

MONTREAL GAZETTE

AND DAILY COMMERCIAL GAZETTE

VOL. LXXVI.—190.

MONTREAL, FRIDAY, AUGUST 8, 1884.

PRICE, ONE CENT.

GIBB & CO.
Having received a full assortment
OF THE
LATEST NOVELTIES
IN
Tailoring and Haberdashery,
Also
Patterns Sent from Poole,
INVITE INSPECTION.
April 3

**THE INTERNATIONAL RAILWAY AND
STEAM NAVIGATION
GUIDE**
Published Monthly, containing the
TIME-TABLES AND MAPS of all
CANADIAN and the principal
AMERICAN RAILWAYS and
STEAM NAVIGATION
LINES.
For sale by News Dealers and Booksellers
and by News Agents on Trains
and Steamers.
PRICE, . . . 20 CENTS.
Annual Subscription, \$2.00 payable in
Advance.
C. R. CHISHOLM & CO.,
496 St. James Street,
Publishers and Proprietors.

NEW MUSIC!
THE LYRA POLKA—Played with im-
mense success at the CARNIVAL
BALL.
CANZONET, "Fannie's Curly."—Words
and Music charming.
TO GOD, OUR NEVER FAILING
STRENGTH—Anthem for four voices
Full.
TWELVE HYMNS, with original tunes.
For sale by
HENRY PRINCE,
228 St. James St.
February 18

Molasses! Oils! Fish!
Puns. Choice BARBADOS MOLASSES.
Puns. Choice DEMARARA MOLASSES.
Puns. Choice TRINIDAD MOLASSES.
Jamaica COFFEE, GINGER and PI-
MINTO.
Bbls. Pure Newfoundland COD OIL.
Bbls. Pure Newfoundland COD LIVER
OIL. (Very superior quality.)
Bbls. Steam Refined SEAL OIL.
Bbls. Straw SEAL OIL.
Bbls. No. 1 Large CAPE BRETON HER-
RING.
Half-Bbls. No. 1 Large CAPE BRETON
HERRING.
Cakes and Bbls. No. 1 GREEN CODFISH
Cakes Canned LOBSTERS and MACK-
EREL.
Our Oils are imported by ourselves, and
warranted pure.

J. & R. McLEA.
N.B.—We are now booking Orders for
the well-known Caledonia Mine Coal. This
Coal is clean well screened and suitable
for Steam or House use.
April 10

J. E. A. DUBORD,
FASHIONABLE TAILOR,
19—St. Lawrence Main Street—19
(Late No. 22 on SAME STREET.)
LATEST PATTERNS
IN
French, English
and Scotch Tweeds.
May 14

DON'T RUIN YOUR EYES by using
cheap spectacles, purchase a pair of
"Henry Grant & Son's Celebrated Perfected
Spectacles."
which improve and preserve the eyesight.
Now selling cheap. Established 22 years.
HENRY GRANT & SON,
26 Beaver Hall Terrace.
May 30

ROOFING!
Roof Cement Roofs, many of which have
stood 25 and 30 years' test. Genuine old
fashioned kind Gravel Roofing; also
Slate, Metal, in all their different branches.
Materials and workmanship first class.
GEORGE W. REED,
Slate, Metal, and Gravel Roofs,
783 and 785 CRAIG STREET.
Montreal
May 22

PATENTS
Properly secured in CANADA, UNITED
STATES, EUROPEAN and FOREIGN
COUNTRIES with promptitude, TRADE
MARKS and DESIGNS registered. AG-
REEMENTS and ASSIGNMENTS drawn.
All matters relating to PATENTS trans-
acted with Accuracy, Promptitude, and
upon Reasonable Terms.
J. A. KENNIE, Solicitor and Expert,
242 St. James Street, Montreal.
Correspondence Invited.
January 30

MOLINO DEL REY
A Delicate, Dry, Non-Alcoholic
Sherry.
Direct from the Duke of Wellington's
Estate, at Glora. **SOLE AGENT,**
FRED. KINGSTON,
25 HOSPITAL STREET, Montreal.
November 25

ROBERT SNARR,
BUILDER & CONTRACTOR,
Office and Stone Yard,
97 Colborne Street, Montreal.
Agent for the MIDDLESEX QUARRY
CO.'S BROWN STONE. For sample,
see the Standard Life Assurance Com-
pany's new building, St. James street.
April 18

**GRAND
DOMINION EXHIBITION,**
1884—MONTREAL—1884
SEPTEMBER 5th to 13th.
\$25,000 in Premiums.
AGRICULTURAL AND INDUSTRIAL.
Ample grounds and magnificent build-
ings for the display of Live Stock, Manu-
factured Articles, Agricultural Implements
and Machinery in motion.
Grand International Bench Show of
Dogs.
The Exhibition will be in full operation
from Friday, September 5th, to Saturday,
the 13th, 1884, and will be open till 10
p.m. each day.
Reduced rates are offered by all the
principal Railway and Steamboat Compa-
nies.
For all information apply to the under-
signed.
S. C. STEVENSON, } Joint
GEO. LECLERE, } Secretaries.
July 17
76 St. Gabriel Street.
103 171

RAILWAY SUPPLIES.
ANTHONY FORCE,
IMPORTER OF
Steel Rails, Iron and Steel Bridges, Lo-
comotive Castings and Forgings, Crac-
ible Cast Steel Tyres, Railway
Equipment and Engineers' Supplies
of all descriptions, Pig Iron, Bar and
Sheet Iron and Steel, Wrought and
Cast Iron Pipes, Boiler Tubes, Tin
Plates, Cast Steel Balls for Churches
&c., Lubricating and other Oils.
REPRESENTING IN CANADA
Vickers, Sons & Co. (Limited), Steel
Manufacturers, Sheffield, Eng.
P. & W. MacLellan, Clitheroe Iron Works,
Glasgow.
George MacLellan & Co. India Rubber
Works, Glasgow.
Manhattan Oil Company, New York.
James Watson & Co. Iron Merchants,
Glasgow, Middlesex, Swansea and
Liverpool.
John Russell & Co. (Limited), Alma Tube
Works, Walsall.

Office: 76 ST. PETER STREET.
Warehouse: 225 Wellington Street,
MONTREAL.
March 5

Steel Rails
AND
FISH PLATES
A Quantity in Store ready for Delivery.
LOCOMOTIVES,
To Lease or Sell.
FROGS, Crossings, and Switches
SEMAPHORES,
And Steel Wire Rope
TRACK BOLTS
With Atwood Patent Lock Nuts
TRACKLAYERS' TOOLS, &c., &c.
Apply or address
JOHN TAYLOR & BROTHER
16 ST. JOHN STREET,
Merchants and Contractors in Railway
Equipment and Engineering
Supplies.
December 11

**THE LIVERPOOL & LONDON & GLOBE
INSURANCE CO.**
Canada Board of Directors:
The Honorable H. Y. STARNES, Chairman
THOS. CRAMP, Esq., Deputy Chairman
THEODORE HART, Esq.
ANGUS C. HOOPER, Esq.
EDMOND J. BARBEAU, Esq.
Capital, \$10,000,000
Amount Invested in Canada, 900,000
Assets, 332,000,000.
Mercantile Risks accepted at the lowest
current rates.
Churches, Dwelling Houses and Farm
Properties, insured at reduced rates.
G. C. SMITH,
Chief Agent for the Dominion.
Sub Agents:
CYRILLE LAURIN, FRED. C. HENSHAW,
16 Place d'Armes. 24 Hospital St.
Having been appointed Sub-Agent for
the above Company for the City of Mon-
treal, I take the liberty of asking my friends
to favor me with a share of their Insurance
Risks.
F. C. HENSHAW,
24 Hospital St.
TELEPHONE COMMUNICATION.
April 10

THE MONTREAL FLOATING BATH
IS NOW OPEN DAILY
From 5 a.m. to 9 p.m.
DURING THE SEASON.
For Tickets and rates of Admission, see
Hand Bills, and on board the Bath.
M. KILGALLIN.
Montreal, May 24th, 1884. 125

CASTOR FLUID (Registered)
A delightfully refreshing preparation for
the hair. Should be used daily. Keeps the scalp
healthy, prevents dandruff, promotes the
growth. A perfect hair dressing for the
family. 25¢ per bottle. **HENRY K. GRAY,**
Chemist, 144 St. Lawrence Main Street.
April 10

**WARREN
SCALES.**
Our Scales as seen from Victoria
Square. Headquarters
for Scales. We make the
best. We sell cheaper than
any other first-class makers. We
do not compete with second
class goods.
H. B. WARREN & CO.,
763 Craig St.
June 13

TELEGRAPHIC.

CANADIAN DESPATCHES.

Personal—Satisfactory Crop Prospects— The Scott Act in Halton.

OTTAWA, August 7.—Hon. A. W. Mc-
Lellan has returned to the city from a
trip to the Lower Provinces.
Hon. Mr. Sullivan, Prince Edward Is-
land's Premier, is in the city.

It is believed the Government has de-
cided to grant the prayer of the petition
that a repeal vote be taken on the Scott
Act in Halton county. Voting will be
on or about September 15th.

Members of Parliament are already ar-
ranging for hotel accommodation for next
session.

Reports from the surrounding country
show that there is every indication of
large crops this year. Wheat looks par-
ticularly well. Owing to the prolonged
dry weather at the latter end of June and
beginning of July, oats will hardly be as
plentiful this year. The potato crop
promises an abundant yield.

The Day's Budget in Quebec.

Special to THE HERALD.

QUEBEC, August 7.—A quantity of
gold from Gilbert River was brought into
town and sold to the banks yesterday.
Prospectors report the yield of the pre-
cious metal not so good as last year.

A new kind of fire extinguisher is to
be publicly tested on the Esplanade to-
morrow.

Plans for the new Town Hall for
Levis have been approved and tenders
are to be called for at once.

Judge Caron has given orders for the
prohibition not to lose sight of the
record in the Levis contested election
case. It seems there is some fear of it
disappearing.

An action is to be entered on Saturday
against a City Councillor for sitting
without being possessed of the necessary
qualifications.

A quantity of human remains were
found yesterday by men digging the
foundations of a house at Point Levis,
near the ferry landing. It is supposed
the bones are those of Micmac Indians
who used to bury their dead along the
south shore up to within the last thirty
years.

Major-General Middleton has created a
very favorable impression here through-
out yesterday.

Alphonse Menard, the boot manu-
facturer, charged with forgery, has been
committed to stand his trial at the Court
of Queen's Bench.

Mr. Charlebois, contractor for the Par-
liament House, has torn down the fur-
nishings and interior of the temporary
House, and will remove at once the tem-
porary roof to build upon the walls on
the north side of the main entrance.

The building is ready to receive a
permanent roof. It is probable, there-
fore, that the next session of the Legis-
lature will be held in the permanent
Assembly chamber, on the second flat of
the building.

The Humber Relief Committee—Toronto Trade Returns.

TORONTO, August 7.—The Humber
disaster committee met this morning and
adopted a report to be submitted to the
citizens. From the report it appears the
total subscriptions were \$14,888, of which
up to date \$3,187 have been paid out.

The Grand Trunk paid the burial ex-
penses amounting to \$1,479. There are
now only nine families receiving relief,
the injured and the others having fully
recovered and gone back to work.

The total amount of claims recommended by
the committee to be paid was \$34,390, the
amount paid by the Grand Trunk. The
total amount paid by the committee was
\$78,480. In the case of that of widow
McDonald, who lost two sons, the com-
pany gave \$1,000 more than was recom-
mended.

The Toronto Board of Trade's returns
for July show that the total value of the
imports for the month was \$16,631, of
which \$3,456 duty was paid. The total
value of exports was \$143,479.

North-West Crops.

(Toronto Mail.)

WINNIPEG, August 6.—Advice from
various western points report exceedingly
favorable crop prospects throughout the
Province and territories. In Manitoba
the abundant rain has caused a remark-
able growth of straw, but the grain is
now rapidly maturing, the weather being
very warm. Harvesting commenced this
week on the Bell farm, at Indian Head,
where 9,000 acres are under crop.

What is above the average, and will be
the largest yield known in the country.
The Canadian Pacific Railway ex-
perimental farms, extending at intervals
along three hundred and fifty miles
of the railway west of Moose Jaw,
promise an abundant yield, proving that
a large tract which hitherto was consid-
ered sterile is fertile and suited for settle-
ment. Seeding commenced on these
farms the end of March. Barley, peas,
and oats have been out this week at
Stair, Dunmore, and Ferris Station.

Wheat is fast ripening, and indicates a
large crop. Indian corn in the ear, root
crops, and garden stuff are equally
advanced, attesting the fertility of that
region. The farms have proved an entire
success.

The North-West will export over five million bushels wheat this season.

LATEST BY CABLE.

IMPERIAL PARLIAMENT.

The Franco-Chinese Troubles.

LONDON, August 7.—In the House of
Commons to-day Lord Fitzmaurice said
he believed that negotiations between
France and China were still proceeding.

The Egyptian Crisis.

Mr. Gladstone stated the Government
had no intention of giving any counsel
to the Egyptian Government, or of
adopting any financial scheme till Earl
Northbrook had made his report. If,
meanwhile, the necessity for giving
counsel or taking action arose, the Gov-
ernment would observe the privileges of
Parliament.

A Treaty with Mexico.

In the House of Lords Earl Granville
stated that negotiations with Mexico for

a new treaty of commerce would shortly
be resumed.

The Debate on Egyptian Affairs.

In the House of Commons the debate
criticising the Government's action in the
Egyptian conference will be concluded
on Monday. Many members, hearing
that no division on the question would
be taken, have left London. Thursday
has been fixed as the date of prorogation
of Parliament.

THE CHOLERA.

Public Works for the Unemployed.

MARSEILLES, August 9.—The munici-
pal authorities have decided to commence
the construction of important public
works. They will give occupation to
the unemployed workmen. There have
been 11 deaths from cholera in the past
24 hours.

Spread of the English Cholera.

LONDON, August 7.—English cholera is
spreading in Clayton LeMoor and Rich-
ton Hamlets, near Blackburn.

The Day's Deaths.

TOULON, August 7.—There were four
deaths from cholera last night. There has
been a slight increase in the number of
cases.

MARSEILLES, August 7.—Cholera is
ravaging the Department of Herault.
Seven persons died during the past 24
hours and 18 cases are now under treat-
ment.

EGYPT.

German Feeling Against England.

BERLIN, August 7.—Prince Bismarck
has instructed the German Ambassador to
England to ask Earl Granville what
measures England intends to take for the
payment of the Alexandria indemnities;
also, to urge early and energetic action
to punish outrages inflicted by English
fishermen in the North Sea on German
fishing ships. The German press con-
tinues to attack the English policy in the
Egyptian Conference, and favors over-
tures to the European powers for a joint
representation with England on the pay-
ment of the indemnity.

Col. Kitchener's Mission.

DONALD, August 7.—Col. Kitchener
has gone to Debbeh and Suakin. He tele-
graphs for four mortars to dislodge the
enemy near Debbeh.

Waddington's Action Approved.

LONDON, August 7.—Mr. Waddington
says that no difference exists between him-
self and Mr. Ferry or his colleagues, and
that the Cabinet approves of his action in
the Conference.

A Fashionable Engagement.

NAPLES, August 7.—Miss Eva McKay,
daughter of the California millionaire,
has been betrothed to M. Colonna, the
representative of the well known family
Colonna.

THE IRISH SCANDALS.

Suppression of the Evidence Wanted.

DUBLIN, July 7.—The Grand Jury, in
presenting the indictment against Corn-
wall and his companions, urged the judge
to prohibit the publication of the evi-
dence. The judge said he would do what
he legally could, and commented the re-
quest to the discretion and forbearance of
the press.

United Ireland's Opinion.

DUBLIN, July 7.—United Ireland, com-
menting on the verdicts gained by Crown
Solicitor Bolton, against the proprietors
of United Ireland, says The end is not yet.
Lord Spencer and Mr. Trevelyan would
have shared in the triumph of Cornwall
and Bolton if they had triumphed. They
must share also in their dismissal or find
a deadlier weapon to silence United
Ireland.

FRANCE AND CHINA.

The Prospects For Peace.

LONDON, August 7.—A Foo Chow
correspondent on high authority asserts
that peace is certain. The American
Minister is to arbitrate. A settlement
will probably be reached which will be
acceptable to both parties, but it is
believed settlement will be temporary
only on the French side. The Chinese
know that the French are anxious to act
elsewhere.

Critical State of Canton.

CANTON, August 7.—The Viceroy is
superintending the laying of torpedoes
and the preparations of a barrier to
obstruct the river. He also ordered
13 tons of dynamite. Insults to foreigners
have been forbidden. The town is quiet,
although a strong war feeling prevails.
A steamer is held in readiness to remove
foreigners, if necessary.

A Report Denied.

LONDON, August 7.—The Pall Mall
Gazette says Admiral Courbet has not
occupied the harbor or miners at Kelung.
The French war vessels in port will make
no hostile movement at Kelung nor else-
where in China.

FRANCE AND CANADA.

Paris, August 7.—President Grevy has
conferred upon Hon. Hector Fabre the
Commissary-General of Canada, the de-
coration of the Legion of Honor. The
Figaro, referring thereto, says, "It is a
proof of the interest with which France
regards Canada and shows a lively desire
to cement the relations which are becom-
ing closer between the two countries."

LATEST COMMERCIAL NOTES.

Heavy Failures in England.

LONDON, August 7.—Owenier & Co.,
dealers in quinine and Peruvian bark,
have failed.

LIVERPOOL, August 7.—W. B. Dumbell

& Co., and C. H. Probst & Co., sugar
dealers, have failed. Total liabilities
£17,000. Probst has fled to America.

MADAGASCAR MATTERS.

Warlike Attitude of the Hovas.

LONDON, August 7.—A letter from An-
tanarivo says the Hovas are showing great
spirit and are determined to resist the
French. The Queen has proclaimed that
the negotiations are ended, and has or-
dered her subjects to prepare for war.

Russian Liberty of the Press.

St. Petersburg, August 7.—The
Weekend, a Hebrew journal, has received
warning from the authorities for violating
the press laws.

The Revision of the French Constitution.

VERSAILLES, August 7.—The congress
of the two Houses to-day discussed the
committee's report on the bill for the
revision of the constitution. Marichal
urged that a parliamentary system is only
possible under a monarchy. The Radicals
demanded the abolition of the Senate. M.
Andrieux declared that congress was
omnipotent, and that the Government
had no right to submit a limited revision
bill.

The Peace Conference at Bern.

BERNE, August 7.—The Peace Con-
ference to-day approved of general disar-
mament and the establishment of an
international tribunal of arbitration. The
conference expressed hopes that the
projected congress of Latin States of
America would soon meet and arrange a
system of arbitration.

Miss Jessie Vokes Dead.

LONDON, August 7.—Miss Jessie Vokes,
the well-known actress, is dead. She was
a member of the versatile Vokes family
and a thorough favorite with British
playgoers.

A Missing Englishman.

LONDON, August 7.—Nothing has been
heard about Sheldon, an Englishman,
said to have been captured and held for
ransom in Kansas. The English Govern-
ment is satisfied the American authori-
ties did all they could to find him. It is
feared he has been killed by his captors.

The Belgian Political Troubles.

BRUSSELS, August 7.—Owing to fears
that a further demonstration would be
made to-day against the deputies, troops
were stationed near the Chamber. The
communal administration protested
against the employment of the troops,
and as it undertook to preserve order, the
protest was heeded and the soldiers with-
drawn. Access to the streets leading to
the Chamber is now blocked by police.

Firemen played with hose on a shout-
ing mob which gathered outside of the
Chamber to-day. Several arrests were
made. Gendarmes escorted the members
from the Chamber. The mob was finally
dispersed. The Journal du Brussels ap-
peals to all Catholics to join in a counter-
demonstration on Sunday against the
Liberals. Disorders are feared.

The Nile Rising Slowly.

CAIRO, August 7.—The Nile is rising
so slowly that much anxiety is felt for the
crops.

Proposed New Cardinals.

ROME, August 7.—The Capuchin
Father Massaga, the Archbishop of
Vienna and Seville, and the Archbishops
prelates will be created cardinals at the con-
sistory in September.

An Anarchist's Doom.

VIENNA, August 7.—The Anarchist,
Stellmacher, will be hanged to-morrow.
When asked to sign the usual protocol
Stellmacher stamped his foot and re-
fused.

Earthquakes in Italy.

ROME, August 7.—Four earthquake
shocks were felt this morning a few miles
southeast of Rome.

Parting of the Two Kaisers.

ISCHT, August 7.—The Emperor Francis
Joseph gave an audience to-day to Herr
Tisza, Prime Minister for Hungary, and
then visited the Emperor William for
half an hour. Later William gave an
audience to Tisza, then all dined together.
The Emperors drove to the station to-
gether, and William left at four. They
embraced and kissed each other repeatedly
before parting. They were received
everywhere with ovations.

Blasphemy Storms in Europe.

VIENNA, August 7.—A violent hail
storm occurred in Linz Grein and Kirch-
dorn. Many persons were injured and
a large number of buildings were swept
away.

SERAPOTOL, August 7.—A hurricane

and rain storm occurred here to-day.
Two persons were killed and an immense
amount of damage done.

MISCELLANEOUS DESPATCHES.

UNITED STATES POLITICS.

Great Reception of Blaine at Old Orchard.

OLD ORCHARD, Me., August 7.—Mr.
Blaine and party arrived this morning.
The streets were filled by an immense
crowd, which gave Mr. Blaine a great
ovation. On his arrival at the hotel Mr.
Blaine had a conference with Professor
Downing, of Utica. It is estimated that
25,000 people including 5,000 old soldiers,
are here to attend the encampment of the
Grand Army of the Republic. Most of
the visitors attended Mr. Blaine's public
reception at Old Orchard House this fore-
noon.

Down on the Mother Hubbards.

HILLSBORO, Ill., August 7.—The
authorities in several towns in this section
have issued an order that any woman ap-
pearing on the streets wearing a Mother
Hubbard dress shall be arrested. They
claim that the costume is improper and
tends to indecent exposure of the person.

Results of a Cold Summer.

ROCKAWAY BEACH, August 7.—The
season thus far has been disastrous for the
hotels and other summer resorts. Several
of the proprietors are financially wrecked
and some have been dispossessed for non-
payment of rent.

The Devonian Pauper Immigrants.

NEW YORK, August 7.—The agents of
the Anchor line steamer Devonian gave
bond this morning, providing that the
pauper immigrant Rosenstein shall be re-
turned as soon as found or that he shall
not become a public charge. It was
learned this afternoon that Rosenstein is
staying with a brother in Baltimore and
is not likely to become a pauper.

The Accident to the Amsterdam.

NEW YORK, August 7.—The agent of
the Netherlands Steamship Company says
the steamer Amsterdam cost between
£50,000 and £60,000. Her cargo is
chiefly telegraph wire, and nearly all was
thrown overboard. The steamer will not
be a total wreck.

ON THIRTY DAYS TRIAL.

THE VOLTAIR BELTS Co., Marshall, Mich.
will send Dr. Bly's Celebrated Electro-
Voltaic Belts and Electric Appliances on
trial for thirty days to men (young or old)
who are afflicted with nervous debility,
lost vitality and kindred troubles, guaran-
teeing speedy and complete restoration of
health and manly vigor. Address as above.
N.B.—No risk is incurred as thirty days'
trial is allowed.

NORTH-WEST NOTES.

Matters and Things Around Calgary.

**Increase of the Mounted Police—Latest
from the Columbia—Good News
from the Mining District—Coal at
Blackfoot Crossing—Interesting
Stock Notes—Large Additions to the
Ranches—Work on the C.P.R.**
(From the Calgary Herald, July 30.)

A large steam saw mill is being erected
by McDonald & McKenzie at the east end
of Kicking Horse Lake.

Colonel Herchmer returned from Regina
on Sunday, whither he went to secure
more men for the mountain division of the
force. His mission was successful, he
having obtained about thirty men, who will
be forwarded to Captain Steele's command
in a short time.

The English church at Calgary will be
opened on Sunday next. It was intended
that the Rev. Archdeacon Pinkham, of
Winnipeg, should preach the opening ser-
mon, but he is unable to be present. The
Bishop of Saskatchewan is expected in a
short time.

RAILWAY TRAFFIC OF ENGLAND AND THE UNITED STATES IN 1883.

Below will be found some interesting statistics showing the traffic of the railways in the United Kingdom and the United States for 1883. And first we copy an article from the *Railway News* of London giving a comparison of the British traffic for 1883 with that of 1882. Says our English contemporary:—

The Board of Trade returns for the year 1883 shows that trade depression and stagnation of business have not materially interfered with the progress of the railways of the country. Their total receipts for 1883 were £71,060,000, as against £69,377,000 and £66,557,000 in 1882 and 1881 respectively. There is thus an increase over 1881 of £4,503,000. The receipts of 1883 exceeded those of 1882 by £1,683,000, while 1882 was more by £2,820,000 than the receipts of 1881. The gross income of the railways is thus, it will be seen, steadily growing up to the dimensions of the national revenue, which last year was 88 millions. The net profits or revenue of the railways last year was £33,693,000. The receipts of the railway companies were charged with £739,000 for Government duty, £1,660,000 for rates and taxes, about £250,000 for income tax, while an amount which has been estimated at over a million sterling is derived by the Government from the stamps in connection with the purchase and transfer of the railway stocks. Directly and indirectly the railway companies contribute more than 6 per cent. of the amount derived from all sources of taxation.

The railway companies last year carried 653 millions of passengers—a number more than twenty times the population of the United Kingdom. They received as payment for this work £29,595,000, being an average sum per head of about 10s. In addition to this the companies carried 258 millions of tons of goods and minerals, for which they received £38,700,000, or equal to about 3s. per ton moved. The companies' trains ran, in performance of this huge amount of work, 269 millions of train miles, or about one-half of the length of the earth's orbit round the sun.

For every £100 received by the companies, for the conveyance of passengers and goods, a sum of £53 was paid last year for the working expenses, as compared with £52 in 1882 and 1881. The resultant net profits were only 4.29—about 4½ per cent. on 75½ millions of paid-up capital. This is not a very large return for the amount of work done, and a consideration of the fact might induce some feeling of moderation in the charges which are so frequently made against the railway interest, as the great monopolist of the age.

The following is a summary of the principal items which are included in the Board of Trade returns respecting the railways of the United Kingdom:—

	1882.	1883.
Mileage.....	18,881	18,437
CAPITAL—(A) Railway.....	2,877,711,000	2,877,711,000
PAID UP.....	784,921,312	707,899,570
Per mile.....	42,017	38,415
Ordinary.....	203,477,106	203,477,106
Preferential.....	200,888,198	200,888,198
Loans.....	15,749,720	15,749,720
Debt.....	180,999,680	172,235,111
Receipts—Passengers.....	29,595,000	29,595,000
Per cent. of total.....	41.35	41.35
Goods.....	38,700,000	38,700,000
Per cent. of total.....	54.41	54.41
TOTAL RECEIPTS.....	68,295,000	68,295,000
Per mile.....	3,621	3,621
Per train mile.....	5.56	5.56
MISCELLANEOUS RECEIPTS.....	2,825,218	2,825,218
Per cent. of total.....	4.14	4.14
TOTAL RECEIPTS.....	71,120,218	71,120,218
EXPENDITURE.....	71,120,218	71,120,218
Per cent. of total.....	100	100
NET RECEIPTS.....	0	0
Per cent. of total.....	0	0
No. of passengers carried.....	653,718,137	653,718,137

It will be noticed that the receipts both for passengers and goods increased in 1883 as compared with 1882. We may add that the total receipts of 1883 show an increase over 1881 of over £4,500,000, or in round numbers \$22,000,000. The increase of net receipts in 1883 over 1881 was £1,700,000, or say \$8,500,000.

A comparison of the cost, receipts and operating expenses of the systems of the United Kingdom and United States will not fail to interest railway men everywhere. This we find in the *New York Stockholder* from which we quote:—

The method of accounting and general practice of operating adopted by American and English railways is different in many respects, yet they are so nearly parallel that a comparison of results is interesting and instructive. In the following table are found the main items of capital, earnings, expenses and general results of the railway system of the United States and of the United Kingdom for the year 1883, as follows:—

	United Kingdom.	United States.
Total Mileage.....	120,552	15,881
Stocks and bonds.....	\$7,103,100,000	\$3,814,19,576
do per mile.....	58,910	24,045
Passenger earnings.....	29,595,256	143,412,142
Per cent. of total.....	41.35	41.35
Freight earnings.....	38,700,000	188,105,410
Per cent. of total.....	54.41	54.41
MISCELLANEOUS RECEIPTS.....	2,825,218	2,825,218
Per cent. of total.....	4.14	4.14
TOTAL RECEIPTS.....	71,120,218	334,342,770
EXPENDITURE.....	71,120,218	71,120,218
Per cent. of total.....	100	100
NET RECEIPTS.....	0	0
Per cent. of total.....	0	0
No. of passengers carried.....	653,718,137	653,718,137
do per mile.....	5,494	41,121
Tons of freight carried.....	38,700,000	258,000,000
do per mile.....	322	16,300
Operating expenses.....	\$38,801,400	\$181,411,221
do per cent. of total.....	54.41	54.41
Net receipts.....	\$33,693,818	\$183,791,429
Per cent. of total.....	47.55	47.55

The total road operated in the United States last year included only 110,414 miles, and the calculations of mileage rest on the basis of this total length of line. Notwithstanding the amount of work popularly supposed to have entered into the stock of American roads, the total capital per mile is considerably less than one-third of that of the English roads. But the roads of the United Kingdom are more substantially laid as a whole than even the best roads of this country, and their equipment to accommodate so large a traffic per mile is much more extensive. In the cost of English roads, right of way and terminal grounds are a heavy item of expenditure, while here these items have been comparatively light. Passenger traffic upon the English roads is heavier than in those of the United States, and tonnage per mile of road operated is nearly four times as great as that upon ours. This result follows from the dense population of Great Britain, and the sparsity of people found in a large portion of territory through which our roads extend; but the net result shows that capital employed in American roads brings a better return than invested in the railways of Great Britain.

For obvious reasons, the tonnage and passenger traffic of American roads show a larger annual increase than those in England, and this increase in traffic involves a continual expenditure of large

sums for betterments, equipment and additional facilities. As traffic increases, a better roadbed, more rolling stock and additional terminal facilities are demanded, resulting in continual outlays that increase capital accounts in advance of the growth of earnings. It is quite possible that for these purposes that the total cost of American roads in the next ten years will be increased at least 20 per cent. to meet the growing demands of traffic, even should not be a single line of new road laid. As a whole, our railways are light structures compared with those of England, yet they are sufficient for the use required of them. Their cost increases with the growth of traffic, and when our railways shall have arrived at the maximum of capacity and capitalization the amount of water that may have been incorporated in their stocks will be found after all to be only a moderate proportion to the total sum.

Poor's *Railroad Manual* for 1884, which has just been issued, contains a review of the present condition of the roads of the United States. The following extract gives a large amount of information in small compass:—

Since 1880, a period of three years, there have been opened in the United States 28,405 miles of railroad, and 6,091 miles were opened the past year up to the close of the fiscal year of several companies. The increase of share capital and indebtedness of all the companies for the three years ended December 31, 1883, was \$2,093,438,054, the cost of the new mileage as represented by share capital and debt being about \$70,000 per mile. The increase in the three years of the funded debts of all the companies was \$924,165,440; of their floating debts, \$109,880,400; of the two, \$1,034,045,840. It is not probable that the cost of the new mileage constructed in the three years equalled by at least the sum of \$200,000,000. The cost of the mileage constructed certainly did not exceed \$30,000 to the mile. The whole increase of the share capital, \$909,387,208, and a portion of the funded debt were in excess of cost of construction.

Stocks and bonds listed at the New York Stock Exchange in 1883. The amount of stocks and bonds listed was equivalent to about \$80,000 per mile of new road built during the year. A considerable amount, however, of the securities listed was on account of old works.

It is safe to assume that the new mileage constructed in the past three years cost about \$20,000 to the mile, and that when our people build, say, 10,000 miles of line in one year they expend upon them \$200,000,000. In addition, a very large amount of fresh capital is yearly expended on old lines, so that we have for many years past been expending upon railroads considerably over \$1,000,000 for every working day in the year.

If it be assumed that the cost in money of all the roads in operation in the United States in 1883 did not exceed, as it certainly did not, the amount of their funded and floating debts, \$3,787,410,728, the actual investment was no more than \$336,911,884, a sum equaling about 9 per cent. of their cost. If the fictitious capital could be eliminated from their accounts their success as investments would have no parallel.

It will be noticed that Mr. Poor and the *New York Stockholder* do not agree in regard to "the amount of water" in railway stocks. Water or no water, the railway system of the United States is on a mammoth scale, and with 6,000 to 10,000 miles of new road added every year, where is it to end?

"LOGAN OF ILLINOIS."

The *New York Tribune*, which now champions Senator Logan and especially his use of the English tongue, is being reminded of the fact that some years ago it described one of Mr. Logan's Congressional perambulations in the inimitable style here set forth:—

Pranced therein upon the arena of the great debate, like a tripping circus, or a spavined nightmare upon the track of a beautiful dream—Logan of Illinois. There was a vision of moustaches, eyebrows and hair piled on each other in arches; a large brandishing of arms, a pose and strident war whoop; and much as though a picture of the Deerfield had stepped out from the pages of our early history, Logan took the American Senate by its capacious ear.

And then he went for his mother tongue. He smote it right and left, hip and thigh, and showed no mercy. Swinging the great broadsword of his logic high in air, he turned it over and over, and with the hammer side struck the language of the United States fairly for a face, and smashed it beyond recognition. Under his stroke the floor of the American Senate was splattered with the remnants of a once proud vocabulary, and messengers, doorkeepers and pages were covered from head to foot with the spray. In the fearful two hours which followed the first roar of his oration all the parts of speech were routed and put to flight. There were orphaned adjectives and unloved nouns; bachelor verbs driven to polygamy and polygamous verbs left lonely; conjunctions dismembered, prepositions scattered, adverbs dismembered and distorted, and syntax flung into wild disorder. It was a great day for Logan.

He set his teeth into the language as the untamed tiger of the jungles takes between his mouth and paw the maddening apparel of the warren, and the ripping and tearing went on through all the forest depths. He reverberated to the other end of the capital, and sluggish representatives lifted up their eyes and listened to the roar with terrified awe. Some started for the scene, but being told the cause of disturbance in the brief communication "Logan's up," turned back with full assurance that what that was worth hearing.

So through two hours Logan swung his beautiful arms over the heads of the Senate like the booms of a government derrick, while his chin churned the language like a pile driver in a heavy sea, and the baffled reporters made wild plunges with their pencils to gather up his regurgitations for the printer.

PROTESTANT INSANE ASYLUM.

Meeting of the Site Committee—Joint Report of Drs. Bucke and Workman—The Molson Farm, Near Longue Pointe, Recommended.

A meeting of the committee appointed to choose a site for the Protestant Insane Asylum, was held last evening in the board room of the Protestant House of Industry and Refuge, Dorchester street. Among the members present were Messrs. J. C. Wilson, Rev. S. Massey, Alex. McGibbon, Alfred Perry, G. B. Burdell, W. Drysdale, J. Moore, E. Hollis, Alderman Stroud, and Drs. Tremblay and Wansley.

In the absence of Mr. Charles Alexander, chairman of the committee, Alderman J. O. Wilson took the chair on motion of Mr. Perry.

The Secretary read the minutes of the previous meeting.

Mr. Perry claimed that the minute relating to his amendment had not been presented to the committee, and that the sites to be viewed by Drs. Bucke and Workman were to be limited to those suggested by the committee, whereas he had, in fact, moved besides that the doctors might inspect any other site they saw fit. The minutes were, however, declared duly accepted in spite of Mr. Perry's objection.

After a short interval of waiting, taken up by a discussion that threatened several times to become personal.

Dr. Bucke and Dr. Workman entered the room and were cordially received by those present.

DRS. BUCKE AND WORKMAN'S REPORT.

Dr. Bucke then read the following report:—

MONTREAL, 9th August, 1884.

To the Committee on Sites of the Protestant Hospital for the Insane:

GENTLEMEN,—At your request we have within the last three days visited a large number of proposed sites upon which to locate the above named institution, and we have now the honor to report as follows:—

All the sites visited may be distributed into six groups, namely:—

1. Lower Lachine Road group, consisting of: (a) Pavilion farm; (b) Mann's farm; (c) Greenfields farm; (d) Matthews' farm; (e) Guy's farm; (f) Fraser farm.

2. Sites on Island of Montreal, not on the river, namely: (a) Leduc farm; (b) Brodie's farm; (c) Snowdon's farm; (d) McGregor farm.

3. Site on the Back River at Sault au Reclot.

4. Lachine and St. Lawrence groups—(a) McLeod farm; (b) Drennan farm; (c) Craigwood; (d) Bellevue.

5. St. Lambert group—(a) Perrault farm; (b) Barilou farm; (c) Smith farm.

6. On river below city—Molson farm.

The sites on the Lower St. Lawrence River possess in common the advantage of facing the river. Water could be taken from the St. Lawrence and sewerage run into it. They have in common the disadvantage (a considerable one) that the railroad track has to be crossed to reach any of them from the city. As to the individual sites:—

(a) Leduc farm, 105 acres, great part of it wet and would be difficult to drain on account of the soil being so rocky. Soil heavy clay and in parts too stony to be tilled. Frontage narrow, only three acres, no good building site on whole farm. Sewage might be run into the river and water would have to be taken from the river. This is, perhaps, the least desirable site that we saw on the south side, none of the others being good sites.

(b) Barilou farm, 240 acres, the soil is better than that of Perrault farm; there is no first-rate building site. There are five or six houses on the front of the property which would have to be bought along with the property and of which little or no use could be made.

(c) Smith farm, 81 acres, three acres wide in front, one mile from St. Lambert Station. Surface ground rises gently from the river for about three furlongs, and about half a mile from the front the farm is crossed obliquely by the St. John's branch of the G.T.R., which divides the farm into two nearly equal parts, injuring it very much for the purpose under consideration. The soil of this farm is fair; there are 27 acres of good building site in this group this one is decidedly the best.

6. On the river below the city—Molson's farm, 75 acres, its chief disadvantage is one common to all the farms near Montreal, this is, its great length and narrowness; this, its great length and narrowness, is a disadvantage, because it is a mile long. The farm is a good one, with a frontage of 100 feet, and a depth of 100 feet. Its advantages are: (1) water can be obtained from the city; (2) sewage run into the river; (3) good soil; (4) building site back from the river in a central position which would command the farm can be obtained.

Upon the whole (weighing well all the pros and cons) we are of opinion that this site possesses less disadvantages and greater advantages than any other submitted to us, and while not being by any means perfect as regards the building site, its elevation of land, and quality of road by which it is still a fair site for the proposed purpose and probably as good a one as can be obtained.

All of which is respectfully submitted,

JOSEPH WORKMAN, M.D., Former Medical Superintendent of the Asylum for Insane at Toronto.

R. M. BUCKE, M.D., Medical Superintendent, Asylum for Insane, London, Ont.

Mr. Perry then moved, seconded by Dr. Wansley, that the report be accepted and the thanks of the meeting be tendered to Dr. Bucke and Dr. Workman for their kindness in coming so promptly to Montreal at the request of the committee, and their great services in assisting them to arrive at a conclusion.

The chairman thought that it would be well to have an opinion of those present regarding the report. Dr. Workman was ready to answer any questions put concerning the report and now was the time to ask, so that the gentlemen might retire.

Mr. Perry's resolution was carried unanimously.

Mr. McGibbon wished to know if the distance to Lachine was too great an obstacle in the way of that site to be overcome. The asylum was for the Province of Quebec as well as for Montreal, and as far as the time taken to reach there was concerned, it was just as long to go to Longue Pointe as it did to Lachine.

The chairman said that perhaps Drs. Bucke and Workman were not aware that after Monday next four express trains would be running daily to Lachine, covering the distance in one hour.

Dr. Workman said that it was unnecessary for him to express more than was set down in the report. The question was answered there.

Mr. Perry said, in reference to the Molson farm site, that to supply water from the city for 200 patients there would cost \$2,000 a year.

Dr. Workman said that in Toronto it did not cost that much for 800 patients.

Dr. Perry went on to speak of the difficulty of getting to Longue Pointe in winter on account of the immense snowdrifts.

Rev. Mr. Massey thought that it would be disrespectful to Drs. Bucke and Workman to discuss any other place than the one recommended by them.

The chairman declared that these gentlemen had not recommended any place.

Dr. Workman said that although they had not actually selected a site, they had comparatively recommended one.

The chairman again declared that he would like the matter fully discussed before the meeting broke up.

Mr. Moore asked what was the smallest acreage requisite for an asylum.

Dr. Workman replied that the Toronto asylum commenced with 50 acres and got along very well with that for 16 years.

For an asylum such as the committee needed, for 200 patients, 75 acres would be required. "Of all the sites seen," continued the Doctor, "I recommend the Molson's farm."

As being the most eligible, not the least of its advantages being that the area can be increased on the east and west if necessary."

Dr. Tremblay counselled delay in arriving at any decision and expressed himself as being very glad to have had the valuable assistance of such distinguished individuals.

Dr. Bucke and Dr. Workman here retired.

A discussion ensued, in which both Mr. Perry and Mr. McGibbon declared that the Site Committee had no right to discuss the report at present, and that it should be brought before the corporation at some future meeting.

Dr. Wansley moved, seconded by Mr. Burdell, that the report be accepted and published. This was carried.

Mr. Perry moved, seconded by Mr. Burdell, that the meeting adjourn to meet again early in September, and make a final report to the corporation.

The meeting then adjourned.

No lady need be without Mrs. Pinkham's Vegetable Compound because she is far distant from drug stores. The proprietors send it by mail from Lynn, Mass., in the form of lozenges or pills; price, \$1 per box, or six for \$5. Send for the "Guide to Health" which gives full particulars.

Miscellaneous.

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July 26 179

THE CANADIAN PACIFIC RAILWAY CO.—DIVIDEND NOTICE.—The Half-Yearly Dividend upon the Capital Stock of this company, at the rate of Three (3) Per Cent. per annum, secured under Agreement with the Government of the Dominion of Canada, and a half-yearly supplementary interest dividend at the rate of Two (2) per cent. per annum declared by this Company, together forming a half-yearly dividend on the said Stock at the rate of FIVE (5) PER CENT. per annum, will be paid on August 15th, 1884, (the 15th being Sunday), to Stockholders of record on that date.

Warrants for this dividend payable at Agency of the Bank of Montreal, 59 Wall Street, New York, will be delivered on and after August 15th, at the Office of the Company's Agents Messrs. J. Kennedy, Tod & Co., 63 William Street, New York, to stockholders who are registered on the Montreal or New York Register.

Warrants of European Shareholders, who are on the London Register, will be payable in Sterling at the rate of four shillings and one penny half-penny, (4s 1½d) per dollar, less Income Tax, and will be delivered on or about the same date at the office of Messrs. Morton Ross & Co., Bartholomew Lane London, England.

The Transfer Books of the Company, will be closed in London, at 1 o'clock p.m. on Saturday, July 12th, and in New York at the same hour, on Saturday, July 26th, and will be reopened at 1 o'clock a.m., on Monday, August 18th, 1884.

By order of the Board.

CHARLES DRINKWATER, Secretary.

OFFICE OF THE SECRETARY, Montreal, 7th July, 1884. } s 17A 163

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WANTED TO PURCHASE—Ladies' and Gentlemen's cast-off clothing; Travellers' samples of every description; the highest price paid for Carpets, Furniture, and Ladies' Black Dresses. Send your address to I. ARONSON, 529 Craig Street.

May 24 125

MONEY TO LEND, ON DIAMONDS, Watches,

CATHRINE.

(Continued.)

"Sims called this afternoon," that was how the letters shaped themselves at length, and spoke of James. It seems he has friends in America who know him. He appears to be doing well, at least for so young a man. Has had the good fortune to fall into the hands of an honest man, who has taken a fancy to him, and is doing the kindest thing that could be done for him, keeping him hard at work. Tell this to Cathrine, with my love. Despite his weakness and folly, there seems to be good in him."

When she had read the letter, Cathrine put it back on the table by Lady Isabella's side.

"Thank you," she said quietly, and without further reference "to it" slipped away, and a few minutes later was standing in her own room, standing by the window with clasped hands, and troubled eyes turned to the dark, starless sky overhead.

"No, he is not bad; he is only weak, so weakly weak. I cannot believe he has had my letter, and not answered it. There has been some mistake. I wish—oh, I wish I could see him."

"Where is Cathrine, Lovat?" Lady Isabella asked, as she sat down to dinner.

"Is she not coming?" she asked.

"No, she has a bad headache, and I advised her not to move," her son replied.

"I do not think your good news seemed to cheer her much. I suppose, from what you said, it was about that good-for-nothing brother of hers."

"Yes, he seems to be doing well."

"I am delighted to hear it, as long as he does well on the other side of the ocean. Sometimes, though, I fancy, Cathrine frets after him. Twins are always supposed to suffer tremendously from separation, are they not?"

"So they say. But in this instance I should not think such was likely to be the case."

"I don't know," Lovat remarked, thoughtfully. "I often think she would like to see him."

"Then, after a moment's pause, 'Mother,' he began, hesitatingly, 'does it ever strike you that Cathrine looks delicate, much whiter and thinner than she used to be?'"

"She looks consumptive," I think," Lady Isabella replied.

"What do you mean?" he began, angrily.

"And then in a gentler voice, 'I wish you would not say such things. She looks delicate; I don't suppose she is very strong, and the cold weather never agrees with her. I think I shall take her out of England for a couple of months.'"

Lady Isabella made no reply.

"Consumption," repeated Lovat a moment later, "what an idea!"

"Her mother died of it," Lady Isabella remarked in her cool, quiet voice, and then went on to talk of other things, as if there were nothing further to be said on that subject, and as Lovat did not second her endeavors, the silence shortly remained unbroken.

"I am going to Eglinton to-morrow," he announced, before saying good night. "I shall not take Cathrine with me."

"I think you are wise," his mother rejoined. "It would be as well not to run any risks of a fresh cold."

She put down the advertisement sheet of the Times to make this remark, and, having made it, resumed her study of its columns.

"Good night," said her son shortly; "I am going to smoke."

Nine o'clock was striking slowly, solemnly, when Mr. Ames entered the silent hall that evening, and passed hastily through it between the mail-clad warriors.

He had meant to return much earlier, but his business had first detained him longer than he had anticipated. Then he had gone into the Crawford's, and had lingered on and on, until the short dark winter day had closed in, and had suggested the propriety of his putting off his departure until after dinner.

Thinking of this recalled to his mind the last time he had done much the same thing; and had hurried up these same stairs in pursuit of a slender, gray-robed figure.

"Now—well," he sighed, as he reached the head of the staircase, and stood in the same spot where he had stood that other night, before all these clouds and shadows had arisen to torment him.

He had gained his heart's desire! Is it possible to possess that which is most desired on earth, and yet to think it too dearly purchased?

There was no light in the room when he pushed open the door of his dressing-room, but when at length he had struck a match and lighted a candle, he saw there were two letters lying on the table.

He picked up one—it had his name written across it in his wife's handwriting—and opened it.

It was so short that his eye took it all in at once.

"Do not be angry. I cannot see you again until I have spoken to my brother."

But though the words were so few and distinct, the sense did not seem to impress itself upon his brain.

Almost mechanically he dropped it on the table by its envelope, and taking up the other, broke the seal without glancing at the direction.

There was not much in this one either, a half-sheet of foreign paper and an enclosure, which fluttered to the table as he opened the letter.

"Dear Cathrine: You have been so good to me all our lives that I pray of you once more to forgive me. It was as you guessed—the temptation of a moment, when you left me alone that afternoon."

"I have repented ever since, and have only waited to write till I could send it back; and now, after two months' absence from the city, I am writing here all this time. Nothing will make me wrong right; but perhaps for your sake he will try to forgive. You say he suspects some one else. Tell him the truth. It is the only chance of my conscience ever being at peace again."

It was only when he had come to the last word, and read the signature that Mr. Ames bethought himself to turn over the envelope lying on the table, and then saw that it was to his wife, not to himself, the letter was addressed.

Though, after all, what did it matter, he thought, picking up the enclosure, which until then he had not looked at, but he knew well enough what it was, notes to the value of twenty pounds.

And all the time he was looking at it, all the time he was reading the address, and considering the writing and words of the letter before him, it was that previous letter that was slowly burning itself into his brain; it was those few words in his wife's handwriting which were grouping themselves on the paper of the notes before him.

He pushed open her bedroom door and looked in, though he knew quite well that he should find it empty.

It was scarcely of his wife he was thinking, as he looked around the desolate room, with the firelight flickering on the walls; of the white sad woman, carrying about so plainly written on her face, but secret that was wearing out her life, he had of the gentle girl of a quick face of color, the girl whom he had taught to love him, whose soft voice and gentle movements he had himself learnt to love.

He pushed aside the curtain, and looked out into the dark night. The rain was coming down steadily; he remembered how chilled and miserable he had felt during his long drive, and that thought seemed to bring back a current of life to his brain.

Where was she? Surely not out, this horrible night.

The bare idea quickened his steps. He dropped the curtain and walked hurriedly across the room in search of his mother.

She had gone to her own room, and in a few minutes he was with her.

"Mother," he began at once, "where is Cathrine?"

"I do not know. I have not seen her all day. She never came down stairs."

He did not answer in words, but he threw the two letters on the table before her.

She read them slowly, each twice over, as if striving to clearly comprehend them; then—"I see," she said, "from this letter that you suspected some one else; from this 'combining' the paper before her, 'I can easily guess of what—whom' looking steadily at him, 'did you suspect?'"

He did not return the look; his eyes fell to the half sheet still in his mother's hand.

"I cannot think of any one else," she began; "fortunately the accomplishment is not one of wide extent in the family."

Then, her eyes, following the direction of his, fell also on the letter she still held, and of a sudden something of a horror crept into them, and she looked quickly back to him.

"Not—she began, and he never recalled having seen his cold, stern mother so much moved. "Oh no, Lovat," her voice trembling, her eyes anxious.

"Yes," he replied harshly. "I thought she had done it, and I told her so. Did you know?" he went on immediately, "that that young man was here that day?"

"No, no, she never told me. He was in trouble, I knew; turned out of the office in which my brother had procured him work. In debt, too; he wrote asking for money. I paid his debts, and then he wrote again, saying he wished to leave the country. He had heard, it seemed, of an opening in America."

(To be continued.)

A GREAT REMEDY.

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—Take all the Rheumatic remedies.

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—Take all the Ague, Fever, and biliousness specifics.

—Take all the Brain and Nerve force restorers.

—In short, take all the best qualities of all these, and the

Qualities of all the best medicines in the world, and you will find that—Hop

—Bitters have the best curative qualities and powers of all—concentrated

—In them, and that they will cure when any or all of these, singly or combined

—Fail. A thorough trial will give positive proof of this.

HARDENED LIVER.

Five years ago I broke down with kidney and liver complaint and rheumatism. Since then I have been unable to be about at all. My liver became hard like wood; my limbs were puffed up and filled with water.

All the best physicians agreed that nothing could cure me. I resolved to try Hop Bitters. I have used seven bottles; the hardness has all gone from my liver, the swelling from my limbs, and it has worked a miracle in my case; otherwise I would have been now in my grave. J.W. MOORE, Buffalo, Oct. 3, 1881.

POVERTY AND SUFFERING.

"I was dragged down with debt, poverty and suffering for years, caused by a sick family and large bills for doctoring. I was completely discouraged, until one year ago, by the advice of my pastor, I commenced using Hop Bitters, and in one month we were all well, and none of us have seen a sick day since, and I want to say to all poor men, you can keep your families well a year with Hop Bitters, for less than one doctor's visit will cost. I know it."—A WORKINGMAN.

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

MONTREAL CAR TAXI.

No. of horse 2 horse

Distance. No. of persons, vehicle, vehicle.

From any place to any other, provided the 1st or 2 \$0.25 \$0.50

Time occupied does not exceed 30 minutes. 3 or 4 0.50 0.65

When time exceeds above mentioned for distance, hour rates to be charged.

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Time occupied does not exceed 30 minutes. 3 or 4 0.50 0.65

MONTREAL FIRE ALARM TELEGRAPH.

LOCALITY.

2—Cor. St. Jean Baptiste and St. Paul.

3—Jacques Cartier Square, (Cor. St. Paul.)

4—St. Gabriel Street, (Fire Station.)

5—Cor. Notre Dame and St. Francois Xavier.

6—Cor. St. Sacrament and St. Peter.

7—Cor. St. Paul and McGill Streets.

8—Cor. Yonville and Common streets.

9—Cor. Notre Dame and McGill streets.

12—Central Fire Station, Craig street.

13—Cor. Craig and St. Lambert Hill.

14—Cor. Vitre and Sanguinet streets.

15—Cor. St. Lawrence and Lagache street.

16—Cor. Dorchester and St. Urbain Streets.

17—Cor. Bleury and Dorchester Streets.

18—Beaver Hall Hill.

19—St. Antoine Street, (Opp. Genevieve Street.)

21—Cor. Brunswick and Dorchester Streets.

23—St. Catherine Street, (Fire Station.)

24—Cor. St. Lawrence and St. Catherine Streets.

25—German, near Dorchester street.

26—Cor. St. Catherine and St. Denis Streets.

27—Cor. Dorman and Ontario Streets, (Fire Station.)

28—Cor. St. Lawrence and Sherbrooke Streets.

29—Cor. St. George and Sherbrooke Streets.

31—Corner Union Avenue and Sherbrooke Street.

32—Cor. McGill College Avenue and St. Catherine.

34—Guillaume's Garden.

35—Cor. Prince Arthur and Shuter Streets.

36—Cor. King and Common Streets.

37—Cor. Duke and Ottawa Streets.

38—Cor. Dupre Lane and St. Maurice Street.

39—Cor. St. Antoine and Cemetery Streets.

41—Chabillez Square (Fire Station.)

42—Wellington Street (Fire Station.)

43—Mill Street.

45—Cor. Wellington and McDuff Streets.

46—Cor. Colborne and Ottawa Streets.

47—Cor. St. Joseph and Mountain Streets.

48—Cor. St. Antoine and Mountain Streets.

49—Cor. St. Catherine and Mountain Streets.

51—Cor. Sherbrooke and Peel Streets.

52—Cor. St. Antoine and Guy Streets.

53—Cor. St. Martin and St. Bonaventure Streets.

54—Cor. St. Joseph and Canning Streets.

55—Cor. Fulford and Courcelle Streets.

56—Cor. William and Seigneur Streets.

58—Cor. St. Matthew and St. Catherine Streets.

59—Grey Nunnery, Guy Street.

61—Cor. Bathurst and Richmond.

62—St. Gabriel Market (Fire Station.)

63—Grand Trunk Works (Point St. Charles).

64—Cor. Notre Dame and Bonsecours Streets.

65—Dalhousie Square (Fire Station.)

67—Cor. Wellington and Mary Streets.

68—Cor. Dorel and Roy Streets.

71—St. George's School-house, Stanley Street (District No. 2).

72—Cor. Craig and Visitation Streets.

73—Cor. Cadieux and Courville Streets, (District No. 1).

74—Cor. Dorel and St. Andre Streets.

75—Cor. Mignonne and St. Andre Streets.

76—St. James' Market, Ontario Street.

81—Cor. Robin and Visitation Streets.

82—Cor. St. Catherine and Panet Streets.

83—Cor. Sydenham and Dorchester Streets.

84—Cor. Logan and Seaton Streets.

85—Crevier's Saw Mill, Ontario Street.

Post Office Time Table.

MONTREAL, AUGUST 1, 1884.

DELIVERY. MAILS. CLOSING.

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QU'APPELLE.

Notes of a Trip through That Region.

A Land of Beautiful Scenery and Smiling Harvests—The Home of a Contented People.

From the Winnipeg Free Press.

Rev. W. L. Rutledge returned on Thursday from a trip to Qu'Appelle, and at the request of a *Free Press* reporter has kindly furnished us with the following notes of his trip. He says:—

During the last month there was a Methodist camp anniversary, tea meeting and camp meeting to be attended in the West. The Rev. Mr. Stafford, the president of our conference, was expected to be present, and was announced as one of the attractions, but as he could not go, and as I felt like taking a holiday, in the words of the colored proverb, "I once heard at Clifton Springs, 'I kindly consented to take his place.' So we set out early Monday morning some two weeks ago for Qu'Appelle. I say we, for there were four of us. I thought it would take about that many to make up for one president. The trip was not altogether new to me, as I had been over the same ground last fall. But on this occasion, instead of staying close to the river, and visiting different settlements, and in this way I think I have got a better idea of how things are going on; and certainly I feel as I never did before—that we have a country which is great—at all events in the future. We have room enough to do anything, and soil good enough to produce almost anything we want for them, as the old Latin proverb puts it, "non multa sed multum."

We arrived at Qu'Appelle station in the middle of the night, and early next morning took horse and buggy and set out for

PORT QU'APPELLE.

The Fort lies in a valley some 300 feet or more below the surrounding country. I don't know how long this valley is, but I was told that I might drive 40 or 50 miles in either direction and still find myself in it. The view from the table land as you approach on either side is very beautiful and picturesque. As we saw it, at our feet lay two lakes—Echo and Fishing—connected by the narrow but deep Qu'Appelle river. The lakes, about two miles wide, stretch from side to side of the valley, and the little town lies on the side of the river between them. It would be difficult to find a place more delightfully situated, and it has already become quite a summer resort. While there I met our townsman ex-Alderman McVicar and Hon. S. C. Wood, of Ontario. They were both loud in their praises of all they saw. There are beautiful drives in almost every direction. One going westward, which sometimes takes you half way up the cliffs, affording you a magnificent view of the valley, the other leading you down to the pebbly beach of the lake itself. The shrubbery on the side of the cliff is abundant, and the bushes are black with Saskatoon berries and alive with mosquitoes and flies. A drive eastward, leading to the Roman Mission, some eight miles down the lake, is hardly less picturesque and the attraction of a much smoother road.

We were unfortunately just a little too late for

THE GREAT INDIAN POW-WOW

which was held here and to hear the address of Pie-a-Pot, their great chief, in which he complained that his people were denied the privileges that were granted to foreign immigrants in a land which was once all their own, and hinted that there was mischief ahead if his people were not more justly treated. There are numerous bands of Indians all about here. They seem to get a pleasure in living by hunting, picking berries and catching fish, which abound in the lakes. They are a better class of people than those we see about Winnipeg. Their colored blankets in which they wrap themselves, their feathers and paint, and their stately bearing and picturesque appearance gives one some hint of the noble red man of the old story books.

From the Fort we drove back to Qu'Appelle station, and thence 11 miles eastward to Indian Head, the headquarters of

THE BELL FARM.

I visited the farm last year, and was surprised at the great improvement made even here since last fall. What fields of wheat! 7,000 acres in all, they told me. One has a better idea of large than a thousand acre field is when it is fenced. Houses for the farm hands on every half section of the farm, consisting of a neat story and a half cottage, with stable, driving house and granary attached, give this part of the country quite a non-descript appearance. The village of Indian Head—it may be a town, a city, for all I know—is quite a pretty place, and has grown wonderfully since my last visit nine months ago. It has also moved bodily half a mile west from the station and nearer the Bell farm. Among many old friends whom I met was one young man who is a member of Zion church. He is spending his second year on his homestead, and is delighted—as all the farmers about here are—at the prospects for harvest. The church, where the anniversary and tea meeting were to be held on Sunday and the following Monday is situated near the Edgley farm, about eight miles northwest of Qu'Appelle station. The farm is largely owned by

COL. SYKE, OF ENGLAND,

and consists of 30,000 acres in odd sections. The even sections being taken up by settlers, whose beautiful farms and comfortable looking farm houses and out buildings remind one of old Ontario. Two whole townships, they tell me, in this vicinity are entirely taken up, with a settler on every section. When one first catches sight of this settlement from some elevation on the rolling prairie the scene is very beautiful indeed. Farm houses and waving wheat fields in every direction and as far as the eye can see, with the larger buildings and tents of the Edgley farm to the right and left and on every hand. The appearance of the grain differs according to the amount of cultivation the land has had. This, which I thought looked very fine, which I thought was "early maturing," and were only expected to yield half crop. "But then," they would say, "the only wonder is that we have anything at all. If we had sown grain in the same fashion in Ontario we would never have expected to see anything of it again." The farmers are convinced of this that good farming in the North-West will almost invariably be rewarded with ample harvests.

On the Syke farm

A STEAM PLOW

is used. It is worked by two traction engines, one on each side of the field. These draw the plow from side to side, making nine furrows at each passage. The day I visited the farm they were using a har-

row in the same manner. The plow is not considered a success for breaking purposes if grain is to be sown on the sod without backsetting, as the furrows it makes are too deep to get the advantage of the nutriment of the decaying grass. Owing to this first crop on the Edgley farm are not equal to those in other places, but second crops promise the average yield.

About 3 o'clock Monday afternoon the people began to arrive for

THE TEA MEETING.

We found quite a procession—young men mounted on spirited horses, some men driven by thriving farmers, the wagons mostly filled with children, for children are as plentiful as flowers in the prairie settlement; young men driving their girls; visitors from the towns in livery rigs like ourselves. There were wagons, too, drawn by oxen, and not a few by shaggy ponies. I hope I shall not be taken incorrectly for I should not like to do any injustice, especially to a shaggy pony. But, regardless of spelling, it is a native nondescript pony, which can do almost anything, but positively refuses to do anything in a hurry. One young man driving a lady—presumably his sweetheart—left Qu'Appelle at the same hour as ourselves, and naturally he wished to do things up in style, but his horse was

A SHAGGY PONY.

He was provided with a whip of great length and great strength, and to such good purpose did he wield it that he came second of the long string of conveyances. On his arrival we heard him congratulate on all hands on his strength of muscle, but the secret was out when we learned that he had been a schoolmaster in Eastern Ontario.

When we arrived at the church we found it difficult to believe that we were almost in the heart of the North-West—330 miles from Winnipeg. Fashionably dressed ladies—and plenty of them too—croquet, ice cream, fruit cakes, piano and organ, no end of first babies to be exhibited and admired; all were here, but in their proper places, and not jumbled up as I have got them. And as for the tea, it could not be excelled.

THE CAMP MEETING

that was announced did not come off, as the evangelists that were expected from the East disappointed. It could easily have been carried on notwithstanding, only for the lack of a good musical director. Mr. Lawson, of Qu'Appelle, who was to have headed the movement only knew one tune. It was a good tune enough—Old Hundred, I think—but we were hardly warranted in beginning a camp meeting on the strength of it. The other minister, Mr. Joselyn, of Broadview, did not even know one. I had proffered my assistance for that part of the service, but as it was decided not to go on with the camp meeting, after I had led the singing at one of our church services, I concluded that the trial could not have been satisfactory.

Before coming home we spent

A DAY IN REGINA.

It is the oddest place I ever saw—as far as the floor—with not a suspicion of a hill or a shrub to be seen anywhere. Of course I have reference only to the situation, in any other respect Regina is anything but flat. If one can believe half one hears it is very flourishing indeed. My visit, however, was not very well timed, as most of the people were out in the country. I was told, at a picnic. Anyway, the horses were all out, as I went to every lively stable and could not get a conveyance anywhere. So I could not visit any of the agricultural settlements about this place. But it is a wonderful city for its age, and will be no mean rival of Winnipeg when the post office is in the centre of the city. At present it stands solitary, away out on the prairie—I mean the post office.

A run of about 15 miles brings us back to Winnipeg. After all there is no place like home.

RAILWAY BRIDGES.

A List of Some of the Longest Structures in the World.

A late number of the *Montreal Industrialist* gives the following as a list of the twenty-six largest bridges in the world:—

Bridge	Length, feet.
Montreal bridge over the St. Lawrence.	5791
Brooklyn, over the East River.	5833
Rapperswil, Lake Zurich.	5833
Volga, over the Syr Darya, Russia.	4947
Moerdijk, Holland.	4927
Dnieper, near Jekaterinoslaw, Russia.	4213
Kiew, over the Dnieper.	3937
Barrage bridge, Delta of the Nile.	3833
"Kronprinz Rudolph," over the Danube at Vienna.	3333
Dnieper, near Zaporozhye, Russia.	3250
Bonnell, over the Moselle, Holland.	3000
Two bridges of Rotterdam, over the Maas.	2833
St. Louis, over the Mississippi.	2774
Saint Eloi, over the Rhine, France.	2469
Kilnburg, over the Rhine, Holland.	2347
Cincinnati, over the Ohio.	2233
Chamouni viaduct, Valley of the Saale, France.	2000
Menai, England.	1957
Cuba, over the Dordogne.	1817
Varsovie, over the Vistula.	1903
Iron bridge at Bordeaux, over the Garonne.	1697
Stone bridge at Bordeaux, over the Garonne.	1623
Beauregard, over the Rhine.	1469
Tours, over the Loire.	1457
Alexandre, at St. Petersburg.	1359

Of the above the list has

just been opened, the Rappasvi bridge is merely a pile structure, and is only thirteen feet wide. The Syran bridge over the Volga carries the Orenbourg Railway, and was only finished in 1880. It has thirteen spans, and is raised 131 feet above the level of the river; it cost 13,000,000 francs (\$2,700,000).

The Moerdijk bridge carries the Anvers and Rotterdam railways over the Meuse, which is 8,300 feet wide at this point and has been reduced by dikes; it has fourteen spans of 328 feet each. It was commenced in 1865 and finished in 1871; it cost about 12,000,000 francs (\$2,400,000).

The above list is given as printed, but the compiler in the *Montrealist* has in his table wholly ignored many of our long American bridges. A complete list of the length of modern iron bridges is not now accessible, but among the omissions may be noted:—

Length, feet.

B. and O. bridge at Havre-de-Grace (Belgium).

Wooden bridge at Columbia, Pa.

Louisville Railroad bridge, over the Ohio.

Cincinnati Southern Railroad, over the Ohio.

Havre-de-Grace bridge, over the Seine.

Hanna.

Dauphin bridge, over the Saginaw.

Montanogale bridge, near Homestead.

Matanogale bridge, over Missouri.

Omaha bridge, over Missouri.

Keokuk, Iowa, over Mississippi.

La Crosse bridge, over Mississippi.

Bonville bridge, over Missouri.

To the above many other long bridges could doubtless be added were the data at hand. The longest bridge in the world was the late Tay bridge, which was 10,390 feet in length, and the Forth bridge, now under construction, is to be about 9,200 feet long. Although it does not strictly belong to the class in question, the New York Elevated Railway is really a continuous iron truss bridge, and the aggregate length is thirty miles.

CITY HALL AFFAIRS.

Meeting of Park Commissioners.

At a meeting of the Park Commissioners, held yesterday afternoon, there were present Alderman Holland (chairman), Grenier and Donovan.

The petition of Mr. Beique, to be allowed to erect an elevator in the Park, was read, and it was decided to ask Mr. Beique to attend a special meeting of the Commissioners.

A letter was read from Mr. John McLaughlin, enclosing a plan of proposed improvements upon the restaurant, and offering to construct them at his own expense, provided he be given the privilege of occupying the building and the sole right to sell refreshments in the Park for a further term of five years.

It was resolved that Mr. McLaughlin be ordered to send in specifications and state the amount he was willing to expend on the building.

The Chairman submitted a statement of the expenditure for the present year up to date, which was as follows:—

Appropriation.....\$17,000

Expenditure to date.....11,754

Balance.....\$5,246

The question of visiting the Park to inspect the works was next taken up, and it was decided to ask the Council, heads of departments and the press to accompany the Commissioners.

The meeting then adjourned.

Fire Committee.

A meeting of the Fire Committee was also held, presided over by Alderman Flood, (chairman), J. C. Wilson, Berger, Mount, Tansey, Beausselle, Gauthier, Rainville.

Ald. J. C. Wilson moved that Henry King be appointed to fill the vacancy in the Fire Brigade caused by the transferring of a member to the Salvage Corps to fill the vacancy caused by the death of Joseph Cloran. Carried. Alderman Tansey dissenting.

After signing several documents the meeting adjourned.

Finance Committee.

A meeting of the Finance Committee was called for yesterday afternoon, but had to be adjourned for want of a quorum.

CORRESPONDENCE.

City Auctioneer.

To the Editor of THE HERALD:

The call of T. J. Potter on all the City Councilors and the parties who ever employed him, about his pretended appointment as city auctioneer, is so ridiculous in the eyes of business men, that people will wonder "What next?" All we have to say is this: "Mr. Potter's nomination for the position never was confirmed," and his wonderful name recommendation is the simplest affair, as there were no other applicants at the time. His great talent to rush his minutes deed into print has probably a contrary effect to the one sought after. The small sales given us by the Road Committee will take place just the same. Mr. P.'s wails to the contrary. We will leave out the names of all clients who have favored us for the last ten years as your names is too valuable to take it all for our special benefit.

This will probably be news for Mr. Potter, and next time let him make sure his appointments are confirmed before undertaking to give lessons in fair play.

Respectfully,

PARENT BROS., Auctioneers and Agents.

REST AND COMFORT TO THE SUFFERING

"BROWN'S HOUSEHOLD PANACEA" has no equal for relieving pain, both internal and external. Back or Bowels, Sore Throat, Rheumatism, Toothache, Lumbago and any kind of a Pain or Ache. "It will most surely quicken the Blood and Heal, as its acting power is wonderful." "Brown's Household Panacea," being acknowledged as the greatest Pain Reliever in the world, the strength of any other Elixir or Liniment in the world, should be in every family handy for use when wanted, "as it really is the best remedy in the world for Cramps in the Stomach, and Pains and Aches of all kinds," and is for sale by all Druggists at 25 cents a bottle.

Steamships.

BEAVER LINE.

The Canada Shipping Company's Line of Steamers

BETWEEN

Montreal and Liverpool.

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

Tons.	Tons.
Lake Superior.....2200	Lake Winnipeg.....2200
Lake Huron.....2200	Lake Nipigon.....2200
Lake Erie.....2200	Lake Champlain.....2200
Lake Ontario.....2200	Lake St. Lawrence.....2200

Will sail as follows:

FROM MONTREAL.

Lake Nipigon, H. Campbell.....Aug 13

Lake Winnipeg, T. A. Jackson.....Aug 20

Lake Huron, Wm. Stewart.....Aug 27

Lake Champlain, M. L. Trueman.....Sept 3

Lake Ontario, Wm. Bernson.....Sept 10

Calling at Queenstown or Belfast to embark passengers for Montreal and Liverpool, connecting at these ports by direct rail for all points in Canada and the United States, and to which Through Tickets are issued.

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

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

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

Saloon passengers are embarked and landed at Montreal, thus saving the expense and annoyance of transfer at Quebec.

Refrigerated Passage Certificates are issued to and from all ports at lowest rates.

RATES OF PASSAGE.

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

For Freight or other particulars, apply: In Liverpool, to R. W. ROBERTS, 21 Water St.; in Belfast, to A. A. WATT, 3 Custom House Quay; in Queenstown, to H. H. SWELL, 10 St. Peter Street, or to

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

February 5

BERMUDA AND WEST INDIES

QUEBEC STEAMSHIP COMPANY.

Sailing from Pier 47 North River, New York.

For BERMUDA, ST. CROIX, AUGUST 7.

For ST. KITTS, ANTIGUA, DOMINICA, MARTINIQUE, ST. LUCIA, BARBADOS, and TRINIDAD, on August 10th.

For freight, passage and insurance, apply to A. E. OUBRETT, 21 Broadway, New York.

LEVE & ALDIN, 136 St. James Street, Montreal.

ARTHUR AHERN, Secretary, Quebec.

February 5

Miscellaneous.



THE GREAT DR. DIO LEWIS.

His Outspoken Opinion.

The very marked testimonials from College Professors, respectable Physicians, and other gentlemen of intelligence and character to the value of Warner's SAFE Cure, published in the editorial columns of our best newspapers, have greatly surprised me.

Many of these gentlemen I know, and reading their testimony I was impelled to purchase some bottles of Warner's SAFE Cure and analyze it. Besides, I took some, swallowing three times the prescribed quantity. I am satisfied the medicine is not injurious, and will frankly add that it found myself the victim of a serious kidney trouble. I should use this preparation. The truth is, the medical profession stands dumb and helpless in the presence of more than one kidney malady, while the testimony of hundreds of intelligent and very reputable gentlemen hardly leaves room to doubt that Mr. H. H. Warner has fallen upon one of those happy discoveries which occasionally bring help to suffering humanity.

Dr. Dio Lewis

Henry Chapman & Co.

MONTREAL.

AGENTS IN THE DOMINION FOR:

PETER DOMEQ, Xerez de la Frontera.

G. H. MUMM & CO., Reims.

G. H. SANDEMAN & SONS, Oporto.

CASTLES & CO., Tarragona.

SILVA & COZENS, Oporto.

COSSART, GORDON & CO., Madeira.

CUNIFFE, DORSON & CO., Bordeaux.

PINET, CASTILLON & CO., Cognac.

LUCAS FRERES, Cognac.

A. C. A. MOLET, Schiedam.

HAY, FAIRMAN & CO., Glasgow.

JOHN JAMESON & SON, Dublin.

DUNVILLE & CO., Belfast.

BAGOTS, HUTTON & CO., Dublin.

MACHEN & CO., Liverpool.

ROBT. PORTER & CO., London.

THE APOLLINARIS CO., London.

N.B.—Orders solicited from the Trade.

March 19

DAWES & CO.,

BREWERS AND MALTSTERS.

INDIA PALE AND XX MILD ALE.

EXTRA AND XXX STOUT PORTER.

(In Wood and Bottle.)

Families supplied.

SAND PORTER, Quarts and Pints.

OFFICE:

179 ST. JAMES STREET WEST.

MONTREAL.

Orders received by Telephone.

May 2

DOW'S BREWERY

CHABOLLEZ SQUARE.

Superior Pale and Brown Malt; India

Pale and other Ales, Extra Double and

Single Stout, in Wood and Bottle.

FAMILIES SUPPLIED.

To following bottles are authorized

to use our labels viz:

Thos. J. Howard, 406 Dorchester street.

Thos. Virtue, 199 Aylmer street.

Thos. Ferguson, 162 St. Elizabeth st.

Wm. Bishop, 15 Visitation street.

Thos. Kincaid, 118 Ottawa street.

ORDERS RECEIVED BY TELEPHONE.

WILLIAM DOW & CO.

Brewers and Maltsters.

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