also, Lard, Tongue, etc. Tongue, Chipped Beef, Boneless Pig's feet and fine English Braten.
STOCK HELD BY
Caverhill, Hughes & Co., L. Chaput, Fils & Co., George Childs & Co., L. Hutton & Co., Hudson, Hebert & Co., Kinloch, Lindsay & Co., Lockery Bros., J. A. Mathewson & Co., S. Quinlan & Fils, Ransom, Forbes & Co., Tees, Wilson & Co., Turner, Rose & Co., Ward, Carter & Co., Outreux & Mongeais.
Wholesale Trade Supplied by
JAMES ALLEN, 6 St. Nicholas Street, Buy the ARMOUR LARD and ARMOUR STAR HAMS and BACON. 248

NEW PIANO LAMPS. COLE'S LAMP STORE, 1792 Notre Dame street. 308 r

Christmas Presents!
SILVER-MOUNTED PIPES. TOBACCO POUCHES. CIGARETTE HOLDERS, in cases. CIGAR HOLDERS, in cases. FANCY COVERED POUCHES.
All NEW GOODS, just received and sold at a small advance.

PHILIP HENRY, 124 St. James Street.

ENGLISH DUPLEX LAMPS. COLE'S, 1792 NOTRE DAME STREET, And 2392 St. Catherine street. r 308

WARNING.
The public is warned that irresponsible parties are obtaining entrance to buildings on the pretence that they are employed by the Bell Telephone Company or the City Fire Alarm Department; and notice is hereby given that all our employees are furnished with Badges, and no persons should be admitted to buildings except upon production of such Badge.

C. F. SISE, Vice-President Bell Telephone Co. F. H. BADGER, Sup. City Fire Alarm Department. Nov. 1st, 1887. 1f 293

AMUSEMENTS.

ACADEMY OF MUSIC. HENRY THOMAS...Lessee and Manager.
One week, commencing Monday, Dec. 26, Matinee Monday and Saturday.

MRS. MCKEE RANKIN
And company of carefully selected Artists in Mr. Clay Greene's Romantic Drama,
THE GOLDEN GIANT.

A PLAY OF TO-DAY.
Which won immediate recognition in New York, for its strength and beauty, at the Fifth Avenue Theatre and Niblo's.
Entire production under the management of Mr. H. C. MINER.
Next week—TIE NATIONAL OPERA CO., comprising upwards of 200 artists.

SPARROW & JACOBS THEATRE ROYAL.
Every Afternoon and Evening, Week Commencing Monday, Dec. 26th. The Great Realistic...J. H. Dorman, by H. D. Young.

BEACON LIGHTS!
Mr. Geo. Leacock and Exceptional Cast. LAST OF CHARACTERS. Chas. Hadley, known as Phil. Gordon. Col. Jack Calhoun...H. H. Dorman. Will Dawson...J. H. Dorman. Capt. Wm. Grey, commander of the 6th. Julian Hadley, bugler of the fort. Miss New Grizzle, a deformed innocent. John Wharton, Soapbox Smiles...Tony Williams. Peanuts...Mr. Fred Stanfield, & Col. Yaller Bob...W. E. Thompson. Myra Hayes...Miss Emma Hinckley. Carrie Calhoun...Miss Grace Emmet. Charlie Hayes...Miss Mary Thompson. Soldiers...Miss Mary Thompson. Prices of admission, 10c, 20c, 30c. Reserved seats extra. Plan at Prince's Music Store. Next week, EAGLE'S NEST.

Montreal Philharmonic Society THIRTEENTH SEASON, 1887-88.
FIRST CONCERT
QUEEN'S HALL, Thursday Evening, December 29.
CONDUCTOR, - MR. G. COUTURE.
First Performance in Montreal of Nield's W. Gade's

"CHRISTMAS EVE" (Cantata for Alto Solo Chorus and Orchestra). SOLOIST—Miss Julia Laurence (of the Montreal Philharmonic Society). And J. Barnby's "REBEKAH" (A Scriptural Idyll for Solos, Chorus and Orchestra). DRAMATISTS—JOHN R. B. (of New York). Rebekah—Soprano—Miss Minnie Landes (of Isaac—Tenor—Mr. G. Parker (of the Montreal Philharmonic Society). Eliezer—Bass—Mr. W. E. Thompson. Madelon of the City, Attendants, &c. Pianist—Miss E. K. Solomon (of New York). Violinist—Mr. J. H. Dorman, Violinist to H. M. the King of Belgium. Full Orchestra composed of leading instrumentalists from Boston, Ottawa, Quebec and Montreal. Doors open at 7:15 p.m. Concert to begin at 8 p.m. Parents invited to afternoon classes for instruction during the performance of the first two numbers. Seats on sale at Nordheimer's Music Store, 1831 Notre Dame Street. e 307

ART ASSOCIATION, PHILLIPS SQUARE.
The Galleries are closed for a few days, to allow of the removal of the Art-Fair buildings and the re-arranging of the Permanent Collection.
The Art Classes recommence on January 4th, at 9:30 a.m. Intending students are requested to communicate with the Secretary. Dec. 28 310

QUEEN'S HALL ASSEMBLY ROOMS DANCING AND DEPORTMENT.
Those who intend learning DANCING, are respectfully, but confidently, advised to visit the Assembly Rooms and then see the advantages offered. Instruction classes every night at 8 a.m. and afterwards 3 to 4.30 and 4.30 to 6. Parents invited to afternoon classes for instruction. Private lessons to suit. Telephone 184. A. ROY MACDONALD, 1m 28

THE RAILWAY COMMISSION

Railway Charters, How They Are Granted and Dealt In.

Railway Rates—How the Public are Protected—The Through Traffic Question.

The Railway Commission met on the evening of the 20th instant, in special session, at the Windsor Hotel to receive the evidence of Mr. Hickson, general manager of the Grand Trunk Railway. There were present Sir A. T. Galt, G.C.M.G., chairman; Messrs. Burpee, Schreiber and Moberly, and Mr. M. S. Loneragan, secretary.

Mr. Joseph Hickson, general manager of the Grand Trunk Railway of Canada, sworn and examined by the chairman: Q. Do you consider the present system of granting charters by the Legislature in the best interests of Canada? If not, what would you suggest? A. I think the present system is

EXTREMELY OBJECTIONABLE,

and that it is doing a great deal of harm. It has tended to damage legitimate investments and to thereby cause discredit. Charters are asked for and granted for projects for which there is no necessity whatever in the interests of the country; and these charters when obtained are used simply for purposes of levying blackmail upon existing lines. I cannot use any other term which in my opinion adequately characterises the system. It has created a class of people who trade in railway charters. The time of Parliament is wasted in the consideration of applications; and an examination of the statute book will show that scores of charters have been granted for railways which have not been constructed. It would seem to be possible to perfect such a system, as while not tending to check bona fide railway enterprises would prevent applications for merely speculative charters. In my opinion it would be well for all applications for acts of incorporation of railway companies to be first submitted to some department of the Government, where they should be carefully examined in the light of their necessity, and next in the ability of the parties asking for such privileges to carry out the project. I think the Standing Orders Committee of Parliament should have before them the report of the department of the Government upon every application for a charter, accompanied by plans showing the route to be adopted, with the description of the work to be undertaken, with estimates of the probable cost thereof; and that every such application should be accompanied by a reasonable deposit, to be forfeited if the conditions imposed by Parliament as to the time within which the work is to be begun and finished are not complied with.

Q. That is the present system in England, is it not? A. It is, I believe, to a large extent; and it is in conformity with the practice which prevailed at the time when I severed my connection with railways on the other side of the Atlantic.

Q. One of the subjects that the commission have to enquire into is that of whether it would be expedient to adopt the system now in existence in several states of the union, of having a general law, and anybody that pleased could build up a railway instead of going to the Legislature at all? A. That would necessitate the doing away with the present system of granting special charters altogether.

Q. Yes, entirely? What do you think of that idea? A. My impression is that it would not be a great improvement upon the present system, because it would not provide against parties organizing without capital for the purpose of selling out at a low price, and then receiving bonuses obtained to companies organized under the existing law; and it would prevent the

BUILDING OF UNNECESSARY LINES

which would prove wholly unremunerative, increasing the difficulty of getting capital for really needed and sound undertakings.

Q. Would your objection be removed in any respect if under such a general law the parties were required to go through the same formalities that you have mentioned as being desirable in applications to the Legislature?

A. Yes, to a certain extent. I think it is important that parties securing charters either under a general law or by special legislation should give satisfactory evidence that they have the means of carrying out their project, and that they have the necessary capital, and that they have the necessary security in the shape of a deposit should be taken in any case. The granting of charters, or the incorporating of companies under a general law for the construction of lines which are really not necessary, and for the carrying out of which there is no security, creates a state of uncertainty, and results, frequently, in railways being built for which there is no necessity in the interests of the country. These damage existing investments, and in the end, as a natural consequence, the difficulty of securing capital for really useful works is seriously increased, and not infrequently rendered impracticable.

Q. I understand it is your opinion that such a general railway act would really be as injurious as the present system towards even those lines that are required by the country?

A. I think almost as much so, unless the incorporation of unnecessary companies could be checked by the taking of guarantees from parties seeking charters in the shape of an ample deposit for the carrying out of their projects; and further, that before any charters were granted under a general law, it was made a condition that ample plans and estimates should be submitted, and subjected to examination by a department of the Government, who would, in this way, be responsible to Parliament for the incorporation of companies under such general law.

RAILWAY CROSSINGS

and the crossings or use of lands belonging to one railway company by another? A. I entertain the opinion that the present law, as I understand it, gives protection to vested interests and amply protects the public. I think the property of existing companies, acquired at great cost, should not be taken away from them, or rendered useless, except by proper legal process; that the legal tribunals of the country are those which should deal with questions of property in land, and that it is not the duty of the Railway committee of the Privy Council, and is, I think, possessed of sufficient power to regulate all questions of crossing by railways of public thoroughfares, with a due regard to the public safety.

The law as it at present exists, very properly I think, does not admit of the expropriation of the property of one railway company for the benefit of another

company; and where railway companies cannot agree in regard to any question of the kind, I think the legal tribunals of the country, which are more accessible than a central court exercising jurisdiction over the whole of the Dominion would be, are the proper tribunals to interpret the law.

Q. How do the

RATES FOR FREIGHT IN CANADA

compare with those elsewhere? Will you give us your general opinion on that point? A. I have had a lengthened experience, and have given a good deal of consideration to and made a pretty close examination at various times into the matter of rates and fares in Canada, and in other countries, and my firm conviction is that there is no country in the world which is better off, in the matter of railway facilities, or the people of which secure themselves rates for the transportation of themselves and their commodities, than Canada.

Q. What is your opinion in regard to the advantage, or otherwise, of appointing what is understood by a railway commission? You know how they exist in the United States; and on the general question of

THE UTILITY OF A COMMISSION

in this country we would be very glad to have your opinion as fully as you would be good enough to give it to us?

A. I have not been able to satisfy myself that a railway commission would be of much use. Many questions which crop up from time to time in connection with the operation of railways, in a country like Canada, satisfactorily and efficiently. You have Nova Scotia at one end, and British Columbia at the other. Questions connected with the operation of railways will arise at extreme points; and it would certainly be an injustice to people living at either extremity to force them to come to a central court at Ottawa for a hearing or for redress, and it would be utterly impracticable for a commission to travel from Nova Scotia to British Columbia to take up and deal with such questions. Already it is found, in the United States, that the Interstate-Commerce commission, which was created by an act of Congress, has been unable to do its duty. I am informed that they had loads of documents which they have not been able even to carefully examine; and it is a well known fact that the commissioners have been more than once and have promptly moved about from one point to another. They have really hitherto only been able to touch the fringe of the subjects which will have to come up to be discussed under the Interstate-Commerce commission, and it is well known that the powers of the commission are confined wholly to the dealing with questions relating to rates and transportation. I have already said that I entertain very strongly the view that the leading tribunals of the country are best qualified to interpret the law, in so far as it relates to the

RIGHTS OF PROPERTY AND VESTED INTERESTS. In England, where they have had a long experience of the operations of railways, the Board of Trade have been constituted a sort of supervising department of the Government. Its functions are somewhat limited, and it is not a very powerful body. I think more expensive. I cannot say that my experience or my information would lead me to believe that the decisions of the Board of Trade have been more than a very moderate improvement upon justice towards the railway companies; but that department has exercised a control which, in so far as it relates to the public safety, has been certainly fairly efficient, and there is, perhaps, no voice in the world more powerful in so populous a country which is more safe, exact and efficient than the English railway service. There would be, I think, this further objection to a railway commission, that you would have a comparatively irresponsible body of men dealing with very serious questions affecting very large interests. Supervision exercised through a department of the Government has attached to it, in Canada at least, a very real responsibility to Parliament. If from a court of railway commissioners there was to be no appeal, then great injustice might be done; and if, on the other hand, it was made permissible to appeal from the decisions of the commissioners, the result would be to appoint a commission would be to constitute another court of inferior jurisdiction.

Q. With reference to the questions that have been answered very fully by Mr. Sergeant with regard to these complaints which have been made of discriminating rates, do you think

A COMMISSION WOULD BE USEFUL as a tribunal of appeal in such a case? At present there can be a reference to a court of law, but would it simplify the matter to have such a commission in existence? A. I know of no theoretical plan upon which railway rates can be made. They have to be framed from time to time to meet the exigencies of business. New industries are constantly cropping up in a country like Canada that have to be provided for. What has to be done is to have a body of men who can be trusted to discriminate justly, and I think the information which has been laid before the commissioners by the railway companies tends to show that there has practically been no culpable discrimination in Canada. There is no reason to suppose that there should be protected against discrimination by the railway companies in the making of their tariffs; but personally I do not believe that any railway commission can supervise efficiently the tariffs of the railway companies. I think the proper authority attempting to regulate rates would find itself overwhelmed with work and with complaints with which it would be wholly unable to deal. The common law really affords

AMPLE PROTECTION TO SHIPPERS against discriminating rates, and the making public of tariffs (for there is nothing to prevent anyone from making himself acquainted with the tariffs of railway companies prevailing in Canada), and the interests of the railway companies themselves are, in my opinion, the best correctives of any disposition, if any such exist, on the part of the railway companies to discriminate. It is carrying the law too far to require the appointment of a shipper against another in the transportation of like commodities under like conditions and circumstances.

Q. Will you give us your view as to the practicability of adopting, on the roads in Canada, the principle of making no greater charge for a shorter than for a longer haul?

A. I think, situated as Canada is, an enforcement of that principle might act injuriously to the carrying interests of the country, and not tend to confer any advantage upon the public. Take the case of the Grand Trunk Railway. It is carrying traffic in competition with United States lines. It must either carry that traffic on the same conditions that the United States companies accept, or not carry it at all. The discontinuance of the business would certainly confer no advantage on the local traders or freighters upon the line of the railway in Canada, but, on the contrary, it would probably have a tendency to compel the company to charge higher rates for local

traffic; and I think, after a long experience in the business, that it would be a positive disadvantage to the residents along the line of the Grand Trunk to discontinue the through traffic.

Q. Are you confining your answer to what is understood as the through traffic, and not with reference to traffic in Canada itself? A. If you confined the question to traffic within Canada, I do not think the principle would be so objectionable; but I do not know that it would confer any advantage on the public using the railway, and there are cases, where water competition exists, that might make the application of it work injustice to the railway companies. The principle is that the adoption of the law in the United States has been rather a disappointment to the public; and there are cases where the Commissioners have had to suspend the operation by the sheer force of circumstances.

Q. Will you state a little more fully what you consider to be the BENEFIT TO THE PEOPLE OF CANADA of having what is called the American method of passing over Canadian lines?

A. I wish that I had had a little more time to prepare an answer to this question, because I should have been very glad to show to the Commission how very large a sum is collected by the Grand Trunk Company annually for the conveyance of through, or United States, traffic, and how very large a portion of that is expended in the payment of wages and the purchase of materials in Canada. Then the increased volume of traffic necessarily leads to increased accommodation being provided on the line of the railway, which local shippers and local passengers get the benefit of. If the company carried no through passengers, for instance, it would probably be necessary to curtail the number of the passenger trains run upon the railway; and it is easy to see, if that were done, how injurious it would affect the local residents using the line. Then a diminution of the number of freight trains would lead to the closing of stations, which, for purely local traffic, the company would not be justified in keeping open.

Q. Would it be convenient for you to furnish the commission, through our secretary, with such a statement as you have referred to? A. I shall have great pleasure in doing so. (Mr. Hickson has since informed the Commission that he estimates that during the four years ending December, 1886, the Grand Trunk Company

HAVE EXPENDED IN CANADA

nearly four millions of dollars annually, collected for the transportation of freight and passengers between the Eastern and Western States.)

Q. Referring to the first question with regard to the granting of railway charters, do you think that a commission such as we have spoken of would be more useful than a department of the Government in deciding upon the details of applications to Parliament? A. In my opinion it would be better to leave that matter with the department of the Government to which would attach responsibility to Parliament for

the granting of charters, and not with a private meeting of the directors of the Dominion Cattle Company in room No. 4 at the Windsor yesterday morning.

Mr. Chas. Desmarie has been appointed curator to the insolvent estate of Mr. L. Miller, and Messrs. Kent & Turcotte, curators to the insolvent estate of Mr. O. Lemire.

REV. CANON NORMAN.—The rooms of the Board of Trade have been secured for a meeting to-day to consider the petition to express to the Rev. Canon Norman the regret of the city at losing him.

A FEW DAYS LEFT.—During the few days remaining of the old year prepare pleasant surprises for your gentlemen friends on New Year's Day, from the excellent stock of Hirsch, the tobacconist, opposite the Post Office.

DON'T.—Don't for a moment think that the parties offered Judge Jette yesterday, on behalf of Mr. J. Willis & Co., of Coteau St. Pierre, for a writ of injunction to prevent the Atlantic & Northwestern Railway Co. from continuing its line across his property, on the ground that he has not been paid the award granted by the arbitrators. The petition was granted.

THE PIANO AND ORGAN WAREHOUSES of Willis & Co., 1824 Notre Dame street, presented a very pleasant scene on Xmas Eve, when the numerous employees were presented with fine Xmas turkeys and other valuable gifts. Willis & Co. have always given turkeys and valuable presents to their employees on Xmas Eve, but never went into it so extensively as this year, as owing to their large increase of business they have many more employees.

MORTUARY STATISTICS.—The total deaths of the past week, according to the civic mortuary returns, were 106. Of these 88 were Roman Catholics and 18 Protestants. Diphtheria headed the list, with 18 Catholics and 2 Protestants; next, typhoid, with 9 Catholics and 1 Protestant; diphtheria, 1 Catholic and 1 Protestant; typhoid, 1 Catholic and 1 Protestant. The deaths from diphtheria show an increase over the previous week.

AMUSEMENTS.

Academy of Music.

The Golden Giant was repeated last night before a large and enthusiastic audience, the piece being well put on the boards. It will run all the week.

The National Opera Company, composed of two hundred artists, will be at the attraction next week, commencing Thursday. The repertoire will be as follows:—Nero, The Queen of Sheba, Faust, Lohengrin. Particulars in a few days.

Theatre Royal.

Beacon Lights was as successful last night as on the previous evening, and will be repeated to-day.

The Board of Out-Door Relief acknowledge with thanks the following donations, viz.:—J. M. Browning, \$10; Thos. Badenach, \$10; Mrs. Robert Lindsay, \$5.

The Treasurer of the Protestant House of Industry and Refuge acknowledges, with thanks, a donation of \$5 from J. M. Browning.

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REGULARITY is the main spring of life and regularity of the bowels is one of the most essential laws of health. Parlock Blood Bitters regulates the bowels in a natural manner, curing Constipation and preventing serious disease.

Mr. D. M. Ross, who was loudly called

for, said that Montreal claimed to be the city of the Dominion, and should therefore be foremost in everything. Toronto and almost every other city and village in Canada and the States was illuminated with electricity. Montreal was behind hand. Proper lighting was the best protection for the safety of citizens and of property. He contrasted the safety and protection that now existed in St. James and St. Catherine streets since the introduction of electric lighting in these streets, with the state of things that had existed previously. Four years ago, when he had opened a small office over Bishop's store, citizens had advised him that he could never succeed in introducing electric lighting. But time and energy had told, and they had now a solid footing here. They had sold out to several gas companies on the Continent, but this much he could say, they would never sell out to the Montreal Gas Company.

Some nine months ago he had been to Europe, to France especially, and there he had associated with him Mr. Drolet, well known here, and they had secured the supplying of storage batteries, as now obtained by the City Government, after three years trial, for its navy and balloon service. Mr. Ross then went into some interesting figures as to the relative power of light as given by the Thomson-Houston and other systems. He finally called upon Mr. C. W. Hager, who responded in a very neat and practical speech.

The health of the aldermen present was drunk *con amore*, and humorously responded to by Mr. Stevenson. The gallant colonel sang "Zouave marche de jadis" to the air of Auld Lang Syne.

Mr. L. W. Senecal proposed the prosperity of other cities now using the electric light, especially that of St. Hyacinthe, the latter being one of the best cities in that of Mr. A. J. Corriveau. St. Hyacinthe is now lighted throughout with electricity. Mr. Corriveau responded, stating that the Electric Company had not been backward in introducing electric light in that city successfully that the Gas Company had purchased it and were now erecting lights, not only in the streets, but were introducing the incandescent lights into stores and dwellings. Before long, St. Hyacinthe would be as well lighted as Montreal with its electric lighting, in proportion to its population, than even Montreal. Two large mills would also soon be supplied with the Arc lights, viz.: the Granite Mills and St. Hyacinthe Co.'s Mills.

S. CARLEY keeps all the latest designs in gold and silver-mounted Umbrellas for presentation.

LOCAL NEWS.

Business Notes.—There was a private meeting of the directors of the Dominion Cattle Company in room No. 4 at the Windsor yesterday morning.

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Forty per cent. (40 per cent.) are accepted at par in payment of lands.

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Managing Director, Winnipeg Man., DW 108 1f

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and Sauces.

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Cookery Books post free on application.

Ask for the COMPANY'S Extract, and see that it bears Baron Liebig's Signature in Blue Ink across the Label.

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Meals served in Parlor Cars on all trains on the European plan.

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ELECTRIC LIGHT

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Company's Office, 136 St. James St.

Tickets and Seats in Parlor Cars can also be secured at Windsor and Montreal. Ticket office, Bonaventure Depot and 13 St. James Street.

Trains Leave Bonaventure Depot at

8.50 A.M., 4.30 P.M. for

Alexandria, Valleyfield and Ottawa, arriving 12.30 and 8.10 P.M.

A. E. CAIRNS, PERCY R. TODD, General Agent, Genl. Pass. Agent, Montreal, Ottawa.

E. J. CHAMBERLAIN, General Manager, Ottawa.

December 10 Montreal, December

BEWITCHED.

IN TWO CHAPTERS.

By MRS. G. LINZEUS BARKS.

CHAPTER I.

"Heavens! what a face! Lacy, did you ever behold anything so exquisitely lovely?"

"H'm, aw, we—ll, aw, ye—s—my old grandmother."

"Pshaw, man! I am in earnest," broke impatiently from the lips of the first speaker, Norman Willoughby, who stood in front of a shop window in close proximity to the Albert Memorial at Hastings, gazing as if entranced at a photographic print which had the moment before attracted his attention, whilst he and his friend were strolling past.

"I, too, am in earnest," drawled out the other as he also passed, giving a caressing touch to a pale moustache.

"There are women who seem to have a fairy gift of imperishable beauty, and the Dowager Lady Lacy is one of them. Give that fisher-girl white hair, lace lappets, and a velvet robe, and they would not be so very dissimilar."

"What nonsense you are talking! It is rank heresy to compare the fresh young face before us, whose dark eyes, expressive, perfect as a painter's or a poet's dream, with—pshaw, your grandmother!" replied the admirer of beauty, contemptuously, without removing his spell-bound eyes from the fascinating picture. "You never saw my grandmother?"

"I fell in long-drawn syllables on deaf ears, whilst the silky moustache received another affectionate touch. "But, Willoughby, do you mean to keep a fellow dawdling here until the tide has run a sunstroke? If you are so enchanted with the picture, go into the shop and buy it in the name of all the gods and graces!"

"Nay, nay, I am not so far infatuated," was the reply, "yet I am so much drawn to it, that I feel I must have it. I do not realize my ideal of feminine loveliness; the soft, sad, dreamy eyes, the sweet sensitive mouth." And with this half apology, and a last lingering look, he turned to follow his friend, who had sauntered on as if the heat of the first day of July, was too oppressive for his manhood.

"So you have chased an ideal half over the globe to find it in a print-seller's window at last. And now, I suppose whilst the intricate toilette is being made, you will be peering into the face of every fisher-girl you may encounter on the sands," hazarded Lacy, in his own peculiar drawl.

"Nay, nay, I have no fancy for fisher-girls in veritable flesh and blood, if a face in a picture charms me."

The pair had by this time reached the parade, and crossed to the long esplanade above the sea-wall. "All in a hot and copper sky," the blazing sun glared down on a sea like molten glass, the tide was coming in lazily, there was scarcely a breath of wind to stir the white and brown sails that seemed to rise and fall on its broad breast; girls and women with books or work were seated on the shingle, and men with their hands in their hands lolled idly by their sides and made the most of it. But the shrimpy sands and the mussel-covered rocks were under water, and if Norman Willoughby was on the look-out for the original of the picture, the time was ill-chosen. Carriages howled past them, hats were raised to the occupants, there were casual encounters along the esplanade, conversation drifted into gossip, comments, the picture of the bare-legged fisher-girl with the shrimping net over her shoulder might have passed into the limbo of forgetfulness, notwithstanding the depth and power of those dark wonderful eyes.

At the glazed shelter at White Rock their walk was interrupted. There sat the old baronet, Captain Lacy's father, seated with his only unmarried daughter.

"Why, Willoughby, my boy, is that you?" exclaimed Sir Cecil, offering his hand to the other's warm clasp. "Where have you been roving all these years? If the Manor has not missed its master, half the county has. But I say, Cecy, have you no welcome or a hand to give your old friend Norman Willoughby?" cried the baronet, turning his white head towards the mass of cream-colored muslin and lace by his side.

Thus addressed, a pair of pale-blue eyes looked up with a faint smile, a hand encased in a delicate silken glove went forth with just a sufficient show of interest and the remark, "I thought Sir Cecil Willoughby had forgotten me." At once he took the little hand in his, as he exclaimed in surprise,

"Surely this cannot be Miss Cecilia? It seems but the other day since I left England, and you were then in the school-room."

"Four years," corrected she, as if to show well she remembered; and then Sir Cecil struck in with the remark that "it was quite time he came home and settled down; his tenants would be glad to see him back."

Then followed an invitation to dine with the Lacy's in Eversfield Place, and proposals that he should join them in one or two projected drives and yachting excursions. Promises were given, bows and leave-takings were exchanged, and they parted.

The estates of Willoughby Manor and Lacy Honour were contiguous. Speculation began with his departure, and without a second thought the time was exercised with the same problem; three minds were bent on giving the Manor a new mistress now that the squire had come back from his travels, unwedded and untrammelled, as had been his boast to the captain when they had met in Southampton a month before.

"Untrammelled!" Was he so at that moment?

He had been delighted to greet his old friends that morning but when he made his bow and retraced his steps alone, a heavy sigh of relief told of some restraint thrown off.

"So," said he to himself, "Sir Cecil thinks it is time I went home and settled down. Does he propose that I should assist Cecilia in her settlement?"

Heaven, I never felt more restless and unsettled in my life! I was haunted by a pair of intense dark eyes that blotted out her rapid blue doll eyes even whilst she looked into mine."

He was staying at the Queen's Hotel on the Parade; had been there a week or more, but lost in his reverie he passed the door, and in a few minutes might have been seen with his back to the Albert Memorial, his gaze again fixed on the picture that had taken his senses captive.

"Am I bewitched or dreaming? Can this be the hand of Fate?" he asked himself more than once whilst standing there. "I feel as if that face held my destiny, and there was no escape. Strange, after meeting the fairest women in the New World and the Old, that a mere picture of a bare-footed girl should catch such a spell over me. But for the banter of Lacy, I would make the picture

my own, as he suggested. Pshaw! why should I be swayed by the light rallery of such a picture? I am my own master."

He entered the print-seller's shop, made the purchase, and whilst it was being rolled up at his request, to be carried away with him, he remarked to the salesman that he had been greatly struck with the natural pose of the figure, the peculiarly wistful expression of the eyes, and hazarded a supposition that the photograph had been taken from life.

"Oh yes, sir, I have heard that it was taken on this very beach about three or four years ago. But the girl was not very well treated by her family, and she left Hastings to go into service, so I was told, and has not been seen or heard of since."

He had got his picture and his information, and what was he the better? He carried it to his own room, unfolded it, looked at it every evening, every curve was limned on his own brain. He looked at it with a jealous eye when he went out, lest other eyes than his should rest upon it. He knew she had disappeared, yet whenever the tide was turned, he was down on the wet sands tracking the bare-legged shrimpers, as if hoping for the impossible.

He dined with the Lacy's, joined in their excursions and their picnics, and then, always, the picture was so evidently absorbed and pre-occupied that one and all confessed, at the end of the week, they "could make nothing of him."

His very indifference had piqued Miss Cecilia out of her customary languor. She set herself to arouse his slumbering emotions, and bring him as a captive to the pier and the parade; he held her in contemptuous scorn to scorn her coquetry from the July sun upon the beach, he turned over her music in their drawing-room. Yet as the days went by she felt she was scorning her own wings, not his.

Only ten days had flown. Sir Cecil was railing at the excessive heat, and an impending attack of gout, Miss Lacy was admiring herself in a chimney-glass, the Captain indulging in a flirtation with a Miss Bensonby, when a note from the Queen's Hotel came in the midst like a bomb-shell. It ran thus:

"DEAR LACY, I am off to London by express. Business urgent. Make my apologies to Sir Cecil and the ladies. Return uncertain."

Yours hurriedly,
NORMAN WILLOUGHBY.

Here was an unexpected break into plans and schemes.

Sir Cecil grew unbearably testy and irascible. Languid Miss Cecy, whose ravishing toilette was being made away, complained of a headache, and of Squire Willoughby's bad manners.

Nor did Captain Lacy take the proceeding in much better part. Despite their dissimilarity, the two were in sympathy, and Willoughby got on remarkably well with each other. Nay! the very difference served as a cement to their friendship. He had hoped to call Norman "brother," and Cecilia had lost her chance. He was annoyed.

Later in the day he was perplexed. Usually passing the print-seller's, he chanced to miss the picture Willoughby had pointed out. Into the shop he went, and coolly asked if it was sold. He came out with the knowledge that ten days previously it had passed into the hands of a "tall, dark-bearded gentleman, who seemed greatly taken with it, and so forth."

Herbert Lacy was not wanting in penetration, if he did not have the usual, and lounge through a sultry day. In some way he connected that picture with his friend's abrupt departure, but how or why was sheer perplexity.

He was more perplexed when on telling him how Willoughby had been bewitched by this picture of the fisher-girl that he said was like his grandmother, Sir Cecil started, asked him angrily why he had not bought it, and sent him all over Hastings and St. Leonard's search of a duplicate.

Let us follow the purchaser and his perplexities.

The possession of that girlish picture had not served to dispel its fascination. In all his twenty-eight years Norman Willoughby had never known such an intense longing for any woman, nor for a friend as he experienced to meet the poor girl whose speechless image had become the companion of his solitude.

It was in vain that he fought against the glamour of those half-melancholy eyes. In vain that he chafed and fumed at his own absurd enthrallment. In vain that he paced the Parade at midnight, or strode along the pier in the early morning to leave behind the haunting vision. In vain he strove to set Cecilia Lacy, the real in the place of the unknown ideal.

The natural grace of the half-clad shrimper cast millinery and music into the shade.

He was to be met on the pier, on the beach, in the fish market, in the boat yards, at all unseasonable hours. If he had unexpressed expectations they were never realised. No sooner was the last pier thrown open on the last morning of his stay than he passed the turnstile and began to parade the empty pier as usual, with his knitted brows and hands pressed together behind him. He had become a marked man to the pier-keepers.

He had traversed the pier twice or thrice, as often made the circuit of the pavilion at the end, when his eyes vaguely on a photograph's slow-case.

Lightning is not swifter than the change in the whole man.

He stood as if riveted to the spot, his eyes glowing, his nostrils parted. There before him, among the cabinet-portraits, was the counter-part, the presentment of his fisher-girl, but attired in the conventional costume of modern society. Not for an instant did he question the identity of the two portraits, although here were the accessories of art and refinement. The blossom had more than realized the promise of the bud.

Long he gazed. Then on a sudden inspiration he noted the photographer's address. In a few minutes he had left the pier and was crossing the Parade to White Rock Place with hasty strides.

The photographer would have mis- understood him, but, framed upon the wall hung the same face, and he could only say, though with some hesitation:

"I am not at liberty, sir, to furnish the names of addresses of my sitters. I am not the principal, and Mr. Sardon is now at our London establishment. This is our card, sir."

Mr. Willoughby secured the card.

Away went he with his prize, to tell his man Tim packing up with all speed, whilst he dashed off his hasty note and swallowed as hasty a luncheon, all anxiety to catch the express.

"What is to be the end of this?" he asked himself, as he cogitated behind his cigar in a corner of the carriage. "I am not ordinarily hare-brained or erratic, yet here am I, at eight-and-twenty, enamored of a picture, chasing a shadow, madly seeking what may be unattainable or unlovely. No, by heavens, no! not worthy! Every line of that face is pure. But what am I myself driving at? What am I about to do?"

He had answered his own question very decidedly when the train stopped at Charing-cross.

BEASTS IN A FURY.

A Bengal Tiger and a Lioness Have a Savage Fight in a Cage.

(N. Y. Morning Journal.)

The great amphitheatre of the American Institute building, at Sixty-fourth street and Third Avenue, rang with roars, shrieks, snarls and cries of pain. Two of the largest and most ferocious wild animals in the circus of Frank A. Robbins had got into the same compartment of a triple cage and were fighting in real earnest. Excited attendants with long iron bars and scrapers were trying to separate the angry beasts, while snorts and growls and howling from the other cages increased the din to a veritable Bedlam.

Mr. Robbins is to open his circus at the American Institute building, and was moving in his whole stock of wild animals. Mr. Robbins's winter quarters are at Freshtown, N. J., and the animals were packed up in strong pine boxes, much resembling those used in the transportation of dry goods, except for a dozen breathing holes bored at each end. They were transported via the Pennsylvania Railroad, and began to arrive at 3 p.m.

The seats rise in tiers all around the building, and will seat with comfort 5,000 people. The menagerie is ranged between the seats and the walls of the building, and it was on the south side of the building, opposite a gap in the seats, that the fight took place, in full view of Mr. Robbins, Mr. Babcock, his agent; Mrs. Davene, the trapeze performer, and a dozen carpenters who were fitting up things and men.

Fifteen of Mr. Robbins's hired hands were engaged in transferring the great animals from the boxes to the cages. The side door of the triple cage was opened and one workman entered, sitting himself in the compartment on the right. Then twelve strong men, staggering beneath the load, brought in the box containing "Ben," the Bengal tiger. It was placed on a support against the door to the cage, and after a great deal of thumping and pushing the sliding end of the box was raised.

Ben sprang into his cage, snarling and showing his teeth. He was driven into the left-hand compartment by the cage-man and the door was fastened, as it was thought, and the door was closed.

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week and mechanics would not work for less than \$8 per day.

Out of these disorders and wild speculations grew an organization, the like of which was never before seen on this continent. A band of men leagued themselves together under the pretense of preserving order, but really for the purpose of robbery and murdering their fellow citizens. Bogus courts were set up with the power of life and death in their hands; onerous taxes were levied and collected by force, and crimes of robbery and murder were winked at when the authorities could divide the spoils.

Honest labor and legitimate business were grievously burdened and licentiousness and gambling permitted to go scot free. Drugged liquors were sold to soldiers, teamsters and employees every time they were paid off, and then they were drunk into the arms of the police, and there robbed of their hard-earned money. If they sought redress at the hands of the civil authorities, so called, they were fined and

locked up.

As prisoners and kept there until their fines were paid. Theatres, hurly-burly dances, horse races, open night, and real as well as mock tragedies were hourly enacted. The Indians of the plains, hearing of the fame and wonders of the white man's civilization at Julesburg, came by hundreds to look upon them and their surplus well be imagined when they found there a people more savage than themselves.

They looked with wonder at the rows of buildings and streets, where only a few months before patriots in the wilderness had been. When they had got to Julesburg in the spring not a living white man except old Jules Benard was on that sandy plain of the desert, and when they returned the next fall they saw a city teeming with human beings.

Thousands of government wagons filed through the streets, going westward with supplies for the frontier posts; long lines of railroad teams loaded with implements and material marched and counter-marched; emigrants, gold seekers and merchants jostled each other, and all day and night long bull-whackers shouted to the drivers to tailing cattle, and patient oxen, or exploded their long whips with a noise so much like the crack of a revolver that strangers stopped and turned around to see who had been shot, or took refuge in alarm in the

NEAREST OPEN DOORWAY.

The glory of Julesburg soon departed. The city fell into decay, the splendid city of the plains, and its decay was almost as rapid as its building. When the railroad was built beyond to Cheyenne the thousands of adventurers and adventurers followed the track and went to Cheyenne and St. Louis. As the buildings were pulled down the sandy plain again appeared, and soon it was almost as silent and deserted as if it had never been the abode of 4,000 human beings.

When I visited Julesburg last with Sam and Stutter, I found only a few old buildings remained. They had seen Julesburg in its palmiest days of sin and excitement, and knew every foot of it. We rode through its deserted streets and saw hundreds of old chimneys and ruined abode walls. The chimney ran barking to his hole, and an owl, frightened at our approach, flew from his perch in the old bank as though we were the first visitors he had ever seen in the place. Here a great real estate agent, who had lived and held high carnival every night; yonder Jack Slade and his bandits met at night to plot their deeds of blood and robbery; beyond the wall was the once gilded den of infamy where 4,000 men had lived and died in a single night, and over there stood the house where eight men at one time had been killed in a bloody row. So it went on for hours until, tired, we turned away from the place that had witnessed such horrible deeds, and we were glad to find rest and morality over came, they must at once have clasped hands and departed forever from the "dead city of the plains."—Omaha Bee.

DONT

let that cold of yours run on. You think it is a light thing. But it may run into catarrh. Or into pneumonia. Or consumption.

Catarrh is disgusting. Pneumonia is dangerous. Consumption is death itself. The breathing apparatus must be kept healthy and clear of all obstructions and offensive matter. Otherwise there is trouble ahead.

All the diseases of these parts, head, nose, throat, bronchitis and lungs, can be delightfully and entirely cured by the use of Boschee's German Sprung. You don't know already thousands and thousands of people can be cured by it, it is themselves. Bottle only 75 cents. Ask any druggist.

SENDING MESSAGES BY AN INSECT.

A Cockroach Prevents the Escape of Prisoners from a Louisiana Jail.

A common cockroach was trained to act as a letter carrier between William Rodifer and "Starlight Jack" Ryan, convicts in the Southern Indiana Penitentiary. It is probably the first instance on record, too, where there was any use found for this little creature. Rodifer occupied a cell in the tier just above the one where Jack was confined, and for a long time they had no means of communicating with each other. Rodifer was a daring fellow, but he had not sufficient imagination to get up a plan of escape and was caught. Then they fed and trained the cockroach to carry a message to his friend "Starlight Jack" to suggest an idea. One evening Rodifer noticed an innocently looking cockroach running about on the floor. After watching its gambolings for a time he concluded he could utilize it for his purpose. He fastened a short note to his friend's tier tied to the cockroach's wing, and, kneeling down on the floor, he put it out on the wall under the iron balcony in front of his cell. He calculated that it would run into the cell underneath, and that Jack would find the paper, caught the insect and read the note. Then he answered it, and, poking the little creature out on the wall from the ceiling over the door, he released it.

The roach went into Rodifer's cell and was caught. Then they fed and trained the cockroach to carry a message to his friend "Starlight Jack" to suggest an idea. One evening Rodifer noticed an innocently looking cockroach running about on the floor. After watching its gambolings for a time he concluded he could utilize it for his purpose. He fastened a short note to his friend's tier tied to the cockroach's wing, and, kneeling down on the floor, he put it out on the wall under the iron balcony in front of his cell. He calculated that it would run into the cell underneath, and that Jack would find the paper, caught the insect and read the note. Then he answered it, and, poking the little creature out on the wall from the ceiling over the door, he released it.

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THE UNIVERSITY OF CHICAGO

