



TRADE AND COMMERCE

DIVIDENDS—SEMI-ANNUAL

Table listing dividend payments for various companies, including Montreal Gas, P.C. Payable, and others.

DIVIDENDS—QUARTERLY

Table listing quarterly dividend payments for companies like P.C. Payable and Montreal Gas.

ANNUAL MEETINGS

Table listing annual meetings for various companies, including Montreal Gas and P.C. Payable.

SPECIAL GENERAL MEETING

Table listing special general meetings for companies like Montreal Gas and P.C. Payable.

FINANCIAL

THE HERALD OFFICE, Thursday Evening, October 7. The Montreal Stock Market.

The week feeling noted at the close of yesterday's stock market was prevalent this morning, and stocks, both bank and miscellaneous, were marked down, but towards the close a better tone was manifested and a slight improvement in prices was the result, but the market closed at lower prices than yesterday.

The heaviest declines were in Montreal Telegraph, City Passenger and Gas, Telegraph selling down from 102 to 99 1/2. It then reached and sold up to 102 1/2 at which the closing sales were made.

This, however, was a drop of 6 1/2 per cent. from yesterday's closing figure 109 1/2. City Passenger which closed yesterday at 106 1/2 opened to-day at 6 1/2 per cent. lower at 100, but it sold up to 103 at which the closing sales were made, the closing quotations being 105 1/2.

Gas opened weak at 101 1/2 and sold down to 101 after which it rallied 1/2, the closing sales being made at 101 1/2 with the closing quotations somewhat higher at 102 1/2.

Richelieu was also weak and sold from 76 1/2 to 75 1/2 and then rallied, the closing sales being made at 77. City Passenger was firm, sales being made at 72. In bank stocks Montreal and Commerce were active but weak, the former selling down from 224 1/2 to 223 1/2, after which it rallied and sold up to 224 1/2, but sold up to 224 1/2, the closing sales being made at 224 1/2.

Commerce opened at 124 and sold down to 123 1/2 and then rallied to 124 1/2 at which the closing sales were made. A lot of 50 shares of Merchants changed hands at 125.

There was only one session of the Stock Board to-day, the members having adjourned in order to attend the Hunt Steeplechase.

The transactions to-day included 690 shares of bank stocks and 3,026 shares of miscellaneous, aggregating 3,716 shares as follows:—

Table listing stock transactions for various companies, including Montreal, Bank of Montreal, and others.

MORNING BOARD

Table listing morning board transactions for various companies, including Montreal, Bank of Montreal, and others.

THE NEW YORK STOCK MARKET

At the opening this morning the market was strong, but prices soon declined on reports of trouble in the trunk pool.

In the afternoon there was a slight recovery, but nearly the whole list closed at prices below the opening figures, and the majority at prices ranging from 1/4 to 1 1/2 below those at yesterday's closing.

Michigan Central and Canada Southern, which have been strong for some days past, were very weak to-day, the latter closing 1 1/2 per cent and the former 1 1/2 per cent below yesterday's closing. Reading was also very weak, as were Lake Shore, St. Paul & Omaha. The market was again active, the transactions in stocks, as reported by telegraph, being 353,500 shares.

The net advances for the day were: Del. & Hudson 1/2, Erie pref. 1/2, Reading 1/2, North-West 1/2.

The net declines were: C.B. & Quincy 1/2, Can. Pac. 1/2, C. C. & I., N.Y. Cent., Canada Southern 1/2, Del. Lack. & West. Jersey Central 1/2, Kansas & Texas 1/2, Louisville & Nashville 1/2, Lake Shore 1/2, Mich. Central 1/2, St. Paul, M. & N., Northern Pac. pref., North-West 1/2, St. Paul & Omaha 1/2, Oregon Trans. 1/2, Rock Island 1/2, St. Paul 1/2, do. pref., Union Pac. 1/2, Western Union 1/2, Wash. pref. 1/2, West Shore bonds 1/2.

The following changes appear from a comparison between to-day's closing prices and those of yesterday:—

Advanced—C.B. & Quincy 1/2, Del. & Hudson 1/2, Erie pref. 1/2, St. Paul, M. & N., Northern Pacific 1/2, Oregon Trans. 1/2, Pacific Mail 1/2, Reading 1/2.

Declined—Canadian Pacific 1/2, New York Central 1/2, Canada Southern 1/2, Del. Lack. & Western 1/2, Erie 1/2, Kansas & Texas 1/2, Louisville & Nashville 1/2, Lake Shore 1/2, Michigan Central 1/2, Northern Pacific pref., North-West 1/2, Ohio & Miss. 1/2, St. Paul & Omaha 1/2, Ontario & Western 1/2, Rock Island 1/2, St. Paul 1/2, do. pref., Union Pacific 1/2, Western Union 1/2, Wash. pref. 1/2, West Shore bonds 1/2.

Unchanged—C. C. & I., Central Pacific, Jersey Central, Mo. Pacific.

This morning's Wall street gossip is reported by Messrs. Frank Bond & Co., 14 Place d'Armes, as follows:—

Traders continued to talk bullish last evening and said that within the past few days the market has widened to such an extent that radical changes must be looked for, and that future fluctuations will probably be marked if not violent.

There were numbers of stop orders in N.Y. and N.E. and these caused the heavy fall from 64 down to 60. The professionals who have been trading heavily in this stock since the culmination of the manipulative deal assisted the downward movement by selling 500 to 1,000 share lots.

The selling of N.E. was largely aided by parties who, in order to manipulate the stock and force speculative followers, favored its riding down to 58 1/2, but accumulated extensive lines and last evening gave out cautiously that they were nearly ready for the next upward movement.

Chicago operators were inclined to be bearish, particularly on the Grangers. Reports from the west stated that nothing would be accomplished at Monday's meeting of the Western Traffic Association.

The Armour following was reported to have closed at its speculative line of St. Paul, but when this stock sold off to 94 1/2 a number of buying orders appeared and

PRODUCE AND PROVISIONS

MONTREAL, 7th October, 1886.

Flour—The market was quiet and steady to-day and quotations are unchanged. There were no sales reported on change. The following were reported to the Herald: 500 barrels medium bakers' at \$4.10, 125 barrels Manitoba strong bakers' at \$4.50, 1,400 sacks do. on p.t. for export to Antwerp.

We quote:— Superior Extra, per bbl. \$4.07 1/2 at \$4.10 Extra Superfine. 3.95 to 3.95 Fancy. 3.75 to 3.80 Spring Extra. 3.65 to 3.75 Superfine. 3.20 to 3.30 Strong Bakers', Manitoba. 0.00 to 4.50 Strong Bakers' (Canadian). 4.00 to 4.70 Strong Bakers' (American). 4.50 to 4.70 Fine. 2.75 to 2.80 Middlings. 2.65 to 2.70 Pollards. 2.65 to 2.70 Ontario bags (medium) b.i. 1.95 to 2.00 " " (spring extra) 1.75 to 1.80 " " (superfine) 1.60 to 1.65 City bags (delivered) 2.25 to 2.30

OATMEAL—Quotations are as follows:— Granulated, per bbl. \$4.25 to \$4.50 Ordinary, per bbl. 4.00 to 4.25 " " 2.00 to 2.10

CORNMEAL—Quotations are as follows:— White, per bbl. \$0.00 to \$0.00 Yellow, per bbl. 0.00 to 0.25 " " 0.00 to 1.30

WHEAT—Business was again on the quiet side and values are unchanged. We quote:— Canada spring, No. 2, 80c/33c; Canada winter, No. 1, 80c/33c.

CORN GRAINS—The market was dull to-day and no change is made in quotations. We quote:— Corn, in bond, 45c/60c per bushel of 56 lbs; peas 67c/26c per bushel of 60 lbs; oats, 30c/31c per bushel of 34 lbs; barley, 45c/30c, according to quality; per bushel of 48 lbs; rye, nominal at 56c/58c per bushel of 56 lbs.

MALT—Quotations are:— Western, 60c/80c, and Montreal at 85c/90c per bushel of 36 lbs, in bond according to quality.

MILL-FEED—A sale of one car of shorts is reported at \$15. We quote: Bran, 12c/13c; shorts, \$14 to \$15; provender, \$23 per ton of 2,000 lbs.

BRITISH BREADSTUFFS AND PROVISIONS MARKETS

Grain on the passage to Europe Oct. 6:— Wheat, Corn, Barley, etc.

There is no change to note in our money market. Call loans are at 4 1/4 per cent, and discounts of approved commercial paper at 6 1/2 per cent.

Call loans at the New York Stock Exchange to-day ranged from 6 to 8 per cent.

At the weekly meeting of the directors of the Bank of England to-day the Bank rate of discount was continued at 3 1/4 per cent.

The open market rate for money in London to-day was 2 1/2 per cent.

The following are to-day's cable quotations for consols, American securities and Canadian Pacific:—

Consols for money, 100 15-18; do. for account, 101 1-10; U.S. 4 1/2 per cent, 117 1/2; Erie, 100; N.Y. Central, 112 1/2; Canadian Pacific, 100.

The quotations for Grand Trunk preference stocks cabled from London to-day to Messrs. L. J. Forget & Co., stock brokers, 1755 Notre Dame street, were as follows:—1st, 85 1/2; 2nd, 60 1/2; 3rd, 37 1/2.

Bar silver in London yesterday was unchanged at 4 1/4 per ounce.

Financial notes. Three per cent. rentes are cabled from Paris to-day as follows:—12.30 p. m., 82 1/2; 2 p. m., 83 1/2; 4 p. m., 82 1/2.

The transactions in Canadian Pacific at the New York Stock Exchange to-day were again very large, being 14,900 shares at prices ranging between 7 1/4 and 7 1/2.

The closing quotations telegraphed to Messrs. W. L. S. Jackson & Co. were 7 1/4, asked 7 1/2 bid, and those for St. Paul & Manitoba were 119 1/2 asked, 118 1/2 bid.

The Dominion Government are in the market wanting to purchase \$150,000 of sterling sixties.

SPECIAL BUTTER, CHEESE AND HOP REPORTS

(From the N.Y. Journal of Commerce.)

URICA, October 4.—Cheese—Still the market is on the upward move, a matter of surprise to some dealers and of congratulation to the factorymen. The ruling price this week was 1/2 higher than last week, and the sales were 11,787 boxes, or about 200 boxes less than last week's sales.

The market has probably reached nearly the top notch, and will soon have to stop the weekly advance. It is hardly safe to depend on the coming market even, and dealers will soon be getting good cheese at slightly easier terms. The sales to-day were as follows: 500 boxes at 1 1/2; 5,131 boxes at 1 1/4; 574 boxes at 1 1/4; 2,673 boxes at 1 1/4; 940 boxes at 1 1/4; 672 boxes at 1 1/4; 100 boxes at private terms, and 1,098 boxes on commission. The wholesalers quote 1 1/4 @ 1 1/2; Little Falls sold 6,604 boxes, ruling at 1 1/4.

Butter—The butter market is easier, the receipts being large, and prices are about the same. There is any quantity of summer butter about, which can be picked very cheap. But first-class fall butter, prime first dairy or rich edge creamery is in good demand, and is rather scarce. For a good article of the latter 30c and over will be a fair price. About 275 packages have been brought in during the past week, and were sold at 20c to 25c for dairy, and 24c to 28c for creamery. Thirty tuns were shipped from here to-day on the understanding that they were to bring at least 25c. Little Falls sold creamery at 25c to 26c, and 25 packages creamery at 25c.

Hops—The market is still sick, as brewers are buying foreign and western, so that domestic hops languish. There have been some 1855 hops beggung at 22c, and possibly a few small country transactions, but none in open market. The holders are said to have weakened a trifle, but there are few signs of it about here.

SPECIAL IRON REPORT

(The N.Y. Journal of Commerce.)

PHILADELPHIA, October 5.—Anthracite is going up rapidly. Large orders come from old customers. Miners' meetings are being quietly held to discuss a strike, but it is probable nothing decisive will be done until after the Richmond convention. The local and lime trade is very good. Cars are not plenty. The contemplated action of Governor Pattison is approved among the smaller operators and shippers, but no confidence is felt in a successful investigation. Bituminous is moving freely, and all kinds of hard and soft coal will improve.

LIVE HOGS—The movements and price of hogs were as follows:—

Table listing live hog movements and prices, including Official receipts, Shipments, and Estimated receipts.

The market closed weak and low. Packers bought 7,500, and shippers 7,500. There were 11,000 left over. Estimated receipts for to-morrow are 14,000.

CATTLE—The receipts to-day were 13,000. The market was dull and weak.

GRAIN OILS MARKETS

The following are to-day's closing prices:— New York, Oct. 6.—3 33 p. m.—Wheat, 83c October, 84c November, 86c December, 87c January, 88c February, 89c March, 90c April, 91c May, 92c June, 93c July, 94c August, 95c September, 96c October, 97c November, 98c December, 99c January, 100c February, 101c March, 102c April, 103c May, 104c June, 105c July, 106c August, 107c September, 108c October, 109c November, 110c December, 111c January, 112c February, 113c March, 114c April, 115c May, 116c June, 117c July, 118c August, 119c September, 120c October, 121c November, 122c December, 123c January, 124c February, 125c March, 126c April, 127c May, 128c June, 129c July, 130c August, 131c September, 132c October, 133c November, 134c December, 135c January, 136c February, 137c March, 138c April, 139c May, 140c June, 141c July, 142c August, 143c September, 144c October, 145c November, 146c December, 147c January, 148c February, 149c March, 150c April, 151c May, 152c June, 153c July, 154c August, 155c 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[From the Victoria, B. C., Times.]

YOKOHAMA-MONTREAL.

The Link That Joins the Occident and the Orient.

A Great Tea Merchant's Views of the New Tea Route.

MR. EVERETT FRAZER, the senior partner of the extensive tea firm of Frazer & Co., of New York, Shanghai and Yokohama, and Consul-General of Korea, arrived in the city on Saturday night, and is staying at the Grand Hotel.

Mr. Frazer was found at his hotel this morning, and with a courtesy and freedom which marks the gentleman and the traveler, gave our reporter much valuable information in regard to the Oriental trade, about which, for the past few years, we have been hearing so much in connection with the Canadian transcontinental railway.

THE TEA TRADE, the probability of its growth and successful operation, and on the subject Mr. Frazer is a firm believer in the future of the C. P. R. The W. B. Flint, the pioneer vessel of the trade, he said, had arrived and discharged her cargo of 17,500 packages in excellent order.

THE EASTERN DISTRIBUTION is made at Brockville, the cars crossing the St. Lawrence at Brockville without breaking bulk and passing on over the Utica and Black River road to Albany and thence to New York.

EVERY POSSIBLE CONVENIENCE to importers of tea into Canada and the United States and practically puts all on the same footing, as the consignments can be dropped off en passant obviating transshipments, etc.

THE CANADIAN PACIFIC road is well and substantially built, and is equipped with the most modern sleeping and dining cars.

THE FOURTH will be the British bark City of New York, with about 25,000 packages, which sailed on the 25th of August.

A GREAT ADVANTAGE that Mr. Frazer has had was the experience of last year, when he loaded the ships Isabella and Artizan for Tacoma for the Northern Pacific and O. R. & N. Co.

VALUED AT FULLY \$1,000,000. This trade, which is steadily increasing, represents a freight charge of over \$2,000,000, and all of it now comes by the Pacific Mail and Occidental and Oriental Steamship Co.

her, and with a covered shed, has already been completed. It can be extended easily to 3,000 feet or more whenever required and will give ample accommodation.

AN IMPORTANT PART of Mr. Frazer's visit to the western terminus has been undertaken at the request of the underwriters of New York, who are heavily interested in cargoes of tea arriving here.

AS AN IMPERATIVE NECESSITY, in the tea as in every other trade, the earliest information of the arrival of ships must be wired to Montreal and New York.

PASSENGER TRAFFIC likely to be developed over the new route, Mr. Frazer is of opinion that it will grow to considerable proportions from England and the United States to Japan, China and India.

STARTING FROM BOMBAY the route would be to Calcutta by rail; thence to Hongkong by steamer, occupying twelve days and giving travelers an opportunity of visiting Canton, the most populous and most interesting city of China.

THE CANADIAN PACIFIC road is well and substantially built, and is equipped with the most modern sleeping and dining cars.

IMPORTANT. Passengers arriving in the City of New York via Grand Central Depot save \$3 Carriage Hire and Transfer of Baggage by stopping at the GRAND UNION HOTEL, opposite said depot.

SIX HUNDRED ELEGANT ROOMS, \$1 and upwards per day. European Plan. Elevators, Restaurant, Cafe, Lunch and Wine Rooms supplied with the best. Prices moderate.

THE "LONDON NEWS" SAYS: "Among the many specifics introduced to the public for the cure of dyspepsia, indigestion, derangements of various kinds and a general family medicine, none have met with such genuine appreciation as Hop Bitters."

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Given Up by the Doctors. "Is it possible that Mr. Godfrey is up and at work, and cured by so simple a remedy?"

Steamships.

CANADIAN PACIFIC STEAMSHIP LINE

Port Arthur, Manitoba and British Columbia. One of the magnificent Clyde-built steamships Alberta and Athabasca is intended to leave Owen Sound at 4 p.m.

Every Wednesday and Saturday, on arrival of Steamship Express, which leaves Toronto at 10.45 a.m. for Port Arthur, calling at Sault Ste. Marie, Mich., only, every Saturday.

DULUTH & LAKE SUPERIOR SOUTH SHORE PORTS. For Tickets to Duluth or Port Arthur and return, or by boat to Port Arthur and return, apply to any agent of the Canadian Pacific.

W. C. VAN HORN, Vice-President, Montreal. HENRY BEATTY, Manager S.S. Lakes and Lake Traffic, Toronto.

July 8 105

THE QUEBEC STEAMSHIP CO.

The Steamship ERL KING, 2200 tons, Capt. Friske, is intended to sail from Montreal for London ON OR ABOUT THE 20th OCTOBER.

Agents: William Ross & Co., 3 East India Avenue, London, E.C.; Temperley, Carter & Burke, 21 Billiter Street, London, E.C.; Robert, Reford & Co., 23 and 25 St. Sacramento Street, Montreal.

THE S.S. MIRAMICHI, CAPT. A. BAQUET, OCTOBER, FOR PICTOU.

Will sail from Montreal on MONDAY, 4th OCTOBER, FOR PICTOU. At 5 p.m. calling at FATHER POINT, GASPE, PERCE, SUMMERSIDE and CHASLOTTEVILLE.

For Freight or Passage, apply to DAVID SHAW, Agent, Commissioners Street, Montreal; A. B. CHAFFEE, Jr., Ticket Agent, Arthur Ahern, Secy, Quebec; J. S. Veit, Gaspe; Valby & Le Bas, Perce; J. Schuman, Summerside; Carvell Bros., Charlottetown, or C. Dwyer, Pictou.

OTTAWA RIVER NAVIGATION CO.

DAILY LINE BETWEEN Montreal & Ottawa. Passengers take 7 a.m. Train daily for Lechelle, to connect with Steamer for Ottawa and intermediate ports.

GO UP THE RIVER FOR AUTUMN TRIPS! DAY EXCURSIONS TO CARILTON and back, \$1.25. Saturdays, \$1.00.

MARKET LINES. Steamer PRINCESS, for Carleton every Wednesday and Saturday at 6 a.m.

THE STEAMERS OF THIS COMPANY BETWEEN MONTREAL AND QUEBEC. Now run regularly, as follows: The steamer QUEBEC, Capt. R. NELSON, on Mondays, Wednesdays and Fridays.

IMPORTANT. Passengers arriving in the City of New York via Grand Central Depot save \$3 Carriage Hire and Transfer of Baggage by stopping at the GRAND UNION HOTEL, opposite said depot.

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Steamships.

DONALDSON LINE.

WEEKLY CANADIAN SERVICE BETWEEN Montreal and Glasgow. The Steamship CONCORDIA, 2600 tons, is intended to sail for Montreal FOR GLASGOW ON OR ABOUT THE 7th OCTOBER.

Agents: Donaldson Bros., 185 St. Vincent Street, Glasgow; Robert, Reford & Co., 23 and 25 St. Sacramento Street, Montreal.

TEMPERLEY LINE. FORTNIGHTLY SERVICE BETWEEN Montreal and London. The Steamship ERL KING, 2200 tons, Capt. Friske, is intended to sail from Montreal for London ON OR ABOUT THE 20th OCTOBER.

Agents: William Ross & Co., 3 East India Avenue, London, E.C.; Temperley, Carter & Burke, 21 Billiter Street, London, E.C.; Robert, Reford & Co., 23 and 25 St. Sacramento Street, Montreal.

THOMSON LINE.

NEWCASTLE-ON-TYNE SERVICE VIA LONDON. The Steamship CARMONA, 2800 tons, Capt. Halcrow, is intended to sail from Montreal for London ON OR ABOUT THE 5th NOVEMBER.

Agents: Thomson & Co., 100 St. James Street, London, E.C.; Robert, Reford & Co., 23 and 25 St. Sacramento Street, Montreal.

GUION LINE.

UNITED STATES MAIL STEAMERS SAILING WEEKLY BETWEEN New York and Liverpool, calling at Queenstown.

PROPOSED SAILINGS FROM NEW YORK. Wisconsin.....Tuesday, Aug. 24, 11.30 a.m. Alaska.....Tuesday, Aug. 31, 9.00 p.m.

THE STEAMERS OF THIS COMPANY BETWEEN MONTREAL AND QUEBEC. Now run regularly, as follows: The steamer QUEBEC, Capt. R. NELSON, on Mondays, Wednesdays and Fridays.

IMPORTANT. Passengers arriving in the City of New York via Grand Central Depot save \$3 Carriage Hire and Transfer of Baggage by stopping at the GRAND UNION HOTEL, opposite said depot.

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Steamships.

The Hansa Steamship Co.

of Hamburg, and The White Cross Line, of Antwerp, Under Contract with Dominion Government.

Steamers of the above Line will sail as follows: S.S. WANDRAEM, on or about 17th September from Antwerp for Montreal.

S.S. BAUMWALL, on or about the 1st October from Hamburg for Montreal.

S.S. GRASBROOK, on or about 15th September from Hamburg for Antwerp.

THE CANADA SHIPPING CO.'S

LINE OF STEAMERS BETWEEN MONTREAL and LIVERPOOL. Comprising the following First-class, Clyde built, Full-powered Iron Steamships:

LAKE SUPERIOR.....5,293 Tons. LAKE HURON.....4,100 Tons. LAKE WINNIPEG.....3,200 Tons. LAKE NEPIGON.....2,857 Tons. LAKE OJIBWA.....2,800 Tons.

Will sail as follows: FROM LIVERPOOL, calling at Queenstown to embark passengers for Quebec and Montreal, connecting at the latter port by direct Rail for all points in Canada and the United States, and to which Through Tickets are issued.

LAKE WINNIPEG.....Tuesday, Oct. 5. LAKE NEPIGON.....Tuesday, Oct. 12. LAKE HURON.....Tuesday, Oct. 19.

FROM MONTREAL, calling at Queenstown to embark passengers for Liverpool, connecting at the latter port by direct Rail for all points in England and the Continent.

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

In the passenger departments the most perfect provision has been made to ensure the comfort and convenience of all.

The Steamers are large and airy. The Stowage is fitted with the most approved Patent Trunks, and is fully ventilated and heated by steam.

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

RATES OF PASSAGE: Cabin—return to Liverpool, \$50; return, \$80. Steerage at lowest rate, apply: In Belfast, to A. WATTS, 7 Custom House Square; in Queenstown, to N. G. SEYMOUR, 21 W. St.; in Liverpool, to R. W. ROBERTS, 21 W. St.; in Quebec, to H. E. MURRAY, 125 Peter Street, or to H. E. MURRAY, General Manager, 1 Custom House Square, Montreal, 71.

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Steamships.

BEAVER LINE.

SPRING and SUMMER ARRANGEMENT. THE CANADA SHIPPING CO.'S LINE OF STEAMERS BETWEEN MONTREAL and LIVERPOOL.

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

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In the passenger departments the most perfect provision has been made to ensure the comfort and convenience of all.

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Steamships.

ALLAN LINE.

Under contract with the Governments of Canada and Newfoundland for the conveyance of the CANADIAN and UNITED STATES MAILS.

1886--Summer Arrangements--1886. This Company's Lines are composed of the following Double-ended, Clyde-built OIL STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with the modern improvements that practical experience suggest, and have made the fastest time on record.

Vessels, Tonnage, Commanders. Numidian.....4000 Capt. James Wylie. Sardinian.....4000 Lt. W. H. Smith, R.N.R. Polynesian.....4000 Capt. Joseph Ritchie. Circassian.....4000 Capt. Hugh W. G. Curran. Nova Scotia.....3000 Capt. R. H. Hughes. Caspian.....3000 Lt. R. Barrett, R.N.R. Carthaginian.....4000 Capt. MacLeod. Siberian.....4000 Capt. R. P. Moore. Norwegian.....3500 Capt. J. G. Stephen. Hawaiian.....3500 Capt. John Brown. Austrian.....3000 Capt. J. Ambury. Neostrian.....3000 Capt. W. Dalziel. Prussian.....3000 Capt. Alex. McDougall. Scandinavian.....3000 Capt. John Park. Buenos Ayres.....3000 Capt. E. Le Gallais. Grecian.....3000 Capt. E. Le Gallais. Canadian.....2000 Capt. John Kerr. Fenimore.....2000 Capt. W. S. Main. Waldensian.....2000 Capt. D. McKillop. Lucerne.....2000 Capt. W. S. Main. Newfoundland.....1500 Capt. J. Scott. Acadia.....1500 Capt. F. McGrath.

The Shortest Sea Route Between America and Europe, being only Five Days between Land and Land. The Steamers of the Liverpool, Londonderry and Montreal Mail Service, sailing from Liverpool on THURSDAYS and from Quebec on THURSDAYS, calling at Long Point to receive on board and land Mails and Passengers from Ireland and Scotland, are intended to be despatched.

FROM QUEBEC. Parisian.....Thursday, Oct. 14. Sardinian.....Thursday, Oct. 28. Polynesian.....Thursday, Oct. 11. Parisian.....Thursday, Nov. 18. These steamers carry neither cattle nor sheep.

Rates of Passage from Quebec. Cabin.....\$70 and \$80. (According to accommodation.) Intermediate.....\$30. Steerage.....\$20.

The Steamers of the Liverpool, Londonderry and Montreal Extra Service, sailing from Liverpool and Quebec on Fridays and calling at Long Point to receive on board passengers from Ireland and Scotland, are intended to be despatched.

FROM QUEBEC. Sarmatian.....Friday, Oct. 22. Circassian.....Friday, Oct. 5. These steamers carry neither cattle nor sheep.

Rates of Passage from Quebec. Cabin.....\$50, \$50 and \$70. (According to accommodation.) Intermediate.....\$30. Steerage.....\$20.

The Steamers of the Glasgow, Quebec and Montreal Service, are intended to sail from Montreal for Glasgow, as follows:--

Scandinavian.....About Oct. 12. Siberian.....About Oct. 26. Buenos Ayres.....About Nov. 9. Norwegian.....About Nov. 23. Scandinavian.....About Nov. 18.

The Steamers of the Liverpool, Queenstown, St. Johns, Halifax and Baltimore Mail Service, are intended to be despatched as follows:--

FROM HALIFAX. Nova Scotia.....Monday, Oct. 11. Caspian.....Monday, Oct. 18. Carthaginian.....Monday, Nov. 8. Nova Scotia.....Monday, Nov. 22. RATES OF PASSAGE: Cabin HALIFAX AND ST. JOHNS: Cabin.....\$30.00. Intermediate.....\$15.00. Steerage.....\$8.00.

The Steamers of the Glasgow, Londonderry, Galway and Boston Service, are intended to be despatched as follows, from Boston for Glasgow direct:--

FROM BOSTON. Hibernian.....About Oct. 11. Prussian.....About Oct. 17. Canadian.....About Oct. 30. Hibernian.....About Nov. 19.

THROUGH BILLS OF LADING. Persons desirous of bringing their friends from Britain can obtain Full Certificates at lowest rates. An experienced surgeon carried on each vessel.

Berth not secured until paid for. Through Bills of Lading granted at Liverpool and Glasgow, and at Continental Ports, to all points in Canada and the Western States, via Halifax, Boston, Baltimore, Quebec and Montreal, and from all Railway Stations in Canada and the United States to Liverpool and Glasgow, via Baltimore, Boston, Quebec and Montreal.

For freight, passage and insurance, apply to JOHN M. CURRIE, 21 Quai d'Orleans, Havre; ALEXANDER HENDERSON, 115 St. Paul Street, London; ROBERT & CO., 100, BROADWAY, New York; FISHER & BURNER, 20, RIVER STREET, LONDON; JAMES & ALEX. ALLAN, 7, GREAT CLYDE STREET, GLASGOW; ALLAN BROTHERS, JAMES STREET, LIVERPOOL; ALLAN, RAS & CO., QUEBEC; ALLAN & CO., 112, LA SALLE STREET, CHICAGO; H. B. ROBERTS, TORONTO; THOS. COOKE & CO., 251 BROADWAY, NEW YORK; or to G. W. ROBERTSON, 224 St. James Street, opposite St. Lawrence Hall.

H. & A. ALLAN, 25 Common Street, Boston, and 8, BROADWAY, NEW YORK.

October 7, 1886

Excelent Storage. Apply at ASSESS INSPECTION OFFICE.

BROKERS' ADVICE NOTES. BROKERS' BUYING AND SELLING. CONTRACT BLANKS.

MONTREAL HERALD PRINTING OFFICE.

TERMS OF SUBSCRIPTION.

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

NOTICE.

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

The Montreal Herald

FRIDAY MORNING OCTOBER 8.

THE MEETING YESTERDAY—THE GRAND TRUNK'S ATTITUDE EXPLAINED.

Yesterday, after a considerable amount of discussion—intelligent and non-intelligent—the following resolution was adopted at the meeting of business men in the Mayor's rooms:—

Moved by Mr. Hugh McLennan, seconded by Mr. Andrew Robertson, and Resolved, That in view of the greatly increased railway facilities extending throughout the Dominion of Canada, and to the West and South of the United States, this meeting recognizes the necessity that commensurate terminal facilities for distribution and interchange with shipping should be provided in Montreal.

That the Executives of the different lines of railways interested are hereby requested to confer, and thereafter to submit a comprehensive scheme providing full accommodation for the entire trade, and That the different bodies here represented pledge themselves to favorably consider such scheme.

Now with all proper deference to the railway interests, we take leave to say that when the commercial future of this city is being considered and plans are proposed for making ample provision for future trade, the interests which must receive attention, first, last and all the time, are the public interests. These are not questions to be referred to two railway managers or two railway companies. The railway men might get together and agree on a scheme which would not be for the highest interests of the city. Take the Union Depot scheme by way of illustration. The railway managers might agree upon a site which would not be the most convenient for the citizens generally, but since it would be the only railway station in the city the citizens would have to use it wherever it would be placed. In this way, the creation of a Union Depot, instead of proving a great public accommodation would be liable to become a great public inconvenience, if the matter were left to the sole decision of the railway managers. The handing over of such subjects to the railways for their decision, instead of placing the whole question in the hands of a mixed committee of merchants and railway men to report upon fully and fearlessly, was a great mistake, even if the railway managers were disposed to co-operate. It was, evident, however, from the speeches of those representing the railway interest—(such as Mr. Van Horne, speaking for the Canadian Pacific, and Mr. Hickson, who dropped a few remarks, just sufficient to show that he had no sympathy with the proposed improvements)—that the reference of the subject to the railway companies meant killing the scheme altogether. Mr. Richard White, acting in the interests of the Grand Trunk, had at a comparatively early stage of the proceedings, passed around a resolution of the same tenor as the one proposed by Mr. Hugh McLennan, and it was seen that those present who were known to be in Grand Trunk interests favored the resolution, which was subsequently adopted. When a resolution, calling for joint co-operation by the railway companies, is proposed with the knowledge that the representatives of one of the companies have absolutely refused to countenance any practical scheme of the character suggested, it must of course be understood that the result must be, not to further, but to strangle the scheme. There would have been some sense in making the railway managers members of a general committee to draw up a feasible scheme, but to call upon men to do this work who have already said they could not possibly agree, is not treating the public frankly and is certainly killing the whole scheme.

As this was all the business transacted, it can not be said that the meeting was a success, in so far as its decision went. Much was said that is of public interest, and the remarks of some of the speakers were very much to the point, and pitched in the proper key. But it is not difficult to understand why the Grand Trunk objects to anything worthy of the name of harbor and railway improvement being undertaken along the river front. The Grand Trunk has access to most of the wharves already. It does not wish to let the Canadian Pacific enjoy equal privileges. The Grand Trunk has a monopoly in the West End; it does not wish to see the Canadian Pacific established there and in the same position as itself in close connection with the flour mills, rolling mills and factories in that quarter and along the canal. It is the old Grand Trunk obstructive policy over again—the policy which attacked and paralyzed for a time St. Hugh Allan's railway enterprises in this province; which led to the contest over the Esplanade in Toronto; which secured the North Shore line, which it did not need, in order to prevent the Canadian Pacific from getting it; which left no stone unturned to prevent the opening up of the North-West and to prevent the building of an

independent railway between Montreal and Toronto. This same policy stands, budget in hand, prepared to knock in the head anything which promises railway and navigation improvements in Montreal, just because it is feared that Grand Trunk interests may possibly suffer, or rather that another railway may obtain traffic privileges equal to those now enjoyed by the Grand Trunk. This is a mean and contemptible view to take of the broad question, and it is not a view that will be approved in this city. It cannot have the endorsement of our commercial men. It is opposed to the great improvements which the people are looking for. It is hostile in spirit to the work of development that is going on, not in Montreal only but all over the Dominion. It places Montreal in a false position before the people of the Dominion and brings our city into disrepute. Such ideas cannot prevail. The Grand Trunk have been overruled in the past and they will be so again. They and their selfish schemes cannot be permitted to arrest the improvements that the commerce which our railway systems are bringing to Montreal absolutely demands. Whenever, in the last five or six years, the Grand Trunk management have fought against the public interests they have been "downed," and the new conflict on which they have now entered will not prove an exception to this wholesome experience.

IS IT A ROLL OF HONOR?

There are perambulating this province, urging the electors to sustain the Ross Government, a considerable number of gentlemen who will like to take credit for being disinterested in their efforts to spread political information among the masses. They assure the dear people that they have nothing to gain by pursuing their present course. Their love for the electors constrains them to address meeting after meeting. They are innocent as babes of any selfish motive. Patriotism pure and undefiled animates them, and the sacrifices they are making, solely for the public good, are represented as something astounding. These are nice stories with which to tickle the ears of the groundlings, but unfortunately they will not bear examination. Let us see who these unselfish, patriotic politicians are who are working so actively to keep the Ross Government in power. We will name only a few at present; the roll can be added to from time to time.

There is first Mr. John J. Curran, M.P. This gentleman holds, by the grace of the Ross Government, a sinecure, value \$800 a year, in the shape of the office of Fire Marshal of Montreal. The city pays the salary and gets nothing for it. Mr. Curran has had some thousands of dollars of civic money in this form, for which the tax payers of Montreal have had nothing in return. The Ross Government, with whom the power of removal lies, keeps up this expensive farce at the cost of Montreal tax payers, and in return Mr. Curran stumps the country for their candidates. Of course, he is a disinterested patriot. One of his latest public appearances was the other evening at the Hastings meeting.

Mr. Philippe Pelletier is another Fire Marshal of Montreal. He, too, receives his \$800 a year. The Ross Government keeps him in office, making the taxpayers of Montreal support him. He is the candidate in opposition to the Hon. F. G. Marchand in St. John's. The salary which the Ross Government makes Montreal pay him is being used to support him in his political adventures. Who can doubt his disinterestedness?

M. C. P. Davidson is another orator on behalf of the Government. He acts as Crown Prosecutor (an office under the Ross Government, good for several thousand a year) when not engaged in stumping the country from Dan to Beersheba. Ought any doubt to rest upon Mr. Davidson as a disinterested witness to the merits of the Government?

There is Mr. C. A. Cornellier, who frequently acts as Crown Prosecutor, and was one of the principals in the Cornellier-Leblanc subornation-of-jurors case. He shares with Mr. Ouhmet, his partner, the emoluments of the office, and, of course, wants the Government that feeds him sustained. Need anything be said on the score of disinterestedness here! Ought not Mr. Cornellier's opinion of the Government to be a valuable guide to the electors?

Mr. John S. Hall, Government candidate for Montreal West, is a partner of the Chapleau law firm. Of course, he is anxious to have the Government and the party sustained, for "there's" thousands, it not millions, in it. Mr. Hall—we say it without desiring to give offence—is personally interested in having the Government sustained, and cannot be an independent candidate.

Mr. Beauchemin, who is opposing Mr. Mercier in St. Hyacinthe, was recently Revising Barrister under the Ottawa Government and is Crown prosecutor under the Ross Government. His interests are bound up with those of the Ross Government, and he is simply annoying Mr. Mercier to please his paymasters. We understand, as a matter of fact, that nearly every Revising Barrister in the Province is at work, in some capacity or other, for the Ross Government. The tens of thousands of dollars which they have recently drawn from the public treasury is a strong incentive to work for tens of thousands more in the future.

Mr. Pagnuelo is also advising the electors how to vote. He is Mr. Taillon's partner and represents the Attorney General. Will anybody pretend that he is a disinterested witness in the case, that his advice is not based on the purest selfishness, or that there are not mercenary con-

considerations at the bottom of his advice to the electors?

Mr. Bisillon, of Mr. Lacoste's law firm, is another Government orator. It pays this firm to support the Government. They make thousands yearly by it. How many thousands of dollars have they taken from the province in connection with the prosecution and persecution of the commercial corporations alone? How many cases against those corporations has this firm had in a single year? On one day 39 judgments were rendered against these corporations, whom this Ross Government are still following up. Mr. Bisillon, of the Lacoste firm, is a nice witness to the merits of the Government! The wonder is that the Government can be so blind to their own interests as to send their lawyer, in this way, before the electors as witnesses to the virtues of the Government.

Mr. Landry, M.P., is another Government orator. Like the Gazette, he is a Government contractor. He is one of the proprietors of the heavily subsidized Beauport Insane Asylum. The present Government renewed Mr. Landry's contract without authority of the Legislature, paying him some \$30,000 or more a year over and above the price at which the Sisters of Longue Pointe offered to provide for the insane. Is it any wonder that Mr. Landry is canvassing the electors to keep the Ross Government in power? Is it not, indeed, surprising that these contractors will force their offensive presence upon the people when they know that their motives are at once so sordid and so transparent?

Mr. T. O. Casgrain has been a stumper and is now a candidate for the Ross Government. He received his thousands of dollars of public money for conducting the Regina trial.

Colonel Quimet, who has been doing much wire-pulling, and underground work for the Government, is Crown Prosecutor, drawing his thousands from the Government. It is not to be supposed that he is a disinterested adviser of the people.

There are scores more of them, to whom we shall refer again. "We have them on the list," and although so far as public service goes, should they all disappear tomorrow "they never would be missed," yet they are the main props of the shattered Ross Government. They are the men who are calling upon the country to "save the Government"—and their own perquisites and offices! They profess that they represent public opinion, when they really represent only their own demands to be allowed to continue to draw sustenance from the public treasury.

A mighty change has come over the Province. The tidal wave of public indignation that is sweeping over the land will not be stayed by the mercenary outcries of the Government's hired retainers. The country is rising en masse against the insolence and the rapacity of the men who have so long lorded it over their fellow-men, but whose day of power is well nigh ended. A few days more of honest, earnest work and the entire horde of henchmen will be sent into the cold shades of opposition.

"GAZETTE" VICTORIES.

The Provincial Government having the issue of the writs in their own hands, brought on the election in Gaspe out of the usual course in order to forestall opposition to their Solicitor-General, Mr. Flynn. Opposition to a member of the Government in a county, such as Gaspe, where many of the population were only recently dependent upon the charity of the Government, was a most unlikely thing to happen; but so great were the Government's apprehensions that instead of letting the election there come off in the usual course, after the other elections had been held, they forced it on in advance in order to leave no opportunity for an opposition to be worked up. We don't know that much complaint need be made of their course. If they could not conceal their fears there is certainly nothing to prevent their publishing to the world the unmistakable signs of panic which they are exhibiting. To call such a proceeding a prelude of victory, as the Gazette does, is to pander with the public and to ignore the public's intelligence.

Another "victory" claimed by the Gazette has occurred in Hochelaga, where Hon. Louis Beaubien, the Government candidate, has just been obliged to retire from the field thoroughly beaten! This is a special victory—no wonder the Gazette rejoices over it; it is one of many of the same kind in store for the Gazette's friends. The facts are these: Mr. Beaubien for several years has been the opponent of the Quebec Government. He zealously opposed them until a few months ago, when, some bargain having been entered into, he ceased his opposition, deceived his Opposition friends, "turned Turk" on them, struck hands with the Ross Government and became their candidate! No more unprincipled series of proceedings than these of Mr. Louis Beaubien's have been known in Quebec politics, coarse and venal as they have been. The capture of Mr. Beaubien was heralded throughout the Province as a grand prize; it was made much of every where, and it was confidently predicted by the Government's friends that Mr. Beaubien would carry Hochelaga flying. He has been lobbying for the last three months; do so, and no doubt, had success attended his efforts and the Government's he would have been taken into a reconstructed ministry and received whatever had been offered as the reward for his change of base. But the electors were not to be hoodwinked by Mr. Beaubien or the Government. Mr. Beaubien might

do what he pleased or what selfishness dictated, but the independence of the electors was not for sale. While the Government press were claiming day after day that Mr. Beaubien was carrying all before him, Mr. Beaubien was steadily losing ground, was being steadily pressed out of the contest, and at last was forced to lay down his arms and surrender at discretion. His retirement from the field was announced by himself in a letter to the Mincure in the course of which he said:—

In reaching the decision which, under the circumstances, I deem to be wise, to bein the interest of the Conservative party and most satisfactory to my friends, I must thank my friends for their support and for the honor which they have done me in choosing me for their representative during the last nineteen years. In my retirement from public life, if I can be of use to them, they may depend on me. I shall never forget the long devotion I have bestowed upon them, especially as to those interests to which I am more particularly devoted—I mean those of agriculture. But it seems to me that in the present state of affairs there is no other course for me to take, having regard to the Conservative interests in the country.

"For nineteen years," as Mr. Beaubien remarks, he was impregnable. He stood well with the electors until the Ross Government made him their candidate in the present contest, and now he is driven from public life! And this is only the beginning of the end. What has happened to Mr. Beaubien is going to happen to a great many more of the same kind. The flag of the Ross Government is fatal to them. It poisons everything it touches. Still, the Gazette claims that the retirement of Mr. Beaubien from Hochelaga and from public life as a consequence of his turning over to the Ross Government, is a victory which is going to give the Government the county. We wonder how many "victories" of this kind the Government really want? How many could they stand?

CONTRACTORS AS PUBLIC GUIDES.

The public will not lay much stress upon the Montreal Gazette's advice in the present election. The Gazette is an interested party. The Gazette is after leaves and fishes. It is so far from being able to offer independent advice that it is simply the organ and mouthpiece of Government contractors. The Gazette Company are contractors, and the utterances of the Gazette are the deliverances of contractors. It is not public opinion that speaks through the Gazette—it is simply the voice of the contractor. One contractor puts five thousand dollars or ten thousand dollars into a fund to buy up constituencies in one section; another puts in an equal amount to buy up constituencies in some other quarter; or sometimes the contractors join hands to swamp a bye election with money. What the Gazette contractors put into the pool may not be money, although they can afford to put in cash as well as any of them; their investments consist of newspaper articles filled with misrepresentations of their opponents; false reports (in some cases pure fabrications) of political meetings; together with "cheek" unbounded, purchased praise of the Government, and the other elements of a brewing coup, compared with which the contents of Shakespeare's witches' cauldron were a savory compound. These constitute the Gazette contractors' contribution to the general fund; so that nobody is deceived by anything proceeding from that quarter in support of their opponents. When the intelligent reader has laid down his Gazette in the morning his ejaculation is, "Well, these people are trying hard to earn their money and fulfil their contract," and that is about "all there's" to it. Nobody blames the Gazette for taking an active part in the election under the circumstances. It is fighting for printing and patronage just as some other contractors who are taking a great interest in the election are fighting for extras on their contracts. These contractors want the present Government retained in office that they may more effectually draw from the public treasury, not what they earn, but what they do not want. But these contractors, gaze modest. They do not profess any but selfish aims. They tell you frankly that they are working for their own pocketbook. They have not the impudence to pose as defenders of the public interests and representatives of public opinion. The Gazette contractors have no such modesty and frankness. And they are as shortsighted as they are impudent. They fancy their readers do not understand their position and their motives, which are perfectly understood and correctly appreciated. Contractors under the Ross Government advising the electors how to vote, and posing as independent public guides, is one of those "great moral spectacles" which even Satan himself could not surpass as a display of calm, insolent assurance.

THE FACTORIES ACT IN ONTARIO.

Mr. Mowat has determined to wait no longer for action at Ottawa and has passed an Order-in-Council bringing into operation on the 1st December the Factory Act passed by the Ontario Legislature. This was passed in 1884, a similar measure in the Dominion Parliament having been introduced on several occasions, and as often withdrawn. Its first appearance was in 1879; since that time it has annually re-appeared to be regularly suppressed by the Government. Having passed his Act Mr. Mowat communicated with the Minister of Justice with the object of having its constitutionality recognized—some question on this point having been raised—but the Minister could not bring himself to enter upon the question. He was asked to pass a short bill confirming the Ontario statute, or to submit the question of constitutionality to the Supreme Court, but he

would do neither. The only reply vouchsafed by Ottawa was that when the occasion arose its legality could be tested in the ordinary courts. This was manifestly unfair to the public, for it cast the expense on private individuals of removing a doubt on the conduct of their business that had been raised by the Legislature. There was no good reason why the bill so often introduced by Dr. Bargin should not have been allowed to pass, and as this deadlock was created by the Ottawa Cabinet they should have met Mr. Mowat in his efforts to have the question solved. They would not do so and he has acted without them. As it is a measure intended for the safety and well-being of the operatives of Ontario, it is to be regretted that he waited so long, and more to be regretted that Sir John has not done for the Dominion at large what Mr. Mowat has done for his province.

A NEW YORKER'S VIEWS.

Mr. Everett Frazar, whose name has become familiar to Canadians through his connection with the first tea shipments from China and Japan over the Canadian Pacific Railway, has been in Montreal for a few days, leaving yesterday evening to return to his home in New York. It is due to the influence and ability of Mr. Frazar's firm (Frazar & Co., 123 Front street, New York), that the Canadian Pacific has had so strong a "pull" of the tea trade this year, the seventh ship having been already chartered. Mr. Frazar has gone all over the Canadian Pacific, seen all the leading officials, visited all the principal trade centres in Canada, and fully informed himself in regard to the wants and wishes of the tea merchants, not in Canada only, but in the Western States and all points that are likely to have their tea shipments conveyed in connection with the C. P. R. Mr. Frazar informs us that the tea importers in the United States and Canada are more than satisfied with the quick despatch given to their orders and the excellent condition in which their consignments have reached them. In this connection he expresses his entire satisfaction with the hearty co-operation he has received from the General-Manager of the Canadian Pacific and all his subordinates. A most interesting account of how the tea trade is handled, supplied by Mr. Frazar to the Victoria, B.C., Times, will be found in another column, to which we invite special attention. Mr. Frazar, we notice, has something to say about the extensive passenger travel between India, China and Japan, and the United States, which he believes is destined to pass over the Canadian Pacific's steamers and railway. He explains that it will be both a cooler and a quicker route than any other, and with a superior class of steamers, will be vastly more agreeable both for American and European tourists and business men.

MR. L. HARRIS, in a letter to the Star,

speaks of the alleged anti-Jewish movement in the Montreal East election. He says:— I am but a very humble member of the Jewish community of Montreal, but I wish to thank you for your article in defence of our people.

I think the Liberals have shown their true colors, and I imagine the anti-Jewish plank in their platform will not do them much good in Montreal Centre and West.

It would be interesting to know from what Mr. Harris deduces the theory that religious oppression is the "true" instinct of Liberalism. It may be that some local issue has been raised in a single constituency in which capital is made from the course of some one who is a Jew, but to talk of Liberals being shown in their "true colors" because of the said exceptional quarrel, whatever it may be, is to betray great ignorance of history. The suspicion seems justified that Mr. Harris does not even know to which great party in British politics the Jews owe their relief from the disqualifications that surrounded them.

THE "WITNESS" is good enough to credit

THE HERALD with having said that after forty years the Lion and the Lamb had lain down together—alluding to Sir John and the Globe. It was the Toronto Mail, not THE HERALD, that made the remark.

SPECIAL NOTICE.

ON YOUR RETURN FROM THE COUNTRY OR SEASIDE, DO NOT FORGET TO CALL AND GET YOUR OWN AND THE CHILDREN'S PHOTOGRAPHS TAKEN, IN ANY STYLE, AT NEWMAN & SONS, 21 BUREAU STREET.

DIED.

MUSSEN.—At 718 Sherbrooke street, on the 6th instant, Maria Eleanor Kay, aged 68 years, beloved wife of Thomas Mussen, merchant, of this city.

Funerals and acquaintances are respectfully

requested to attend the funeral without further notice, on Friday, 8th instant, at two p.m.

WILLIAM H. ARNTON, J. ALEX. L. STRATHY, Hon. Secretaries, u 211

A GENERAL MEETING

of Members and Subscribers to the Laurentian Club will be held at the St. Lawrence Hall, Montreal, on MONDAY, the 25th inst., at 8 p.m., for the Organization of the Club, the Election of Directors, Adoption of By-laws, taking over the Property and Rights held in trust for the Club; and for such other business as may come before said meeting.

W. H. FAIKER, Secretary, u 211

Hunt Steeplechases.

SPECIAL TRAINS

BOTH DAYS

To Blue Bonnets Course

LEAVE BONAVENTURE STATION at 1 and 2 p.m., returning, leaving Lachine and making stop at Blue Bonnets at 9:30 and 6:42.

WILLIAM H. ARNTON, J. ALEX. L. STRATHY, Hon. Secretaries, u 211

THE ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

A SPECIAL GENERAL MEETING

of the Shareholders of the Atlantic and North-West Railway Company will be held at the office of the Company in Montreal, on FRIDAY, the 25th inst., at 8 p.m., for the consideration and authorization of a lease in perpetuity, to the Canadian Pacific Railway Company, of the Consolidated Railway of the Company, and to determine all matters incidental thereto.

By order of the Board. C. DRINKWATER, Secretary, u 211

New Advertisements.

JOHN HENDERSON & CO., 1677 Notre Dame Street, Hatters and Furriers.

FUR SHOW ROOMS NOW OPEN WITH A LARGE STOCK OF MANUFACTURED FURS.

INDIAN CURIOSITIES, MOOSE HEADS, and Skins of all Descriptions!

ALSO THE LATEST SHAPES

In English Hats, Fall Styles, BOTH IN SILK AND FELT.

Umbrellas, Water-Proof Coats, Halloway Rugs.

A Large Assortment. All at Low Prices.

JOHN HENDERSON & Co. 211

FLOWERS.

A LARGE COLLECTION OF HOME GROWN FLOWERS.

CHOICE VARIETIES, At 25 per cent less price than those imported.

W. B. DAVIDSON, 1756 Notre Dame street.

BRANCH—2 Phillips Square, Montreal, Oct 8. u 212

Mayo's Vegetable Anesthetic

IS NOW MANUFACTURED AT 41 WILLIAM STREET, MONTREAL.

where all orders for the Dominion can be promptly filled. This new anesthetic can be administered the same as Nitrous Oxide Gas, and can be charged in the same cylinders.

Orders for Nitrous Oxide Gas also can be filled at above address.

Price of Vapor, 4 cents per gallon Nitrous Oxide, 1 cent.

Send for descriptive pamphlet. HUGH SMYTH, Local Agent for the Patentee, du 215

ASK FOR

JONAS judicious housekeepers use them!

Orthodox grocers always sell them!

Non-residents buy them wholesale!

Drift cooks insist on having them!

Procure our Flavoring Extracts!

BETHEL EVERYWHERE.

WHOLESALE AT 10 DeBresles Street, Montreal, October 4. u 238

THOMAS ROBERTSON & CO.,

MONTREAL AND GLASGOW, IRON, STEEL AND METAL MERCHANTS, RAILWAY SUPPLIES.

Plumbers and Steamfitters' Supplies. SOLE AGENTS FOR

"COLTNESS," "DALLEMLINGTON," "GARIBERRIE," "EGGLINTON," and "LONSDALE HEATITE" PIG IRONS.

"DAZZLE" Steel Boiler Plate, "LUKEN'S" Charcoal Iron Boiler Plate

"SHANKS'" Sanitary Appliances, "THOS. GLOVER'S" Dry Gas Stoves.

MANUFACTURERS OF WROUGHT IRON TUBING, FOR GAS, STEAM OR WATER.

Also, BOILER TUBES, made from Iron or Steel. July 1. 157

16 YEARS SUCCESS!

FLAVORING SILVERMAN'S EXTRACTS

WHOLESALE DEPOT & FACTORY: 501 & 506 ST. PAUL STREET. Telephone 1284. June 18. 17

GIBB & CO.

Having received their Fall assortment of Goods in

Tailoring and Haberdashery,

PATTERN SUITS FROM POOLE, INVITE INSPECTION, October 8. 246

Boston & Savannah Steamship Co.

Direct Line from Boston to Savannah

Connecting at Savannah with all rail lines to points in the South and South west, and with rail and steamer lines to all points in Florida. The elegant new iron steamers of 2200 tons each, GATE CITY and CITY OF MAON, will sail regularly every Thursday, from Boston and Savannah. For freight or passage apply to W. H. RING, Nickerson's Wharf, and to W. H. RING, Nickerson's Wharf, 201 Washington Street, Boston. Sept 29. 3m nwf 234

THE ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

THE ADVANCED ART CLASSES

of the Art Association will REOPEN FOR THE SESSION 1888-89 EARLY IN THE MONTH OF OCTOBER, under the direction of Mr. WILLIAM H. ARNTON, Principal of the Royal Canadian Academy.

Intending Students will obtain application to MISS NEWELL, at the Montreal, 3rd September. u 211

PAGE'S CUT PLUG TOBACCO.

Face's Cut Plug Tobacco. Face's Cut Plug Tobacco. CUT FRESH THIS DAY.

PHILIP HENRY, 134 St. James Street.

GUARDIAN ASSURANCE CO.

Paid-up Capital...21,000,000 \$

H. W. RAPHAEL, SPECIAL AGENT, Mr. Raphael requests his friends to favor him with a share of their business. October 5. u 211

Amusements.

ACADEMY OF MUSIC.

HENRY THOMAS, Lessee and Manager, Monday, Oct 4th—The Great Dramatic Event.

THEATRE ROYAL.

EXTRAORDINARY ATTRACTION! Every Afternoon and Evening During the Week.

The Latest London and New York Success COLVILLE'S

TAKEN FROM LIFE!

By HENRY PETTIT, Author of "The World Produced by the FRODOA MALLISTER DRAMATIC CO., with all the original scenery from Wallace's Theatre, N. Y., including the Great Exposition, Herculaneum, France, Act 4th—The English Racing Stable, including the celebrated "WESLEY" making this one of the grandest productions of the age.

Admission, 10, 20, and 30 cents. 37th week, special engagement of the WILLIAMS OPERA CO. 40 Artists &c.

MRS. PAGE-TROWER'S

Concert Season 1886-87. First Concert and Matinee. QUEEN'S HALL.

Friday and Saturday, Oct. 8th & 9th.

Artistes Assisting—Madame Fannie Bloomfield-Zelsky, of Chicago, Pianist; Miss Lyman, of Montreal; Herr Max Heinrich, of the Grand Opera, Paris; and the celebrated Violinist, Herr Gustav Danneberg, director.

Box plan now open to the public at No. 100, St. James Street, Montreal. Tickets reserved seats, 1st. All seats reserved. More names can be received on the subscription list, the subscription closing on the 15th inst. The Hall can be engaged for first class balls, parties, &c., at reasonable rates. 5th St. September 27. 27284 1, 4, 8, 30

DANCING.

PROF. DURKEE'S Evening Class for Beginners every Tuesday and Friday; Advanced Class, Monday Evening, October 15th; Assembly every Monday and Thursday at four o'clock.

ASSEMBLY every Thursday night. Made the popular Italian Orchestra.

Circulars at Prince's Music Store and at the Academy, 100 St. James Street.

The Hall can be engaged for first class balls, parties, &c., at reasonable rates. 5th St. September 27. 27284 1, 4, 8, 30

1886

THE WORLD OF SPORT.

Montreal Hunt Steeplechases.

The fine weather, a good programme and a large list of entries brought a great number of spectators to the Fashion Course, Blue Bonnets, yesterday afternoon, to witness the races organized by the Montreal Hunt Club. Two trains starting from Bonaventure Depot brought a large number of people. The majority, however, came by road, all sorts of rigs, from the express wagon to the well equipped landau, driving side by side, and having some exciting brushes one with another on the way. Around the course a numerous and fashionable company had assembled, including the following ladies and gentlemen: Mayor Beaupre, Mr. and Mrs. McDavin, Mr. and Mrs. Masson, Mr. J. P. Daves, Dr. Hingston, Wm. Dolma, Toronto; Miss McDonald, Mr. and Mrs. H. Paton, Mr. H. M. Allan, Mr. and Mrs. H. A. Allan, Misses Allan, Mr. A. Morris, F. Meredith, H. S. Smith, Quebec; Capt. Sheppard, Toronto; Col. F. Bond; Miss Signames, Miss Smith, Hon. M. H. Cochrane, Misses Leslie, Mr. C. E. Dawson, Mr. R. C. Hamilton, Mrs. Cooper, Miss Knight, Mr. and Mrs. J. A. Gordon, Miss O'Brien, W. Meredith, Mr. and Mrs. Miss J. B. Coghlin, Mrs. Bengoum, Mr. Bengoum, jr., Mr. and Mrs. Brown, Mr. H. J. Fiske, Alton Clerk, W. M. Ramsay, T. Davidson, M. P. Ryan, J. C. Baker, T. Carter, Misses Cochrane, Misses Conroy, Miss Hope, G. Denholm, Capt. Kane, F. Davis, Mr. and Mrs. F. C. Maloude, Mrs. and Miss Omer, Mr. C. Cassis, J. Casalis, Hon. Peter Mitchell, Misses Dawes, Mr. G. Grant, Colin Campbell, G. McDoyar, Duncan Robertson, Mr. and Mrs. Miss Strathy, Mr. Allan, Col. Walker, London; G. Gavall, H. White, Mr. McKinnon and others.

The first race on the programme was a two miles green steeplechase. It brought out nine starters, and was the most interesting race of the afternoon. Iolanthe started favorite, but was somewhat easily beaten by Echo, who took the hurdles in capital style. The third race, which was for the Members' Plate, turned out a farce. Tantiy, ridden by Mr. Elliott, would not take the first hurdle and was soon out of the race. Woodlawn, ridden by Mr. A. Galarnreau, and Echo, by Mr. J. Drysdale, kept well together until the water jump was reached, where Drysdale accidentally cannoned Galarnreau and knocked him over. Echo then went on alone, but refused to take the last hurdle, having to be led up to the jump; he then trotted in alone. Mr. Galarnreau, remounting, came in second. A protest was lodged against Echo for having been led up to the jump, it, however, was not allowed. This decision caused some surprise, as by the laws of the turf a horse led up to a jump should be ruled out. The Members' Plate was won by Echo, who started a hot favorite; Tantiy, ridden by Mr. Elliott, was runner-up. The programme commenced at 2.45 with the

Green steeplechase, open to horses that had never won a steeplechase or hurdle race and that shall have been regularly and fairly raced during the current season and bona fide the property of members of hunt clubs, in either Canada or the States, on or before August 15th, 1886, over about two miles of flat hounding country. Welter Weights for age. Halfbreeds allowed seven lbs. First prize, purse of \$150; second prize, \$50; 3rd, saves entrance fee. Percy, 149 lbs., Lachine stables, ridden by Mr. A. Galarnreau, was the favorite. Tantiy, ridden by Mr. J. Drysdale, was the second favorite. Woodlawn, ridden by Mr. A. Galarnreau, was the third favorite. Echo, ridden by Mr. J. Drysdale, was the fourth favorite. The race was won by Percy, who started favorite, but was somewhat easily beaten by Echo, who took the hurdles in capital style. The third race, which was for the Members' Plate, turned out a farce. Tantiy, ridden by Mr. Elliott, would not take the first hurdle and was soon out of the race. Woodlawn, ridden by Mr. A. Galarnreau, and Echo, by Mr. J. Drysdale, kept well together until the water jump was reached, where Drysdale accidentally cannoned Galarnreau and knocked him over. Echo then went on alone, but refused to take the last hurdle, having to be led up to the jump; he then trotted in alone. Mr. Galarnreau, remounting, came in second. A protest was lodged against Echo for having been led up to the jump, it, however, was not allowed. This decision caused some surprise, as by the laws of the turf a horse led up to a jump should be ruled out. The Members' Plate was won by Echo, who started a hot favorite; Tantiy, ridden by Mr. Elliott, was runner-up. The programme commenced at 2.45 with the

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close followed by Percy. At three-quarters of the distance the favorite, who was taking the jumps well, drew level and soon had Pilot beaten, winning by six lengths, Charlie a good third. The management on the whole was good, though if the walls between the races were a little shorter the enjoyment would be all the greater, especially to the ladies, who have not the opportunities of killing time at race meetings that gentlemen have. The following were the officials:—

Stewards—A. Baumgarten, Esq., M. F. James Drummond, Esq., Mayor of Montreal, John Crawford, Esq., Dr. Craik, James O'Brien, Esq., J. Alex. L. Strathy, Esq., H. Montagu Allan, Esq., E. A. Allan, Esq., H. A. Galarnreau, Esq., Hugh Paton, Esq., Wm. H. Aronson, Esq. Special stewards for farmers' race—James Drummond, Esq., Andrew Scott, Esq., Thomas Brown, Esq., James Somerville, Esq., H. Lapointe, Esq. Judge—John Crawford, Esq. Starter—Jas. P. Dawes, Esq. Clerk of the course—A. Baumgarten, Esq., M. F. H. Clerk of the scales—Jas. O'Brien, Esq.

LADYBIRD'S RACES should prove even more interesting and exciting than those of yesterday, as a large number of entries have been received and the weights have been adjusted very carefully as follows:—

Percy, 157, Lachine stables. Glenarm, 170, Red Bank stables. Fox, 142, Morrice. Pilot, 163, St. Basile. Barnister, 141, Miogoue. Wishimay, 147, Dr. Craik. Tantiy, 142, Frank Elliott. Wizard, 157, J. R. Woodward. Path Master, 144, H. W. Wilson. With such an entry as the above one can see that a race can be expected on Saturday. All are good horses, as we saw from the running yesterday, and particularly well and fairly handicapped. The farmers' race will have twenty entries, the largest steeplechase field ever started in Canada. The Cup will be the first race of the day and will be keenly contested.

LACROSSE. THE QUEBEC SHAMROCKS DEFEATED. OTTAWA, October 7.—The Capitals defeated the Shamrock lacrosse team of Quebec this afternoon, by three games to one, the visitors scoring the second. A large crowd witnessed the match.

RECYCLING. The members of the M. B. C. leave this morning at 8 o'clock for St. Hyacinthe to take part in a programme of races to be held there to-day. There are to be one, three and four mile bicycle handicap, a one mile running handicap open to all amateurs, also pigeon shooting match and tug of war. The track is first class, one lap to the mile and there is every opportunity for making good times.

PORT OF MONTREAL. The following is the statement of the number and tonnage of seagoing vessels that arrived in port, from the opening of navigation up to October 1st, the following years:—

Table with columns for Year, Number of Vessels, and Tonnage. Data for 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900.

Number of inland vessels that arrived in port from the opening of navigation up to October 1st, the following years:—

Table with columns for Year, Number of Vessels, and Tonnage. Data for 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900.

STATEMENT OF REVENUE. From Customs—\$12,500. From Inwards—\$15,500. From Outwards—\$9,000. From Wharves—\$6,000. From Tonnage dues on vessels—\$5,500. Total—\$48,500.

THE MONTREAL GAS COMPANY. A Semi-Annual Dividend of SIX PER CENT. has been declared on the Paid-up Capital Stock of the Company, payable at the Company's office on the FIFTEENTH DAY OF OCTOBER NEXT.

ADVERTISE IN THE MONTREAL HERALD. IF YOU Want a Cook, Want a Partner, Want a Situation, Want to Sell a Piano, Want to Buy a Horse, Want to Sell a Carriage, Want to Buy or Sell a Farm, Want to Let a House or Cottage, Want to Sell Groceries or Drugs, Want to Sell Household Furniture, Want to Sell Dry Goods or Carpets, Want to Find Customers for Anything, Advertise in THE MONTREAL HERALD.

THE MONTREAL HERALD. The Very Best Medium in the Country, Advertising will gain New Customers, Advertising will keep Old Customers, Advertising is a Capital Investment, Advertising is a Safe Investment, Advertising is a Profitable Investment, Advertising is a Necessary Investment, Advertising is a Wise Investment, Advertising is a Successful Investment, Advertising is a Permanent Investment, Advertising is a Durable Investment, Advertising is a Valuable Investment, Advertising is a Reliable Investment, Advertising is a Trustworthy Investment, Advertising is a Dependable Investment, Advertising is a Respectable Investment, Advertising is a Creditable Investment, Advertising is a Reputable Investment, Advertising is a Distinguished Investment, Advertising is a Noble Investment, Advertising is a Magnificent Investment, Advertising is a Glorious Investment, Advertising is a Wonderful Investment, Advertising is a Marvellous Investment, Advertising is a Fantastic Investment, Advertising is a Magical Investment, Advertising is a Mystical Investment, Advertising is a Supernatural Investment, Advertising is a Divine Investment, Advertising is a Heavenly Investment, Advertising is a Sacred Investment, Advertising is a Holy Investment, Advertising is a Blessed Investment, Advertising is a Glorious Investment, Advertising is a Wonderful Investment, Advertising is a Marvellous Investment, Advertising is a Fantastic Investment, Advertising is a Magical Investment, Advertising is a Mystical Investment, Advertising is a Supernatural Investment, Advertising is a Divine Investment, Advertising is a Heavenly Investment, Advertising is a Sacred Investment, Advertising is a Holy Investment, Advertising is a Blessed Investment.

New Advertisements. INVALIDS' HOTEL & SURGICAL INSTITUTE. BUFFALO, N. Y. Organized with a full staff of eighteen Experienced and skillful Physicians and Surgeons for the treatment of all Chronic Diseases.

OUR FIELD OF SUCCESS. Chronic Nasal Catarrh, Throat and Lung Diseases, Liver and Kidney Diseases, Bladder Diseases, Diseases of Women, Blood Diseases, Nervous Affections, cured here at home, with or without seeing the patient. Come and see us, or send us ten cents in stamps for our "Invalids' Guide Book," which gives all particulars.

DELICATE DISEASES. RUPTURE. PILE TUMORS and STRICTURES treated with the greatest success. Book sent for ten cents in stamps. Address: World's Dispensary Medical Association, 603 Main Street, Buffalo, N. Y.

DR. PIERCE'S Favorite Prescription. It is a powerful Restorative Tonic and Nervine, imparts vigor and strength to the system, and cures, as if by magic, Leucorrhoea, or Whites, excessive Flowing, painful menstruation, and all natural suppressions, prolapsus of the uterus, retroversion, bearing-down sensations, chronic constipation, indigestion, nervous debility, and weakness of stomach, indigestion, bloating, nervous prostration, and sleeplessness, in either sex.

SICK-HEADACHE, Bilious Headache, Dizziness, Constipation, Indigestion, and all ailments arising from impure blood, promptly cured by Dr. Pierce's Pleasant Purgative Pellets. 25¢ per box, 50¢ per dozen. Sold by all druggists.

THE BELL TELEPHONE CO. OF CANADA. Dividend No. 10. The usual Quarterly Dividend of TWO PER CENT. will be paid on 15th OCTOBER to Shareholders of record 30th September.

NEWEST PROCESS. STEEL OR IRON CASTINGS! RELIABLE, SOFT AND TOUGH, At less than half the cost of Malleable Iron Castings. Additional Plant for a Foundry costs less than \$5,000.

NOTICE TO CONSIGNEES. Montreal, 7th Oct., 1888. H. A. ALLAN, Agents.

NOTICE TO CONSIGNEES. The Beaver Line S.S. LAKE SUPERIOR, Wm. Stewart, master, from Liverpool, is chartered at Customs. Consignees will please pass their entries without delay.

EASILY AT THE HEAD. I can not overstate my opinion of Benson's Caprine Plasters, remarked Mr. John H. Allen, Druggist, of No. 215 First Avenue and 2 Park Row; "I have sold them for years. My customers prefer them above all others. I know of a lady who was immediately relieved from an attack of sciatica by using only one plaster. I recommend them to all their friends. Benson's plasters occupy the first place among external remedies. Embalmers, chemists, physicians endorse them. They are prompt to act and their curative powers are beyond comparison. Be guarded against imitations. Wood Caprine cut in centre of genuine. Price 25 cents.

New Advertisements. OFFICES. VICTORIA SQUARE, TWO LARGE ROOMS, SUITABLE FOR LIGHT MANUFACTURING PURPOSES, WELL LIGHTED AND HEATED WITH STEAM.

UNION INJECTOR! The Best Boiler Feeder in the World. MANUFACTURED BY Robert Mitchell & Co., Montreal Brass Works.

PLAYING CARDS. New Samples for this Season. WULFF & CO., 32 St. Sulpice Street, MONTREAL.

MOXIE NERVE FOOD! What is the use of dragging yourself day after day, without life or activity, feeling all tired out and miserable when you might be as energetic and lively as ever. MOXIE NERVE FOOD is a beverage like desirable for invalids and persons in health.

MONTREAL FURNITURE CO. (LIMITED). Having purchased the new Factory with all the late and improved machinery of Craig & Co., St. James street west, and added largely thereto, and also secured the extensive furniture business and premises of W. J. Shaw & Co., Craig street, we are now prepared to carry on the manufacture and sale of the furniture in all its departments.

McINTYRE, SON & CO. IMPORTERS Wholesale Dry Goods, &c. 13 Victoria Square, Montreal.

LEOPOLD GALARNEAU, AGENT IN CANADA FOR Sandeman, Bock & Co. (Penaria), Xerez, Sherries, Delbec & Co., Oporto, Ports, Leacock & Co., Reims, Champagnes, Gordon & Co., Madeira, Madeira Wines, Seurin Freres, London, Gia and Orange Bitters, P. Clermont & Co., Bordeaux, Claret, Alex'r Saignette, Bordeaux, Claret, W. Maingay, La Rochelle, Brandy, L. Rambaud & Mariagnes, Rotterdam, Gims, Hy. White & Co., Apt. Glaces and Crystallized Fruits, DePozzi Filis, London, Red Heart Rum, Marseilles, Olive Oil.

ROAD DEPARTMENT. SEALED TENDERS, addressed to the undersigned and endorsed "Tenders for Sewers," will be received at the office of the City Clerk, until noon, on Friday, the 15th October, inst.

THE IRROUOIS HOUSE. Bellefleur Mountains, St. Hilaire, P.Q. IS STILL OPEN. Accommodation for 300 guests. Only 37 minutes from Montreal by G. T. R. R. Trains leave Montreal—4.45 a.m., 8.10 a.m., 1.3 p.m. (Saturdays only), 3.15 p.m., 5.10 p.m. Arrive at St. Hilaire—8.35 a.m., 8.57 a.m., 1.15 p.m., 1.25 p.m., 4.45 p.m., 6.45 p.m. (Saturdays only) 7.22 p.m. Arrive in Montreal—6.00 a.m., 8.55 a.m., 11.55 a.m., 6.55 p.m., 8.10 p.m. (Saturdays only), 8.10 p.m. Fare to Irroquois House and Return, \$1.25. CAMPBELL BROS. B. F. CAMPBELL, Proprietors, 4th St. 4th 180

TO Whom It May Concern. PUBLIC NOTICE is hereby given that it is proposed to abate thirty feet east of Ferris street, and to connect the same with the sewerage system, and proprietors in the said streets or sections of streets, may avail themselves of the opportunity to make connections from their houses or yards into the said common sewers, and proprietors in the said streets or sections of streets who object to the construction of said sewers are hereby notified that their objections must be filed with the Road Committee or City Surveyor on or before the 15th day of October, inst. By order, PERCIVAL W. ST. GEORGE, City Surveyor.

Auction Sales. BY JAMES STEWART & CO. REAL ESTATE. EXTENSIVE SALE BY AUCTION. THE FINEST AND MOST DESIRABLE BUILDING SITES IN THE WEST END OF MONTREAL. THE ONLY OPPORTUNITY TO PURCHASE ON THE MOST PROMINENT STREETS EAST OF MACKAY AND WEST OF MOUNTAIN ON SHERBROOKE AND ST. CATHERINE, AND THE NEW STREETS RECENTLY HOMOLOGATED.

THE UNDERSIGNED are instructed by the HEIRS OF THE ESTATE PHILLIPS, to offer at Public Sale On Saturday Morning, 16th October Next, the lots as laid out on the plan by Mr. Joseph Rielle, P. L. S., about 191 building lots. On Sherbrooke street there are east of Cross street, four lots 2x121, between Bishop and Crescent eight lots, say about 2x121, and five on Sherbrooke, east of Mackay. On St. Catherine street there are only on the North side, thirteen lots, but they are, considering the rapidly advancing value of property on that street, most eligible sites. On the same street, on the South side west of Crescent, there are eight lots about 2x121. On the East and West side of Bishop street, running from Sherbrooke to St. Catherine, there are sixty-five lots, about 2x121 and eighteen below St. Catherine 21 feet 6 in x 100. On Crescent, North of St. Catherine there are 5 lots about 2x100, and North of Dorchester there are 12 lots 2x115. All the new streets as homologated by the Corporation are ample in width, being each 60 feet, or as wide as our leading thoroughfare, St. James street. Large accommodation is also fully provided for. Plans and information at the office of James Stewart & Co., 183 St. James Street.

Sale at ELEVEN O'clock on the Grounds. LUNCH AT ONE. JAMES STEWART & CO., Auctioneers, 183 ST. JAMES STREET. The above sale has been postponed until the 16th inst. on account of the match between the Montreal and Ontario Lacrosse Clubs advertised to take place on Saturday, the 9th.

ECONOMY IN FUEL! Housekeepers, Merchants, Everybody, CALL AT 208 ST. JAMES STREET AND SEE THE J. F. PEASE "ECONOMY" FURNACE! Guaranteed to produce MORE HEAT with LESS COAL than any Furnace in use. J. H. FERNS, General Agent, 208 St. James Street.

MANITOBA & NORTH-WESTERN RY. OF CANADA. The Picturesque Line of the North-West, Through the Park Lands of the Fertile Belt and the beautiful valleys of the Little Saskatchewan and Birdtail Rivers.

Help Wanted—Male. WANTED—A traveller for a wool-salt wine and commission house. Address with references, P. O. Box 239, r. 21.

Situations Wanted—Male. WANTED—A situation by a respectable young man; is willing to do any kind of work in the city. Address M. A., 9 Alexander street.

Situations Wanted—Female. WANTED—By a young lady, employment in a store, office, or as a resident governess; can give the best of references. Apply Mrs. McRobie, 63 Latour street, Montreal, in 242.

Beautiful Building Lot. That choice building site, corner of Fee Street and Burnside, 112 x 118, the best corner in the city, for sale cheap. Apply W. MOLENA WALBANK, C.E., architect, 81 St. James Street.

Boards. BOARD—Two large unwarmed rooms, heated by hot water pipes, to let with board. 137 Metcalfe street.

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THE UNDERSIGNED will sell by auction, on block, on FRIDAY, 8th October, 1888, at 617 St. Catherine street, the following assets of the estate, viz.:—

Stock of Staple and Fancy Dry Goods, valued at \$38,910.97. Fixtures, valued at 1,710.85. Horses, Carriage, Harness, &c., valued at 578.95. Book Debts and Bills Receivable, valued at \$5,669.09. Stock and debts will be sold separately. Terms—30 days, unless otherwise specified, by notes endorsed to the satisfaction of the vendors. This stock can be inspected on the 6th and 7th October. Inventory and list of book debts can be seen at our office. The purchaser will be required to make a deposit of \$1,000, an amount to satisfy the vendors as to the security of the sale before advertisement. Sale at ELEVEN O'clock. For further information apply to KENT & TURCOTE, 7 Place d'Armes, Montreal. JAMES STEWART & CO., Auctioneers, Montreal, Oct. 6. m 240

PUBLIC NOTICE is HEREBY GIVEN that on FRIDAY, the twenty-ninth day of the month of October, at eleven o'clock, at the office of a Notary Public, the following real estate, situated in the city of Montreal, shall be sold by authority of justice, by licitation and in the presence of the highest bidder, the heretofore described property belonging to the daughter and six grand children of the late Jeanne Marie Farwell, deceased, the widow of the late William Farwell, deceased, in his lifetime of the city of Montreal, aforesaid. Grover, who are representatives, shall be Michael Stewart of the said city of Montreal, Esquire, retired lumber merchant, and also the heretofore described property belonging to the daughter and six grand children of the late Jeanne Marie Farwell, deceased, in his lifetime of the city of Montreal, aforesaid. 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**Insurance.**  
**MANHEIM**  
 Marine Insurance Company,  
 (LIMITED).  
 GERMANY.  
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 Issued Capital.....\$200,000  
 Reserve Funds.....\$20,000

Insurance effected on Merchandise, by Steamers and Sailing Vessels, onwards and inwards, at lowest rates, premium, and also on Cattle Shipments by approved vessels. Losses promptly adjusted.

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Total Assets ..... \$100,000,000  
 Invested Funds ..... 31,470,000  
 Annual Income ..... 4,000,000  
 Business Income distributed to policyholders ..... 17,000,000

The time for closing the Company's Books, and dividing the Profits, having been extended to the 8th of December next, all proposals in full prior to that date will participate in a full year's share of the profit.

W. M. RAMSAY, Manager.  
 Standard Buildings, Montreal.  
 Nov. 21 17 237

**THE LIVERPOOL & LONDON & GLOBE INSURANCE CO.**

Canada Board of Directors:  
 The Honorable H. Y. STARNES, Chairman.  
 THEODORE H. LARK, Esq.  
 EDWARD J. BARREAU, Esq.  
 W. J. BUCHANAN, Esq.

Capital ..... \$10,000,000  
 Amount Invested in Canada ..... \$900,000  
 Assets ..... \$35,000,000

Merchants' Risks accepted at the lowest current rates.  
 Fire, Dwelling Houses and Farm Properties, insured at reduced rates.

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 Having been appointed Sub-Agent for the above Company for the City of Montreal, I take the liberty of asking my friends to favor me with a share of their Insurance Risks.

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**J. C. McCORKILL,**  
 ADVOCATE,  
 CHAMBERS—Opposite St. Lawrence Hall,  
 138 ST. JAMES STREET,  
 MONTREAL.  
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**KENNEDY, BLANCHARD & MCKAY,**  
 Barristers, Solicitors, &c.,  
 T. S. Kennedy, C. Blanchard, J. Mackay  
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**McINTYRE, LEWIS & CODE,**  
 Barristers, Solicitors, &c.  
 Supreme Court and Departmental Agents,  
 Solicitors for Union Bank of Lower Canada, &c.  
 Ottawa, Ont.  
 A. F. McIntyre, R. G. Code, J. Thavers Lewis  
 July 2 158

**MACDONALD & MACINTOSH,**  
 (Late H. H. Sandfield Macdonald.)  
 BARRISTERS,  
 CORNWALL, Ont.  
 Geo. H. Macdonald, J. No. A. Macintosh.  
 May 19 120

**MACDONALD, TUPPER & PHIPPEN,**  
 BARRISTERS, SOLICITORS,  
 OFFICES OVER MERCHANTS' BANK,  
 WINDMILL ST.  
 HUGH J. MACDONALD, FRANK H. PHIPPEN,  
 J. STEWART TUPPER, WILLIAM J. TUPPER  
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**F. R. LATHFORD,**  
 BARRISTER, SOLICITOR, &c.  
 Supreme Court and Departmental Agent,  
 19 ELGIN STREET, OTTAWA, Ont.  
 June 8 118

**MACMILLAN & CAMERON,**  
 BARRISTERS, SOLICITORS, NOTARIES, &c.,  
 LONDON, Ont.  
 285 1y  
**GIBBONS, MONAG & MULKERN,**  
 Barristers, Attorneys, &c.  
 OFFICE:  
 Corner Richmond and Carling Streets,  
 LONDON, Ont.  
 Geo. C. Gibbons, Geo. Monag, Fred. F. Harper.  
 August 9 149

**LEITCH & PRINGLE,**  
 Barristers, Attorneys-at-Law, Solicitors in  
 Chancery, Notaries Public, &c.  
 CORNWALL, Ont.  
 Jas. Leitch, R. W. Pringle.  
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**MACLENNAN, LIDDELL & CLINE,**  
 (Late Maclellan & Macdonald.)  
 Barristers, Solicitors, Notaries, &c.,  
 CORNWALL, Ont.  
 J. B. Maclellan, G. C. H. Cline, J. W. Liddell.  
 July 2 159

**BEATTY, CHADWICK, BLACKSTOCK & GALT,**  
**BEATTY, CHADWICK, BLACKSTOCK & NEVILLE,**  
 Barristers, Solicitors, Notaries, &c.  
 W. H. Beatty, T. G. Blackstock, E. M. Chadwick, F. J. Dunlop.  
 Offices—Bank of Toronto Buildings,  
 CORNER OF WELLINGTON AND CHURCH STS.  
 TORONTO.  
 December 31 211

**CAMERON & McPHERLIPS,**  
 Barristers, Solicitors, &c.,  
 Cavendish Chambers, 49 King Street West  
 TORONTO.  
 Hector Cameron, G. O. C. P. McPherrils.  
 May 7 113

**MACMAHON, MACDONALD, DRAYTON & DUNBAR,**  
 Barristers, Solicitors, &c.,  
 Toronto Street, TORONTO.  
 HUGH MACMAHON, G. O. C. P. H. DRAYTON,  
 GEO. MACDONALD, F. J. DUNBAR.  
 November 14 12m 57 271

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 "Beyond all doubt Benson's Caprine Plasters are the best in use," said Mr. H. J. Cassbeer, the popular druggist and pharmacist of Eighteenth Street and Sixth Avenue. "I sell them very rapidly. These plasters, in point of quickness, thoroughness and cleanliness are unequalled. They succeed where the slow-acting plaster fails. Use them for other days completely fail. Use them for rheumatism, neuralgia, local rheumatism, lumbago, sore throat and lame back they are perfectly efficient. Localize them on imitations with similar names." Word Capsule cut in genuine. Price 25 cents.

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 RAILWAY SUPPLIES  
 STEEL RAILS  
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Warehouse, 225 Wellington St  
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 Feb. 25 278

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 Importers of  
 SCOTCH GLAZED DRAIN PIPES  
 Chimney Tops,  
 Vent Pipes,  
 Fire Covers,  
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 Portland Cement,  
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 Water Lime,  
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 Plaster of Paris,  
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**COBOURG CAR WORKS,**  
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 MANUFACTURER OF  
**BESSEMER STEEL**  
 So. A Chair and Bed Springs,  
 &c. A large stock always on hand.  
 Oct. 24 1y 255

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 Office and Works at the Humber,  
 Manufacturers, and keeps in stock, every description of Carriage, Machine, Plow, Stove, Tire, Sleigh, Shoe and Fancy Bolts, Coach Screws, Bridge Bolts, Gate Hinges and Hot-Pressed Nuts, Track Bolts, Railway, Ship and other Spikes.  
 Address  
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 Importer and Commission Merchant.  
 STEEL AND IRON RAILS,  
 Railway Supplies, Iron, Metals, etc.  
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**Steel Rails**  
 FISH PLATES,  
 TRACK BOLTS AND NUTS,  
 Spikes and General Railway Supplies,  
 IRON AND STEEL PLATES,  
 Angles, Channels, Beams, &c.  
 MANUFACTURERS OF  
**WIRE ROPE**  
 For all Purposes.  
 Ingersoll Rock Drill Co. of Canada.  
**ROCK DRILLS,**  
 Air Compressors, Steam Hoists, Rollers and General Mining Machinery.  
**COOPER, FAIRMAN & CO.**  
 44 Founding St., Montreal.  
 April 13 17 80

**COX & GREEN**  
 FRASER BUILDING,  
 Cor. St. Alexis and St. Sacramento Streets,  
 June 4 184

**R. J. Kimball & Co.**  
 (Established in 1855.)  
 BANKERS AND BROKERS,  
 16 AND 18 BROAD ST., NEW YORK  
 By writing to the Secretary of the New York Stock Exchange, any person can easily ascertain if any one of a firm advertising themselves as "Bankers and Brokers" is a member of the New York Stock Exchange. We have had twenty years' experience in the Banking and Brokerage business in New York, and both members of our firm are MEMBERS OF THE NEW YORK STOCK EXCHANGE.

We are constantly represented on the floor of the New York Exchange by one of our firm. We endeavor to make our own business successful, by doing what we can to make it so for our clients.  
 ROBERT J. KIMBALL, ALFRED E. OUSNEYER  
 Nov. 1y 278

**W. E. ELLIOT & CO.**  
 89 MES STREET, MONTREAL.  
 Manufacturer of and Wholesale Dealers in Illuminating and Lubricating  
**EXCELSIOR MACHINE OILS.**  
 Telephone No. 5423 1y 212

**WHY AND WHEREFORE.**  
 "There is nothing equal to them; they are the best of all. This is shown by the unanimous opinions of all our customers." Mr. Hunt, of Hunt & Dunlop, druggists, under the Glisze House, spoke this the other day of Benson's Caprine Plasters. Benson's Plasters are best because they act immediately and strongly. All others are slow and unceremonious. For Lame Back, Local Rheumatism, Lumbago, Kidney Disease, etc., these plasters are recommended by eminent physicians throughout the country. There are several imitations. See that the word Caprine is cut in the center. Price 25 cents.

**Hotels.**  
**Albemarle Hotel,**  
 MADISON SQUARE,  
 NEW YORK.  
 Most charmingly situated at the junction of Broadway, Fifth Avenue and 23rd St. facing Madison Square.  
 Co.-managed on the European Plan  
 JANVRIEN & WALTER, Proprietors.  
 June 20 1y 147

**ST. LAWRENCE HALL.**  
 135 TO 139  
 St. James Street,  
 MONTREAL.  
**HENRY HOGAN,**  
 Proprietor.

The Best Known Hotel in the Dominion  
 July 25 mws 177

**The Balmoral**  
 MONTREAL,  
 Is the Hotel for Business Men  
 SEA BATHING.  
**INCH-ARRAN HOUSE.**  
 DALHOUSIE—Bale des Chateaux, N.B.  
 Patrons by His Excellency the Marquis of Lansdowne, Governor-General of Canada, and leading families of the Dominion. Now improved and completed. Is open for the season ending 15th September. Unrivalled scenery, Bathing, Boating, Fishing and Driving; excellent Table, Library, Billiard, Bowling, Lawn Tennis, etc.  
 For particulars address  
 W. M. B. THORPE, Manager.  
 July 1 157

**THOUSAND ISLAND HOUSE,**  
 ALEXANDRIA BAY,  
 River St. Lawrence.  
 R. H. SOUTHGATE, O. P. CLEMES, Manager.  
 President. 157

Fine Boating, Fishing and Hunting Unsurpassed region for hay fever sufferers. No malaria, mosquitoes, or hot nights. Staff of the Hotel Brunswick, N. Y.  
 Rates from \$17.50 to \$25 per week.  
 June 30 156

**CHARLOTTETOWN, P. E. I.**  
**REVERE HOUSE.**  
 Mrs. McNEIL, Proprietress.  
 First-class Commercial and Private Hotel. Good Sample Rooms, convenient to Railway and Steamboats.

**Murray Hill Hotel.**  
 NEW YORK.  
 The largest and finest constructed hotel in the city, on Park Avenue, one block from Grand Central Park.  
 (ON AMERICAN AND EUROPEAN PLANS.)  
 600 rooms, elegantly furnished and decorated.  
 The ventilation, drainage and sanitary arrangements generally, are the most perfect but human ingenuity and skill can devise stairways and elevators.  
 No charge for conveying baggage from or to the Grand Central Depot.  
**HUNTING & HAMMOND, Proprietors.**  
 June 15 1y 142

**THE RUSSELL,**  
 OTTAWA.  
 The Palace Hotel of Canada  
 This magnificent new Hotel, fitted up in the most modern style, is now open. The Russell contains accommodations for over FOUR HUNDRED GUESTS, with passage and baggage elevators, and commands a splendid view of the city, Parliamentary grounds, river and canal. Visitor to the Capital having business with the Government find it most convenient to stop at the Russell, where they can always meet leading public men. The entire Hotel is supplied with electric light, and in case of fire there would be no confusion or danger.  
 Every attention paid to guests.  
 KENLY & ST. JACQUES, Proprietors.  
 February 5 21

**ST. LOUIS HOTEL**  
 QUEBEC.  
 This Hotel, which is unrivalled for style, and locality in Quebec, has just been completely transformed and modernized. The building being refitted with new system of drainage and ventilation, passenger elevators, electric light and gas, etc. In fact, all the modern improvements and practical devices that can be devised to promote the comfort and convenience of guests have been supplied.  
 WILLIS RUSSELL, Proprietor.  
 CHATEAU SAINT LOUIS HOTEL CO.  
 June 28 152

**GLASGOW Scotland.**  
**PHILPS COOKBURN HOTEL.**  
 141 BATH STREET.  
 First-Class, Quietly and Centrally Situated Moderate Charges. Turkish Baths.  
 THE MONTREAL HERALD is on file at this Hotel.  
 April 17 91

**SILVERED PLATE MIRRORS.**  
 ENCOURAGE HOME MANUFACTURES.

We are now prepared to furnish Mirrors of any size. Silvering Equal if not Superior to English or French and guaranteed to stand unaltered.  
 Low Prices and Special Discount to the Trade.  
**A. RAMSAY & SON,**  
 37 to 41 Beccollet St., and 12, to 22 Inspector S MONTREAL.  
 Mar 14, 1893 61

**IMPORTANT MEETING.**  
 Extensive and Necessary Improvements Discussed.  
 The Union Station—Harbor Requirements.  
 The Dry Dock and Levee.  
 What the East End has to Say.  
 Adoption of a Resolution of Approval.

Yesterday morning, at the call of the Council of the Board of Trade, a meeting of business men and others interested was held in the Mayor's room, City Hall, to discuss the proposed Union Depot, better facilities upon the wharves for the handling of goods, the prevention of floods, etc., etc. Among those present were His Worship the Mayor, Aldermen Grenier, White, Holland, Perrault, Fairbairn, Money, Jeannotte, Malone, Laurent, Beaunollet, Donovan, Rainville, Martineau, Kennedy, Gray, Hamelin, Sir George Stephen, Sir Donald A. Smith, Hon. J. J. C. Abbott, W. C. Van Horne, Messrs. Joseph Hickson, Sandford Fleming, M. H. Gault, M. P., E. P. Hannaford, Andrew Robertson, Hugh McLennan, W. W. Ogilvie, Edgar Judge H. Shorey, C. H. Gould, D. A. P. Watt, Edward Murphy, R. P. McLean, F. W. Henshaw, W. C. Munderloh, J. Hudon, J. C. McLane, C. Berger, J. O. Perrault, Nolan deLisle, G. Hadrill, W. Robb, J. H. Kennedy, C. E. H. E. Shaw, Port Warden.

On motion MAYOR BEAUGRAND was called to the chair and in opening the proceedings addressed the meeting as follows:—  
 GENTLEMEN.—Public opinion has been somewhat agitated of late by the proposal for the construction of a Union depot where the Grand Trunk and the Canadian Pacific and all other railways, would combine together for the service of the passenger traffic in Montreal. You have all read what Mr. Van Horne and Mr. Hickson had to say on the subject, and we meet here to-day to discuss the matter in the interest of the city of Montreal. A certain locality has already been advocated in the press, in an informal way, but it is useless for me to point out that this must remain a secondary matter until the Corporation have come to an understanding together. There is no doubt that the Grand Trunk and the Canadian Pacific, and all other railways, would combine together for the service of the passenger traffic in Montreal. You have all read what Mr. Van Horne and Mr. Hickson had to say on the subject, and we meet here to-day to discuss the matter in the interest of the city of Montreal. 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Miscellaneous. That the station of the Northern Colonization Railway should be placed at the East End...



THE GREAT DR. DIO LEWIS

His Outspoken Opinion. The very marked testimonials from College Professors, respectable Physicians, and other gentlemen of intelligence...

He continued that there was now a depot at the East End which it appeared to be desired to take away from it. (No! No!)

DR. MAJOR. Specialist to the Department for Diseases of the Nose and Throat, Montreal General Hospital, has returned from Germany.

W. MOLEA WALBANK, B.A.Sc., Architect, Land Surveyor, Civil Engineer and Valuator, 214 St. James St., Montreal.

JAMES DUNNE, ATTORNEY AND COUNSELLOR AT LAW, 280 BROADWAY, STEWART BUILDING, NEW YORK CITY.

KEPPLER & SANCTON, BANKERS AND BROKERS, BUY AND SELL FOR CASH, OR ON MARGIN, ALL SECURITIES DEALT IN AT THE NEW YORK STOCK EXCHANGE.

No. 68 Broadway, New York. RUDOLPH KEPPLER, Members of N. Y. W. & S. EXCHANGE, Stock Exchange.

R. H. HALSTED, H. R. McLANE, BANKERS AND BROKERS, OFFICE: 31 Broad Street, New York.

Cochrane Cassils & Co., MANUFACTURERS OF Boots and Shoes, Wholesale, CORNER OF Craig and St. Francis Xavier Streets, MONTREAL.

MAODOUGALL BROS., Stock Brokers, 69 ST. FRANCIS XAVIER STREET, Buy and Sell all Securities quoted on New York Stock Exchange...

JAMES BAXTER & CO., 120 St. Francis Xavier St., Buy Notes, Diamonds, Bonds, Bullion, and all articles of value and pay prompt Cash.

D. LORN MAODOUGALL & CO., Stock Brokers, Members Montreal Stock Exchange, 11 HOSPITAL STREET, Stocks and Bonds bought or sold for cash, or on margin.

ANDREW A. WILSON, STOCK BROKER, Member Montreal Stock Exchange, No. 1 India Chambers, 13 Hospital Street, MONTREAL.

JOHN G. GRANT, Stock Broker, Member Montreal Stock Exchange, Stocks and Bonds bought or sold for Cash on margin, 13 Hospital Street, No. 1 India Chambers, P. O. Box 187, MONTREAL.

STUART & CO., Stock Brokers, 13 HOSPITAL STREET, Members of the Montreal Stock Exchange, January 17, 1910.

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

MOFFAT & CALDWELL, Bankers, Stock and Real Estate Brokers, 44 MAIN STREET, WINTERS, Minn. Real estate bought and sold. Mortgages negotiated. Collections made. Correspondence invited. Address Drawer 1239, P.O., Wintners, August 18.

H. COTTE, Accountant and Auditor, Address P. O. Box No. 1864, September 1, 1910.

CASTOR FLUID (Registered), A delightfully refreshing preparation for the hair, should be used daily. Keeps the scalp healthy, prevents dandruff, promotes the growth of a perfect hair dressing for the family. 50 cent bottle, HENRY & STRAY, Chemist, 141 St. Lawrence Main Street.

GENTLEMEN ORDERING THEIR OUTFITS, can rely on getting their orders filled when promised. No disappointment. L. Robinson, 53 Beaver Hall.

Miscellaneous. POTTER & STIMUS, Furniture and Interior Decorations, NEW WAREHOUSES, 489 FIFTH AVENUE, NEW YORK.

Antique Department, CURTAINS AND DRAPERIES, Tapestries, Ancient and Modern, Bronzes, Vases and Ornaments, June 18, 1910.

MARCUS POOL & SONS, 17 West Smithfield, E.C. London, Eng. Live Stock Commission Agents in London, Liverpool, Bristol & Southampton.

HE INTERNATIONAL RAILWAY AND STEAM NAVIGATION GUIDE, Published Monthly, containing the TIME-TABLES and MAPS of all the CANADIAN and the principal AMERICAN RAILWAYS and STEAM NAVIGATION LINES.

J. U. CHELHOLM & CO., 1708 Not-Dame Street, Montreal, Publishers and Proprietors.

Liquors, Ales, Etc., JOHN HOPE & CO., MONTREAL, Agents in Canada.

JOHN H. R. MOLSON & BRO., ALE AND PORTER BREWERS, 286 St. Mary Street, MONTREAL.

WILLIAM DOW & CO., Brewers and Maltsters, Feb. 23, 1910.

DAWES & CO., BREWERS AND MALTSTERS, INDIA PALE AND XX MILD ALE, EXTRA and XXX STOUT PORTER (In Wood and Bottle), Families supplied.

SAND PORTER, Quart and Pint, OFFICE: 521 St. James Street WEST MONTREAL.

CLARET I, Gunliffe Dobson & Co., BORDEAUX, CHATEAU LEVILLE, Do. MARGAUX, Do. LAFFITE.

FREDERICK KINGSTON, 25 Hospital Street, Oct 6, 1910.

MR. WM. CARTER SMITH, Solicitor, 80 COLLEGE STREET WEST, Melbourne, Victoria, Australia, Commissioner for administering Oaths in the Supreme Court and Eschequer Court of Canada, Parliamentary Agent, Commissioner for affidavits for New South Wales, Queensland, South Australia, India, Cape of Good Hope and Fiji.

Miscellaneous. HEALTH FOR ALL, HOLLOWAY'S PILLS & OINTMENT, THE PILLS, Purify the Blood, correct all Disorders of the LIVER, STOMACH, KIDNEYS AND BOWELS.

THE OINTMENT, an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers, is famous for Gout and Rheumatism. For Disorders of the Chest it has no equal.

LIEBIG COMPANY'S EXTRACT OF MEAT, FINEST AND CHEAPEST MEAT-FLAVOURING STOCK FOR SOUPS, MADE DISHES & SAUCES.

LEA & PERRINS SAUCE, In consequence of Imitations of THE WORCESTERSHIRE SAUCE which are calculated to deceive the Public, Lea and Perrins have to request that Purchasers see that the Label on every bottle bears their Signature thus—

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SIROP DE BRIANT, Drugist 150 Rue de Rivoli, PARIS, FRANCE. For more than 50 years, Physicians have recommended Briant's Syrup for all diseases of the Chest: COUGHS, COLDS, BRONCHITIS, CATARRH, &c.

BLANCARD'S IODIDE OF IRON PILLS, Approved by the Academy of Medicine of Paris, are specially recommended by the Medical Authorities of the World for Scrophulous, King's evil, etc., the early stages of Consumption, Constitutional Weakness, Poverty of Blood, and for stimulating and regulating its periodic course.

MAN'S ORGANISM, Is the most complex work of the Creator and when this complicated structure, so exquisitely wrought, is disturbed by disease, the most efficient aid should be sought from the most skilled physician—for the human body is too precious to be neglected.

HIS REMEDIES CURE, Any Debility or Derangement of the Nervous System, including Spermatorrhea, Gonorrhoea, Syphilis, Stricture, Impotence, etc., etc.

WEAK, UNDEVELOPED PARTS OF THE BODY ENLARGED AND STRENGTHENED, Unfailing method of self-treatment. Full proof, money refunded, etc., mailed on receipt of a simple remedy free, by addressing C. J. MASON, 78 Nassau St., N.Y.

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OSMORIC CARBONIC STEEL PENS, GOLD MEDAL PARIS 1875.

Miscellaneous. VALUABLE LANDS, FOR SALE IN MANITOBA, 900 Acres of Splendid Prairie Lands, Situated on Portage Creek, in the Thirteenth Township in the Sixth Range West of the principal Meridian, about Five Miles North of Portage La Prairie City.

THE FAVORITE LINE, Quebec and the Lower Provinces, Ottawa, Kingston, Toronto, Detroit and Chicago, Manitoba and the North-West.

THE CANADIAN ALL-RAIL ROUTE TO THE NORTH-WEST, Through Sleeper to Toronto and on Transcontinental Trains.

SOUTH-EASTERN RAILWAY, Montreal and Boston Air Line, White Mountain Line.

Delaware & Hudson Canal Co's RAILROADS, "D. and H.", Saratoga, Troy, Albany, Boston, New York, Philadelphia.

Intercolonial Railway, SUMMER ARRANGEMENT, Commencing 14th JUNE, 1886.

MANITOBA & NORTH-WESTERN R.V. CO., CHANGE OF TIME, On and after Thursday, July 1st, 1886, trains will run between Portage la Prairie and Birtle, as follows:

TO STOCK BROKERS, A fresh supply of Stock Quotation Books, On hand, and for sale at "HERALD" OFFICE.

J. BIELLE, Land Surveyor, JAMES STREET.

THE KEY TO HEALTH, BURDOCK BLOOD BITTERS, Unlocks all the clogged avenues of the Bowels, Kidneys and Liver, carrying off gradually without weakening the system, all the impurities and foul humors of the secretions; at the same time Correcting Acidity of the Stomach, curing Biliousness, Dyspepsia, Headaches, Dizziness, Heartburn, Constipation, Dryness of the Skin, Dropsy, Dimness of Vision, Jaundice, Salt Rheum, Erysipelas, Scrophula, Fluctuating of the Heart, Nervousness and General Debility; all these and many other similar Complaints yield to the happy influence of BURDOCK BLOOD BITTERS.

RAILWAYS, CENTRAL VERMONT RAILROAD, Trains Leave Montreal: 8.30 A.M.—White Mountain Express, arriving Fabyan's 4.25 p.m., Summit Mount Washington 4.30 p.m., Portland 8.30 p.m., Old Orchard Beach 8.30 p.m.

8.30 P.M.—Night Express, for St. Albans, White River Junction, Montpelier, Burlington, Troy, White River Junction, 2.55 p.m., Boston, via Lowell, 7.55 p.m., via New York, via Springfield, at 10.30 p.m.

5.00 P.M.—New York and Boston Express, arriving St. Albans 7.35 p.m., Sappor, Burlington 9.05 p.m., Troy, 10.30 p.m., Albany 5.05 a.m., New York 8 a.m., Worcester 8.40 a.m., Boston 7.45 a.m., via Fitchburg, 9.35 a.m., New York 10.30 a.m., via Springfield, 10.30 p.m.

8.30 P.M.—Night Express, for St. Albans, White River Junction, Montpelier, Burlington, Troy, New England Railroad, Fullman Palace Sleeping Cars to Boston and Springfield.

For Tickets, Time-tables, and other information, apply at Windsor and Balmoral Hotel, Montreal, or at any of our company's offices, 126 St. James Street, Montreal.

A. C. STONEGRAVE, General Passenger Agent, G. W. HOBART, S. W. CUMMINGS, Genl. Manager, Gen. Pass. Agent, Montreal, October 4th, 1886.

INTERCOLONIAL RAILWAY, SUMMER ARRANGEMENT, Commencing 14th JUNE, 1886.

THROUGH EXPRESS PASSENGER TRAINS RUN DAILY (Sundays excepted) as follows: Leave Levis 7.15 A.M., Arrive Riviere du Loup 12.30 P.M., Trois Pistoles 1.40 P.M., Rimouski 2.20 P.M., Baie Verte 3.20 P.M., Campbellton 7.00 P.M., Lunenburg Junction 7.30 P.M., Miramichi 8.20 P.M., New Brunswick 9.00 P.M., Moncton 1.40 A.M., St. John 3.00 A.M., Halifax 8.10 A.M.

The Grand Trunk Trains leaving Montreal at 10.15 P.M. connect at Point Levis with the Montreal and Windsor Trains. The Trains to Halifax and St. John run through to their destinations on Saturdays. The Sleeping Car leaving Montreal on Mondays, Wednesdays and Fridays, runs through to Halifax, and the one leaving on Tuesdays, Thursdays and Saturdays, to St. John.

All Trains are run by Eastern Standard Time.

THROUGH TICKETS may be obtained in all parts of the continent on the Atlantic and Lower St. Lawrence and in the Maritime Provinces. The above trains connect at Portage la Prairie with trains of the Can. Pac. Ry. to and from Winnipeg.

For information as to freight and passenger rates apply to any Agent of the Company, or to A. McDonald, Agent, Freight and Passenger Agent, Portage la Prairie.

W. R. BAKER, General Superintendent, August 6, 1886.

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