

The Montreal Daily Herald

AND DAILY COMMERCIAL GAZETTE.

MONTREAL, MONDAY, JUNE 1 1885.

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THE 65th AT WORK.

General Strange Engages Big Bear and a Force of 500 Indians.

The 65th Battalion of Montreal Bear the Brunt of the Battle.

One Man Killed and Two Wounded During the Fight.

The Volunteers Outnumbered and the Final Result Unknown.

Big Bear Strongly Posted and Fights at Great Advantage.

The General in Need of Both Supplies and Reinforcements.

FROM WINNIPEG.

WINNIPEG, May 31.—The excitement over the rebellion, which has been dying out, has again been revived by the news of a battle between Gen. Strange's force and the Indians under Big Bear. One man of the 65th Battalion of Montreal was killed, and two others of the same regiment wounded. The Indians' loss is not known.

The fight took place twelve miles from Ft. Pitt, on Thursday and Friday. The troops engaged under General Strange consisted of a detachment of the North-West Mounted Police, under Major Steele; the 65th Battalion of Montreal, under Maj. Hughes; and five companies of the 92nd Battalion of the Winnipeg Light Infantry, under Lt.-Col. Osborne Smith, in all some 200 men. Big Bear, in anticipation of an attack, selected a fine ambuscade and determined to give the loyal troops battle. He had 500 fighting braves with him, most of whom had had American experience in Indian wars.

The country around Fort Pitt is very rugged, abounding in ravines. It is also covered with dense forests and well watered with lakes and rivers. The physical character of the entire region is in every way favorable to carrying on an Indian warfare. Our troops, under these circumstances, met the Indians at even a greater disadvantage than did the volunteers at Cut Knife Creek.

The Indians were first to open fire on the troops, and did so when they were marching through a low swampy tract of country some twelve miles north-east of Fort Pitt and some three or four miles north of the Saskatchewan River.

The fight on Thursday lasted about four hours. The field gun did good service against the Indians and silenced their firing. The troops retired upon Fort Pitt for the night. Fighting was resumed on Friday, but of this the couriers who brought the news to Battleford could not give any account, as they left after Thursday's engagement. Jos. Marcotte is the name of the man killed in the 65th Regiment. The names of the two wounded are not given. The large with provisions on the river, guarded by a dozen men and a sergeant of the 65th, could not be found after the fight. Gen. Strange is in need of both supplies and reinforcements.

FROM CLARKE'S CROSSING.

CLARKE'S CROSSING, N.W.T., May 30.—Dr. Bell, surgeon in charge of the hospital at Saskatoon, has just furnished a detailed report of the wounded in the hospital there. Corp. Lethbridge, of the 90th Battalion, much improved lately and now doing well; Capt. Doucet, A.D.C., improving slowly; Privates Daly, of the Midland, and Wilson, of the Grenadiers, Gunner Charpentier of A Battery, No. 1, improving rapidly; Private R. Cook and R. S. Cook of French's scouts, Caniff and Kemp of the 90th, Lt. Hall, well, one of the 65th's councillors, is very low and will probably die; Blomne, one of the rebels captured, will recover; 24 others, among them Capt. Clarke of the 90th, Manly and Mason of the Grenadiers, Lt. Laidlaw of the Midland, and Lt. Gordon of the Intelligence Corps, are doing well and many of them are convalescent. Two hundred others were sent to Moose Jaw last week, and several of these have rejoined their respective corps. Twenty-five men for Boulton's Infantry arrived this morning en route for Battleford. They proceeded with the Midland Company about the middle of next week. Private Bell, of the 57th Battalion, while taking supplies from a large fall and seriously cut his temple, remaining unconscious for over an hour. The full extent of the injury has not been ascertained. Two hundred terms are expected here from Battleford about Tuesday night to take the Midland Battalion and supplies there. They will follow the trail to Telegraph Coulee and then take boats to Battleford.

FROM CALGARY.

[SPECIAL TO THE HERALD.]

CALGARY, N.W.T., May 30.—The largest convoy sent out during the present trouble left Calgary to-day for Edmonton. It was three miles long and consisted of one hundred and seventy-eight ox and pony carts, forty-five four and two-horse wagons and eighty double bull wagons, each hauled by ten huge oxen. It was a sight to see these poor animals walking through the Bow river, almost covered with water. The others were ferried over. The total weight of supplies sent is one hundred and seventy-eight tons.

Transport officer: McGibbon has won a

great victory in reducing the transport prices, saving an enormous sum to the Government.

Mr. McGibbon was more than a match for the teamsters. The convoy is under an escort of 30 men of the 9th Battalion, Captain Dupuis, 24 scouts and wagon masters, all well armed. The despatch with which the whole was performed showed the experience of Mr. McGibbon to be of no ordinary kind.

LATEST CABLE NEWS.

General and Manifest Improvement in the Condition of English Industries.

Implicit Confidence Placed in Mr. Gladstone's Assurances of Peace.

The Proletariat of Paris Excited and Inflamed by Anarchist Orators.

The Afghanistan Boundary Question.

LONDON, May 30.—The Liberals appear to be satisfied with the Anglo-Russian situation. The Conservatives, however, appear to be crowing over it. It is generally believed that Russia has agreed to allow the Afghanistan claims to both Zulfi and Maruchet. It does not appear, however, that the Czar has agreed, even provisionally, to any treaty binding him to refrain from further advances, and many efforts have been made to secure from him such an agreement, and their failure tends to strengthen the conviction that Russia has simply bickered in order to gain time, and that she is determined to continue her progress southward.

The Conservatives find in this state of affairs the subject for a denunciation of Mr. Gladstone's management of the dispute. Tory papers declare that unless Russia gives England a guarantee against a further advance southward, coupled with the pledge to respect the independence of Afghanistan, there can be no probability of any durable peace. The general public seem to place the most implicit confidence in Mr. Gladstone's statement that peace is assured. There is accordingly a general feeling of manifest improvement in the industries of the country.

Red Flag Ruled Out.

PARIS, May 31.—There was a very spirited discussion in the council of the ministers about red flags and Hugo's funeral. Three ministers were in favor of allowing the red flag to appear. The other ministers declared it would be a fatal weakness and unworthy of the French Republic if any emblem whatever recalling the days of the commune should be tolerated. The debate was adjourned, and will be reopened on Monday. The populations of Belleville and Villette are highly inflamed by anarchist orators, and would by no means dislike a conflict with the troops, and in the enormous crowds that will throng the streets on Monday a single paving stone or single rifle shot might lead to a terrible catastrophe, even to revolution.

Ireland and the Irish.

LONDON, May 31.—Earl Spencer has failed to convince Sir Chas. Dilke that a renewal of the Crimes' Act in Ireland is necessary and the probability is the Government will be compelled to back down and will get out of its dilemma by the introduction of a harmless renewal bill to remain in force about one year.

It is now said the Pope received the Irish bishops with marked cordiality. It is expected that several members of the royal family will honor Ireland by a visit this summer. The proposed visit of the Queen to Ireland has been abandoned, it is said, for the reason that the royal physicians fear her health is not robust enough to bear the strain of the journey.

Vanderbilt in a New Role.

LONDON, May 31.—It is reported that W. H. Vanderbilt is the chief stockholder in the new Metropolitan Hotel on the Thames Embankment, which is the largest hotel in London.

Italian Occupation of the Sudan.

LONDON, May 31.—Official correspondence respecting the occupation of the Red Sea ports of Egypt, shows that England advised Turkey to occupy the ports from which the Egyptian garrisons were withdrawn. Earl Granville, in replying to the protests of France and Turkey against Italian occupation said he regretted the inaction of Turkey, but was unable to oppose the Italian occupation.

He thought Italy was the power least likely to injure the interests of Turkey. He said there was no treaty between England and Italy, but the relations between the two nations were friendly. In concluding a despatch addressed to Sir Evelyn Baring, Earl Granville sanctions the assumption by the Indian Government on Lord Kimberley's advice, of the control of the Egyptian coast from Ras Hafun to Zeyla.

WEATHER REPORT.

MONTREAL, May 30, 1885.

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

8 A.M.	1 P.M.	6 P.M.
61°	74°	62°
MAX.	MIN.	MEAN.
75°	55°	60°

[By Standard Barometer.]

8 A.M. 1 P.M. 6 P.M.
29.90 29.92 29.89.

Meteorological Office, 1 a.m., TORONTO, Ont., June 1, 1885.

The pressure is abnormally low over the greater portion of the continent with an area of depression covering the St. Lawrence Valley and the New England States and another over Dakota and Nebraska. The weather has been fair in the Lake region and showery along the St. Lawrence and in the Maritime Provinces. In the North-West it has been fine and comparatively cool.

Probabilities. Lakes—Moderate winds; fine, warm weather. St. Lawrence, Upper—Moderate to fresh westerly winds; fair, warm weather. St. Lawrence, Lower—Moderate to fresh westerly winds; fair, warm weather. Clearing tonight and fine to-morrow.

UNITED STATES TELEGRAMS.

Winter and Spring Wheat Crops far Below the Average.

Thousands of Men Thrown out of Work in West Virginia.

A Devout Member of a Baptist Church Kills His "Brother."

Thunder and Lightning.

LANCASTER, Pa., May 31.—A heavy thunder and hail storm, accompanied by a strong wind, passed over the northern end of this county this afternoon. The wind tore strong trees up by the roots and threw them across the roadway. Several barns were picked up bodily and demolished. Large hailstones fell to an unusual depth.

What Prospects in the States.

CHICAGO, May 31.—Reports covering every wheat-producing county in Ohio, Michigan, Indiana, Illinois, Kentucky, Tennessee, Missouri, Kansas, Nebraska, Iowa, Wisconsin, Minnesota, Dakota, and the Pacific coast indicate that the gloomiest views advanced concerning the winter wheat outlook for 1885 must be accepted as most accurate. An absolute uniformity of returns indicate that the outlook for winter-sown wheat this year is the worst in ten years. Under the most favorable conditions the total winter and spring wheat yield will fall considerably under the short crop of 1881 when the total product was 380,000,000 bushels. With the exception of Michigan, Oregon and Washington Territory on the far western slope, the causes leading to the decreased output of winter wheat are almost identical. In Ohio, Indiana, Illinois, Kansas and Missouri the ground was bare of snow during the severely cold weather at the close of winter, and was followed by dry cold winds. There was also a decreased acreage owing to the low prices prevalent for the crop of 1885. In California the decreased acreage was accompanied by a severe drought which has tended to almost ruin the young crop. Oregon and Washington Territory were saved by beautiful showers. In Illinois 63 per cent. of the entire wheat crop has been ploughed up. A large proportion of the wheat heading out proves to be chaff. Four entire counties in the central and southern tier have been ploughed up. In eight other counties the crop is reported as an entire failure. The average condition of all counties of the State does not exceed forty-six per cent. of the yield of 1884. In Kansas the same conditions prevail except that the Hessian fly has been at work more largely. Missouri presents even worse conditions. The State will not produce more than one-third its last year's yield. In Ohio the northern tier of counties are making a better showing than the average of the States already given. All the Southern counties' plant has been badly winter killed, and the average condition does not exceed fifty-eight per cent. of that of 1884.

In portions of Northern Indiana there is promise of an average yield, but on the southern portion the outlook is not promising. The yield of the State will be about 45 per cent. of that of last year. Tennessee will not harvest one-fourth of the crop of 1884. Kentucky will not exceed 50 per cent. of last year. California, Oregon and Washington Territory, under improved conditions, will turn out 19,700,000 bushels, a shortage of 26,000,000 bushels from the Pacific coast region.

It is the only State in the winter wheat belt which gives promise of average yield. Wheat was well protected and covered and the State promises to turn out ninety-six per cent. of the average yield.

Taking the most cheerful view of the situation the winter wheat yield for the present year will not exceed 300,000,000 bushels. In the spring wheat belt the outlook is altogether more promising. The probable yield will be 130,000,000 bushels.

Iron Mills Shut Down.

WHEELING, May 31.—Last night all the iron and nail mills in Wheeling and vicinity shut down indefinitely. The Bellaire rolling mill signed the nailers' scale, but it is understood they will not run. The other mills refuse to sign either the amalgamated or nailers' scale. Both sides are firm. A long suspension of work seems inevitable. 2,500 men are idle.

This disagreement will throw about one hundred and fifty thousand men out of employment.

Killed His Wife's Tutor.

CHARLESTON, W. Va., May 31.—Last evening Isaac Turner and Thomas King, miners at Cannollin Colliery, this county, became involved in a quarrel originating from remarks made by King about Turner's wife. Turner and King met in the road, and after quarrelling for some time, each started for his house and got his revolver. They met again, and when within ten feet Turner fired a shot at King, the bullet taking effect in his heart, killing him instantly. The murder was committed on the top of Cannollin Mountain. Turner recently killed a man with a razor. For his last crime he was arrested last night. Turner and King have been devout members of the Baptist Church for some time, and their deaths are a great loss to the community. The murdered man was the cause of the separation of Turner and his wife two years ago.

A Tribute to Genius.

BERLIN, May 31.—Karl Blind, the German revolutionist, in sending a wreath of immortality to be placed on Hugo's coffin, writes:—"That which has lately been apt to estrange the Germans from the Frenchman cannot restrain the feelings of those who appreciate genius."

The Last Sad Hints.

PARIS, May 31.—The shops and cafes in the vicinity of Arc de Triomphe were open all night. A drizzling rain was falling when Hugo's coffin was removed at six o'clock this morning to the Arc de Triomphe. The windows along the route of the funeral procession are being lit

from 300 to 1,000 franes each. The immense cross has been safely removed from the top of the pantheon.

After Murderer Maxwell. St. Louis, Mo., May 31.—Detective Tracey, acting as the State agent, started last night for Auckland, New Zealand, to receive murderer Maxwell who killed Preller at the Southern Hotel.

Why Her Lover Enlisted.

UXBRIDGE, Mass., May 31.—The mystery of George S. Carter's disappearance last September has been cleared up by the publication of a little love story with a romantic sequel in which Carter figures as the live hero. Young Carter was engaged to a young lady living here, and preparations had been made for the nuptials. On the evening of the second day before the appointed time young Carter drove to the home of his affianced and requested her to take a ride. She made some excuse for refusing to stay at home that evening, and Carter drove off alone in a sad and dejected frame of mind. He was not satisfied with her treatment of him, and this dissatisfaction was rather heightened an hour or so later when he saw his young lady riding with another young man with whom he had not been on very good terms and of whom he was rather jealous. He followed the young couple to know where they intended to go and learn how late they would remain together. He was satisfied that his betrothed was not true to him, and he drew his savings, amounting to \$1,000, from the bank and started for New York, where he enlisted in the regular army. His departure caused a sensation, and for a long time one could tell the cause of Carter's desertion nor his destination. At length a letter came from New Mexico telling his parents that their son was a soldier. He wrote again asking their help in getting a discharge from the army, and his anxiety was no doubt increased when he learned that his parents had been left \$30,000 by the death of a relative. The War Secretary has not yet reported favorably, and is rather inclined to deny the petition on the ground that enlistments are very scarce.

Mrs. Unger Charged Her Husband.

ROCHESTER, N. Y., May 30.—As the 10 o'clock train drew into the Central depot to-day a handsome young Hebrew lady alighted and inquired for the police station. She there obtained a warrant and had her husband, Joseph L. Unger, arrested for desertion. To a correspondent she said she married Mr. Unger when fifteen years old and against her mother's wishes. Her maiden name was Bella Levy, and her parents were at the time of her marriage well-to-do and lived in New York. Mr. Unger was with Nathan & Shal, on Church street, getting \$50 a week until last March, when he mysteriously left, without informing his wife or leaving anything for the support of her and the two children. She learned through an acquaintance that he was in Rochester, and she came here to bring him to terms. She expressed the opinion that her husband's relatives hated her because she is a lively woman. After a short interview with Mr. Unger she appeared against him in court. The case was continued, to allow of a compromise if it can be effected.

SPORTING INTELLIGENCE.

CROSSE.

The Championship Series.

Shamrocks vs. Ontario—Home Team Victorious After a Hard-fought Match.

The first lacrosse match for the championship series between the Shamrocks (champions) and Ontario proved a decided magnet of attraction on Saturday; for although the sky had a threatening appearance, large crowds of people could be seen, from early in the afternoon, proceeding west along St. Catherine street towards the Shamrock Lacrosse Grounds, until at three o'clock the grand stand was completely filled with people. At 3:30 o'clock, the teams had not taken their positions. After several minutes' further waiting—during which the occupants of the grand stand showed their impatience by cries of "start the game," etc., the two clubs were drawn up in the centre of the field. They were as follows:—

Position.	Ontario.	Shamrocks.
Goal.	J. Wilson	W. McKay
Point.	D. Clark	J. McKay
Cover.	D. Clark	J. McKay
Defence field.	D. Clark	J. McKay
Centre.	D. Clark	J. McKay
Inside home.	D. Clark	J. McKay
Outside home.	D. Clark	J. McKay
Goal.	J. Wilson	W. McKay

Play was started shortly after four o'clock and the game was commenced with spirit. The Shamrocks secured the ball at the draw, and it was soon flying up to the Shamrock goal. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Second game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Third game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Fourth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Fifth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Sixth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Seventh game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Eighth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Ninth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Tenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Eleventh game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twelfth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Thirteenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Fourteenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Fifteenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Sixteenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Seventeenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Eighteenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Nineteenth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twentieth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-first game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-second game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-third game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-fourth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-fifth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-sixth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-seventh game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-eighth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Twenty-ninth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Thirtieth game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Thirty-first game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the best of it, the ball was put through the flags by Bell, scoring first game for the Shamrocks.

Thirty-second game was started after the usual rest, and had the same features as the previous game. Their defence, however, met the attack promptly and the ball was quickly returned to centre field, where it was again captured by a Montreal man and sent up on the Shamrock goal. During the first part of the game the ball seldom visited the Montreal goal, and when it did it did not linger long in their vicinity. After some twenty minutes of their play, the Shamrocks having decided the

(From London Money.)

"ESPECIALLY RIGHT AND PROPER"

Some Shaky Four Per Cents.

Some time prior to the recent Grand Trunk meeting a statement appeared in these columns to the effect that Sir Henry Tyler and his colleagues had been borrowing money in London on the strength of an impending issue of debenture stock. We did not vouch for the truth of the statement, but merely represented it as having come to us on authority high enough at least to justify the proprietors in pressing for official information on the subject. Assuming the information to have been true, the statement possesses peculiar significance when viewed by the light of the developments of the past few days; for if Sir Henry Tyler borrowed the money on the understanding that the debentures were to be issued in May, it behoves us to ascertain not only the purposes for which the money was borrowed, but the reason why no allusion to the new issue was made on the occasion of the meeting. It will be remembered that when the dividend on the First Preference was declared, the directors omitted to state that the company was £200,000 better off than the dividend announcement made it appear; and the consequence was that the company's stocks experienced a fall much more severe than would have been the case had that fact been stated. When confronted by the shareholders, Sir Henry Tyler explained the matter away by pleading—amid cries of "What a pity!"—ignorance on the part of the directors, and illness on the part of Mr. Hickson, the company's general manager. Let us hear how Sir Henry Tyler, through Mr. Renton, explains his reticence as regards the debentures:—

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

DASHWOOD HOUSE, 9 New Broad Street, London, E.C., May 7th, 1885.

Sir, I am instructed by the directors of this company to inform you that they are prepared to receive applications from the proprietors for £200,000 of perpetual four per cent. consolidated debenture stock, for the purpose of raising the necessary funds to enable the company to meet the powers of the company already sanctioned by the proprietors, prior to the passing of "The Grand Trunk Railway Act, 1884," and within the powers of the company independently of that Act.

The proceeds of this issue will be applied in payment mainly of interest-bearing liabilities, and will not, therefore, cause a material increase of the interest on preference securities.

This communication is addressed to the proprietors at an earlier date than was previously contemplated, owing to the approaching visit of the President to Canada, and his consequent absence from this country on important business of the company.

Having regard to the conditions of the present time, when all Canadian and American, as well as other securities, are so much depressed in value, it is necessary to be fixed much lower than had ever been contemplated for such a stock; and the directors think it especially right and proper, under these circumstances, that the proprietors should themselves have the opportunity of securing allotments, which they will be able to do on the terms offered in the next clause, free of expense and in priority of application.

The price of issue is £79 per £100 of stock payable as follows:—
£5 per £100 stock, payable on application.
£10 per £100 stock, payable on allotment.
£25 per £100 stock, payable 1st July, 1885.
£20 per £100 stock, payable 1st October, 1885.

And the balance £19 per £100 stock, payable 31st December, 1885.

Interest will be allowed on the above instalments at the rate of 5 per cent. per annum, payable on the 14th July, 1885, and the 14th January, 1886; and the necessary interest coupons will be attached to the scrip certificates, which will be issued in the first instance in respect of the stock payable by instalments.

Payment may, however, if preferred, be made in full on allotment; and in that case the stock can be at once registered, and the holder will receive the quarter's interest of 1 per cent. payable on the 14th July next, and so on for each succeeding quarter.

After registration of the scrip certificates, the stock will rank *pari passu* with the existing perpetual four per cent. consolidated debenture stock of the company, on which the interest is payable quarterly, on the 14th January, 14th April, 14th July, and 14th October in each year.

Applications for allotment may be made on the accompanying form, and forwarded to the company's bankers, Messrs. Glyn, Mills, Currie & Co., 67 Lombard Street, London, E.C., with a deposit of £5 per £100 nominal applied for.

I am, Sir,

Your obedient servant,
J. B. HANX, Secretary.

Mr. Renton, fit will be observed, accounts for the non-mention of the matter at the meeting by stating that the appeal has been made at "an earlier date than was previously contemplated, owing to the approaching visit of the President to Canada," which would seem to suggest that there is not enough money in the "fill" at Dashwood House even to cover Sir Henry Tyler's passage money; or it may be, as we have said, a ploy of avoiding uncomfortable questions such as those addressed to him at the recent meeting. If we were invited to hazard an opinion on the subject we should say that the company has certain liabilities which it is incumbent upon Sir Henry Tyler to cancel without further delay, and that he merely uses his "approaching visit" as a weapon wherewith to parry the questions which may be put to him by his more inquisitive shareholders. Nor does the shuffle end here.

What, we should like to know, are "interest-bearing liabilities"? Is this a new-fangled phrase for floating debt, or what? Is Tyler borrowing money wherewith to pay the last dividend, that we take it, would constitute an "interest-bearing liability" or the phrase might apply to the redemption of bonds: which is it? or is it both? Again, if "the conditions of the present time" are such that the price "must necessarily be fixed much lower than had ever been contemplated for such a stock," why not wait a little longer? Is the Grand Trunk reduced to such a fix that it cannot postpone the borrowing a penny longer? Then, again, why are the directors so anxious to explain that the debenture stock now offered is issued under powers sanctioned prior to the passing of the Act of 1884, and "within the powers of the company independently of the Act"? Why not state plainly under what powers the stock is issued,

not under what it is not issued? Do the directors desire to impress upon the proprietors the fact that they are anxious to explain to the Dominion Government that they are not using the Act of 1884 for dividend purposes? Such scrupulous endeavors to "explain" under what powers the stock is not issued would seem to support the latter hypothesis. And why, again, do the directors think it "especially right and proper" that the proprietors "should themselves have the opportunity of securing allotments"? Why all this especially right-and-proper—this intolerable cant and humbug? The directors know well enough that they could not place a stick of dynamite among the outside public at anything like the price, if at all; and yet, knowing this, they deem it "especially right and proper" further to impose upon and bamboozle their own shareholders. If Grand Trunk debenture holders possess a single grain of sense they will see that they already have—not by more. Any one who can afford to give 79 for the "call" of Tyler's four per cents next December must certainly have money to throw away.

Tyler is going to Canada, but no tears are to be shed. We understand, however, that there will be much weeping and gnashing of teeth should Father Bush return.

ADVICE TO MOTHERS.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of Mrs. Winslow's Soothing Syrup for Children Teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures colic and soothes the gums, reduces inflammation, and gives tone and energy to the whole system. Mrs. Winslow's Soothing Syrup for Children Teething is pleasant to the taste and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is sold by all druggists throughout the world. Price 25 cents a bottle.

YOUNG MEN—READ THIS.

THE VOLTAIO BELT CO., of Marshall, Mich., offer to send their celebrated ELK-TRO-VOLTAIO BELT and other ELK-TRO-APPLIANCES on trial for thirty days to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kind of troubles. Also for rheumatism, neuralgia, paralysis and many other diseases. Complete restoration to health, vigor and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.

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THOMAS P. GALT, R. S. NEVILLE.

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TORONTO.

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Barristers and Attorneys,
Corner Richmond and Carling Streets,
LONDON, ONT.

Geo. C. Gibbons. | Geo. McNab.
January 8. | (C.O. Box 24.)

RICHARDS & CAMERON,

Barristers, Solicitors, &c.,
P. O. Box 1283. | 392 Main Street, WINNIPEG.
January 28. | A. E. Richards. | J. D. Cameron.

G. HERBERT LEE,

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ST. JOHN, N.B.

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of Canada.
Montreal references given if required.
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collections throughout Ontario and Mani-
toba.
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LEITCH & PRINGLE,

Barristers, Attorneys-at-Law, Solicitors in
Chancery, Notaries Public, &c.
CORNWALL, ONT.

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WELDON, McLEAN & DEVLIN,

Barristers and Attorneys,
ST. JOHN, NEW BRUNSWICK,
Chas. W. Weldon, Q.C., M.P.,
Solicitor for Bank of Montreal,
Hugh H. McLean. | 6m 64

MACLENNAN & LIDDLELL,

(Late Maclean and Macdonald).
Barristers, Solicitors, Notaries, &c.,
CORNWALL, ONT.

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JOHN FAIR,

Accountant, Commissioner for taking Af-
fidavits for Ontario.
115 ST. FRANCIS XAVIER STREET.
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OLEMENT J. ALLOWAY,

Veterinary Surgeon, Licentiate of Montreal
Veterinary College.
77 BURNISSE PLACE, COR. METCALFE.
Office hours, 8 to 10 a.m., 1 to 4 p.m.
Telephone connection.
May 10. | 6m 118.

JOSEPH F. KENNA,

Architect,
CHESTERTON CHAMBERS,
18 Alexis Street, Montreal.
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Hotels.

1885. SEA BATHING! 1885.

SAGUENAY.

TADOUSSAC HOTEL,

SEA VIEW.

SAGUENAY, P.Q.

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Steamships.

1885. SEA BATHING! 1885.

SAGUENAY.

TADOUSSAC HOTEL,

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TERMS OF SUBSCRIPTION.

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

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Montreal Weekly Herald, per annum, \$1 00
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Special Rates for Clubs on application.

The Montreal Herald.

MONDAY MORNING, JUNE 1.

NOTICE.

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

P. MITCHELL.

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

P. MITCHELL.

President "The Herald Company."
MONTREAL, April 18, 1885.

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

SPECIAL NOTICE.

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

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

THE HERALD COMPANY, (Limited).

"CHEERING HIM UP."

Sir Henry Tyler is now in our city, and he himself has said he has a mission. Before he left England he told his Grand Trunk shareholders that he was coming out to "cheer up" Mr. Joseph Hickson, a suggestion that assumes that Mr. Hickson stood in need of those encouraging and stimulating services which Sir Henry seems always to keep in stock. Still, it was news to Canadians to learn that Mr. Hickson, of all others, was a party that stood in need of Sir Henry's smiles and patting on the back and words of presidential comfort. We had indeed heard that there were others suffering, even in the vicinity of Point St. Charles. It was generally understood that a very considerable number of officials, who had been summarily dismissed, although their services were as much needed now as they were at any time in the last two years, were complaining. Sir Henry does not come to comfort such as these. It was also understood that many Grand Trunk employees, who were managing to subsist on the pittances they were receiving from the company, have been complaining bitterly of their scanty wages being cut down without notice. To these Sir Henry has no "mission." There was another class of employees who had received a deadly thrust under the fifth rib; these were they who, having earned certain monies, found the Company repudiating their engagements. To these duped and betrayed ones Sir Henry does not bring restitution or cheer of any kind. Nor do we suppose he brings any message to the relatives of those who have been killed upon his railway—as, for instance, the friends of the thirty odd persons who were suddenly hurled into eternity one day last year through the skilful railway management which Sir Henry is accustomed to laud at meetings of his shareholders. The relatives aforesaid were paid their money; as for their wounded hearts and spirits, Sir Henry's balm is not for them. Canadians had understood that there were some 20,000 victimized Grand Trunk shareholders in England who stood in need of sympathy and words of cheer, but it does not appear that Sir Henry considers their case as bad as Mr. Joseph Hickson's. Again, there are some few millions of people here in Canada who might be supposed to have a mortgage on Sir Henry's "ex-officio" affections. When they were considerably fewer in number they saw his railway struggling with its difficulties; they were appealed to for sympathy and aid, and they sympathized. They even aided the enterprise, in the simplicity of their hearts. They gave it postal subsidies; they lent it municipal credit; they gave it a Canadian credit; they voted to pay the interest on the bonds they lent it; then they voted to pay the principal of the bonds themselves; then, step by step, they were induced to forego their security. The swindled and deceived railway proprietors saw one "preference" after another created, one class of stock after another piled up, until the huge financial fabric acquired mountainous proportions—and away behind all these preferences and pre-privileges, and A, B and C stock, and guaranteed and non-guaranteed shares, and bonds and burthens of all sorts, the Canadian people consented that their millions upon millions of good, hard

cash should rank. Deceived and robbed, it is still not to them that Sir Henry Tyler brings words of cheer and comfort. For them, indeed, for their Government and Parliament, for their greatest enterprise, for their country and the public credit, he and his associates have had only words of scorn, of anger, of contempt, of insolence and slander. In public the Grand Trunk influence, represented by Sir Henry Tyler and Mr. William Abbott, has left nothing undone to embarrass Canada and to prevent English capital flowing in this direction. For this people, whose enterprises these Grand Trunk agents have sought to overthrow, Sir Henry, it is needless to say, has no kind word, his mission being to "cheer up" the Grand Trunk agent on this side of the water, whose zeal in assailing those enterprises and interests which his directors wished to have assailed was worthy of such principals and such a cause. It is quite proper that Sir Henry Tyler should "cheer up" Mr. Joseph Hickson, if he stands in need of personal sympathy and encouragement. It may be that Mr. Hickson cannot regard without emotion the utter destruction of tens of millions of pounds of British capital which the Jingo policy of the Tyler-Hickson regime has produced. Possibly he has not been hardened by such experiences as Sir Henry Tyler's financial exploits in England have given to the world. Sitting amidst the ruins of capital and subject to the execrations of the laborer, he may really need the moral courage which the leader of a work of devastation is fitted to inspire in a less resolute soul. Such courage Mr. Hickson will, doubtless, draw from so gifted and audacious a railway adventurer as Sir Henry Tyler, and the effect of the process of "cheering him up" will be watched with a large degree of curiosity. Meantime, while the head and hand are thrown in close and friendly communion, the time is not unsuited to suggest the wisdom of a public demonstration to testify Canadian appreciation of the efforts of the double-headed combination which has thus far failed to effectually deprive Canada of railway competition, of her public credit and of the benefits to flow from the building of the Canadian Pacific Railway. Doubtless in such a demonstration the City Fathers will join—they have so much to thank Tyler, Hickson & Co. for in the matter of the new depot which was to have been erected long ago in consideration of the city forgiving the Grand Trunk its debt of hundreds of thousands of dollars. Doubtless, too, all the Canadian municipalities which voted bonuses to roads to compete with the Grand Trunk—roads which the Grand Trunk have swallowed—will join to testify their appreciation of the anachronistic tender mercies. The Government of Canada, assailed by Mr. Hickson, the Parliament of Canada, labelled by Mr. William Abbott, the enterprise of Canada, bullied and vilified by Sir Henry Tyler, will, of course, all "assist" at the imposing demonstration. To suppose that defrauded employees, cashiered and depleted officers, of the Grand Trunk would be absent from such an entertainment would be doing injustice to the deep interest which they must ever take in the Tyler-Hickson regime, and the kindly feelings which must abide with old employees who have received such thoughtful treatment from the princely management. Finally, hidden or unhidden, there would be present all those commercial houses who enjoyed the never-to-be-forgotten privilege of doing business with the Grand Trunk before the days of competition, and whose experience will be handed down from sire to son as illustrating trade hampered, handicapped, crushed but not destroyed. Such a gathering might not be unfamiliar to Sir Henry. He had probably, with his Brush Light, his Peruvian Bonds and other manipulations, in England, called down upon himself the stormiest of demonstrations and the fiercest waves of popular indignation. For Mr. Hickson, however, it might prove a warning, if not a terror, and at all events it would supply Sir Henry with an admirable opportunity for "cheering up" his friend and ally, and exercising those striking qualities which have made him remarkable as the coolest and nimblest of the whole board of unscrupulous "guinea-pigs" and railway marauders.

RECENT LEGISLATION AT QUEBEC.

Some very important legislation has been enacted by the Quebec Legislature at its recent session, of which it is desirable that the commercial community should be advised. The most important amendments to the existing law have taken place with respect to assignments by traders for the benefit of their creditors. By an addition to Article 763 of the Code of Procedure, it is now provided as follows:—

763a. Every trader who has ceased his payments may be required to make such assignment by a creditor whose claim is unsecured for sum of two hundred dollars and upwards.

764. This assignment is effected by filing a statement, sworn to by the defendant, and making known:—

1. All the movable and immovable property of which he is possessed;

2. The names and addresses of all and each of his creditors, the amount of their claims, and the nature of each claim, whether privileged, hypothecary or otherwise.

Such statement must be accompanied with a declaration by the debtor that he consents to abandon all his property to his creditors.

The abandonment is made in the office of the prothonotary of the Superior Court of the district wherein issued the *copias*, and in the absence of *copias* of the district of the place where the debtor has his principal place of business, and, in

default of such place, of the place of his domicile.

By the law as it stands, debtors arrested under *copias* are obliged to make a similar abandonment. The amendments further provide for the appointment of a provisional guardian by the prothonotary, and subsequently for the appointment of a curator, who is to be named by the court on the advice of the creditors. All proceedings by way of attachment for rent, execution or otherwise, are suspended on the appointment of the curator. The amendments make provision for the expeditious realization of the assets and their distribution among the creditors. The debtor and curator are subject to the orders of the court. Altogether the amendments, though altered by the Legislature from the draft submitted by the Bar of Montreal, will provide a tolerably efficient means of liquidating estates, and will be infinitely preferable to the present system, or want of system, by which rascally assignees and fraudulent debtors too often conspire successfully to swindle creditors.

Another amendment only allows the action in dissolution of a sale of merchandise to be exercised during 15 days after delivery. Recent jurisprudence has allowed these actions to be maintained months after the delivery, to the great benefit of the vendors of unsaleable goods and the prejudice of those whose goods had been disposed of by the insolvent prior to the insolvency.

Provisions have also been introduced regarding the appointment of liquidators in cases of dissolution of partnership.

Another amendment which will do much to expedite the trial and decision of cases and which is much needed in view of the accumulation of work before the judges introduces into this Province the system of references which obtains in New York State and elsewhere. Art. 343 of the Code of Procedure has been amended and reads that in all cases—with one or two exceptions—"the Superior or Circuit Court may, on the written demand of the parties or their attorneys, refer all or any of the issues of law or of fact to the decision of one or more practising advocates appointed according to the manner provided by the court." The trial then proceeds before the referee, whose decision is the judgment of the court. We are sure these provisions will be found a great convenience by litigants and lawyers. Numerous unimportant changes have been made, which do not call for notice here.

Whilst we congratulate the Legislature on the advances which have been made, we regret that it did not repeal the absurd law which denies parties to a suit the right to testify on their own behalf. However, we must expect too much at once.

BRITISH COLUMBIA.

There is some dissatisfaction in British Columbia with respect to the regulation for the sale of land in the Railway Belt. As most of our readers are aware, a belt of land forty miles wide—twenty miles on each side of the railway—has been transferred by the Provincial to the Dominion Government. The Dominion authorities did not for a long time let the people of British Columbia know how or on what terms they intended to dispose of their newly acquired property. In the meantime, farmers and lumbermen chiefly settled on the belt, believing that they would get the land on reasonable terms. The Federal Government have just published their land regulations, which are looked upon by the British Columbians as extortionate. Their publication has caused very great excitement. Demonstrations against the Government have been held, and language which sounds almost seditious has been indulged in. The press, too, protests vigorously against the injustice which those regulations if carried out will inflict. The *British Columbian* says:—

"Thousands of men will be thrown out of employment if these regulations are enforced and the popular sentiment towards the Federal Government, by no means too cordial at the present moment in this province, will be embittered to the verge of open rebellion."

Further on it says:—
"We do not counsel rebellion; but we notify the Federal Government that it is pursuing a policy fraught with danger to the integrity of the Dominion and that there are many men, upon this coast who will not long be silent and passive witnesses of the ruinous effects of that policy."

In defending the local Ministry from an attack made against them in connection with this matter, the *Daily British Columbian*, an older and staid journal than its assailant, the *Daily Times*, says:—"It is surely sufficient for any Provincial Government to carry its own responsibilities without being saddled with the errors or wrong-doing of the Federal Government also."

If the case of those who have settled on the railway belt in good faith, having the assurance of the local agent that if they would clear a certain amount of land and build a house they would get their farm at the low price of one dollar an acre, is as it is represented, it is an extremely hard one. It is now said that these squatters must pay \$2.40 for their land, and if they will not or cannot pay that price their improvements will be sold over their heads. There ought to be an early and authoritative statement from the Department of the Interior on the subject.

It may be that the British Columbians are too impulsive, and that they have been too ready to jump at conclusions and to exaggerate their grievances. How-

ever that may be, it is to be hoped that the Government will at once enquire into the complaints of the settlers on the Pacific slope, if any such exist, and not wait until they have a serious difficulty on their hands before they attempt to find out whether or not the British Columbians have cause for dissatisfaction.

THE ROYAL SOCIETY.

The meeting of the Royal Society of Canada which closed on Friday last is the fourth since the foundation of the society. The proceedings extended over four days. The session just closed may be characterized as a successful one, and though from various causes the attendance of members was not so large as last year, the society may be regarded as having passed its critical stage. Its vitality, the number of important communications presented to it, and the influence which it has already been able to exert in stimulating and co-ordinating the scientific and literary efforts of the country fully justify the Marquis of Lorne in his belief that the time had arrived in Canada for the existence of such a society. The annual volume of transactions, for the publication of which Parliament has in a true spirit of liberality provided, affords a means of bringing before the public Canadian scientific researches which would otherwise have to seek publication abroad. This volume has been widely distributed to libraries and scientific institutions at home and abroad, and is an evidence of the fact that Canada is now ready to take an advanced position in the furtherance of scientific and literary culture.

Not the least important effect of the society is produced by the annual convocation of workers in various branches of science and literature from all parts of the Dominion, and thus intercourse with the delegates of other associations of a local or special character which are affiliated with the society. For these the society affords a common rallying point, and its influence in stimulating their activity and progress is already evident. The society was also, at the time of its foundation, understood to assume as one of its functions that of a scientific advisory board, to which the Government might apply in reference to points requiring technical knowledge not otherwise available. At the meeting just passed, a subject of this character—that of the establishment of tidal observations—received considerable attention. The initiative in the matter was taken by the British Association at its late session in Montreal, and it is hoped that the Government may be induced to take the necessary steps and place in the hands of mariners full information as to the tides and tidal currents of our coasts.

Of the papers read before the society—over thirty in all—some notice has already been given. It may suffice to add that some were of special interest and importance. The membership of the society is, by its constitution, limited to eighty, and about one-half the members were actually present at the meeting. Dr. D. Wilson, of Toronto University, and the Very Rev. F. E. Howel, of Laval, were elected president and vice-president, respectively, for the ensuing year.

WANTED—A FREE ROUTE.

The meeting of merchants held in the Corn Exchange on Saturday had one subject before it of the utmost importance to the city of Montreal, and, indeed, to the whole Dominion. Seeing how much depends upon making the canals of the St. Lawrence free, the slackness of the meeting in taking up the subject is unaccountable. It is to be hoped that this want of enthusiasm in so good a cause was due rather to the diffidence of the members personally than to any general indifference on the subject.

It is the interest of all Canadians to make the St. Lawrence the great water thoroughfare of Western and North-Western America. The more it is used the better it will be for the whole Dominion. But in order that the producers of the West may be induced to use the St. Lawrence route they must be convinced that it is both shorter and cheaper than any other route of the same nature.

But it is not cheaper. Grain from the west can be laid down in New York one cent and a half less than it costs to convey it to Montreal. The principal reason of this is that the Erie Canal is free, while tolls are exacted of vessels passing throughout the Canadian canals. It is evident that in order to give this St. Lawrence route a fair chance those tolls must be abolished, and as Mr. W. W. Ogilvie suggests, the changes should be permanent; it should be understood to be the policy of the country. The loss to the Dominion will not be heavy and the gain will indirectly be great. The money expended in the construction of the canals and in their maintenance will not be by any means lost to the country. The increased prosperity which a free route will give to the commerce of the Dominion will recoup the country over and over again for the seeming loss. The streets in a city yield no direct return for the money spent in making them and keeping them in repair, yet every one knows that the money so spent is well invested and yields a large return to the community. On the same principle, we submit, abolishing the canal tolls on the St. Lawrence will not be a loss but a gain to the whole Dominion. The loss will be, as was shown by Mr. McLennan at the Saturday meeting, if the tolls are continued. The canals in that case will soon have very little or nothing to do, the great bulk of the freight for Europe taking the free route. Although the canals will earn but little they will have to be maintained, and the money invested in their construction will

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SOLD BY ALL DRUGGISTS.

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Special inducements to reliable and active men. A personal interview solicited.

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HIGHLY ATTRACTIVE SALE OF ENGLISH GOODS

EX PERSIAN AND SARDINIAN.

The Subscribers are favored with direct instructions from a leading firm of Cutlers and Silversmiths, Sheffield, England, to sell at our Rooms, No. 1821 and 1823 Notre Dame Street, on

Monday, Tuesday and Wednesday, June 1st, 2nd and 3rd.

The following day, if necessary, an extensive consignment of high-class Silver Electroplate, Oxidized Gold and Silver Goods, Articles Mounted in Oak, Wedgwood, Crown Derby, and other China-ware, Handsome Fruit and Flower Engraving, Ivory Handled Table Cutlery (Joseph Rogers & Sons), Grand Black Marble Clocks, striking on gongs, suitable for Halls and Dining Rooms, Equestrian Figures and other Classical Bronzes, Choice Hand-painted Sevres and Dresden China Vases and a large and varied stock of

FINE ART GOODS,

The whole affording an excellent opportunity to parties furnishing and for purchase of Birthday, Wedding and other Presents.

On view Saturday, May 31st, and mornings of days of sale.

Sale each Afternoon at 2.30.

M. HICKS & CO., Auctioneers.

May 30

at 129

be a dead loss to the country. So, from every point of view, to abolish the canal tolls will be the wiser and the more profitable course for the Government to take.

OUR MERCHANTS ask the Dominion Government to veto the Manitoba Act making exemptions from seizure for debt.

The act in question is of a most sweeping character, and has a retroactive operation.

On this ground, perhaps, it might be sent back for amendment; otherwise the Dominion Government could do nothing in the matter, the legislation being of a class that lies within the jurisdiction of the Provincial Legislatures.

There cannot be much doubt of the right of the Manitoba Legislature to pass such a bill if it chooses. The act may be unjust; it may cause great hardship; it may be most pernicious in its operation; it may destroy the credit of the people of Manitoba; but we incline to the opinion that it is within the Legislature's powers. The Ottawa Government may not refuse to sanction it, but may return it for amendment, giving reasons which may commend themselves to the judgment of the powers that be at Winnipeg.

The Council of the North-West Territory some time ago legislated in favor of liberal exemptions from seizure for debt.

The people of Manitoba protested against their neighbors' liberality in this connection, holding that it would act injuriously to the interests of Manitoba merchants, and called upon the Dominion Government to veto the N.-W. ordinance. They have now, through their Legislature, followed the example of the North-West Council, possibly in the hope that so much indignation will be aroused in the East as to prevent the Dominion from sanctioning the Territorial legislation, if it has not already been approved of. We can scarcely think the Manitoba Act is one to which that Legislature intends to adhere, but if it is resolved to stand by it we do not see how the Dominion Government can interfere. With the ordinances of the North-West Council the case is different, the council being "under the thumb" of the Government and the Government having full liberty of action in this direction.

AN ARTICLE in another column, from the London *Ballist* of May 9, on the Canadian Pacific Railway will be read with a good deal of interest. It takes a favorable view of the proposed financial arrangements in aid of the national work, and advises the Grand Trunk people to come to an understanding with an enterprise they cannot hope to crush.
THE ARTICLE from London *Money* quoted in another column, on the Grand Trunk's latest attempts at financing, contains some very plain speaking. This is a fair sample of what the London financial journals have to say on this ticklish subject.

DIED.

LARIVERIE.—Died Saturday, 30th May, Mr. Noel C. Lariverie, carriage builder, aged 53 years.

Funeral will take place on Tuesday, 2nd June, at 8 o'clock a.m. Friends and acquaintances respectfully requested to attend without further notice.

By order, CHS. GLACKMEYER, City Clerk.

CITY HALL, Montreal, 29th May, 1885. m 139

TENDERS.

SEALED TENDERS addressed to the undersigned, will be received in the office of the City Clerk, City Hall, until ten o'clock a.m. on FRIDAY, the 4th JUNE next, for the construction of 25 or 50 benches and of four water closets for the St. Helen's Island.

For information apply to the superintendent, Mr. Soupras, St. Helen's Island.

By order, CHS. GLACKMEYER, City Clerk.

CITY CLERK'S OFFICE, CITY HALL, Montreal, 29th May, 1885. m 139

FOR SALE!

IN QUANTITIES TO SUIT PURCHASERS.

Fresh Mixed

CALEDONIA MINE COAL

NOW LANDING

EX SS. BENHOPE.

FOR PRICE, TERMS, &c., APPLY TO

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—AGENTS—

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RESIDENCE FOR SALE

I am instructed by

ALEXANDER BUNTIN, Esq., to offer for sale his magnificent old stone detached residence and grounds.

No. 757 Sherbrooke Street.

Beautifully situated on the upper side of that street, at the head of Union Avenue. The house has been well arranged, carefully constructed of the best materials, handsomely finished and expensively decorated, and for situation, comfort, convenience and accommodation is not surpassed in Montreal. The conservatory was built in 1833, at a cost of \$10,000. The drainage, ventilation, plumbing and heating arrangements are all of the best, and the stone stable, coach house and out-buildings are in keeping with the rest of the property, the whole forming a complete establishment in every detail. The lot contains about 65,000 superficial feet, and is laid out in garden, lawn and ornamental grounds. Can be seen by permit only.

Apply to

J. CRADOCK SIMPSON,

Real Estate and Insurance Broker.

Nordheimer's Hall, 207 St. James St. June 1

CHOICE BUILDING LOTS FOR SALE.

That fine block of land the property of

ALEXANDER BUNTIN, Esq., fronting on Sherbrooke St., Matthew and St. Luke streets, has been divided into desirable Building Lots, which are now offered for sale on easy terms.

Plan and particulars at my office.

J. CRADOCK SIMPSON,

Real Estate, Insurance, Mortgage Loans, Nordheimer's Hall, 207 St. James St. June 30

TENDERS FOR COAL.

Sealed Tenders, addressed to the undersigned, will be received in the office of the City Clerk, City Hall, until NOON on TUESDAY, the 16th of June next, for 120 gross tons of stove coal to be delivered free of charge in the several Police Stations of this city on or before the 1st SEPTEMBER next.

The Coal to be weighed on such scales and at such places as the Police Committee may require.

The lowest or any tender not necessarily accepted.

By order

CHS. GLACKMEYER, City Clerk.

CITY HALL, Montreal, 29th May, 1885. m 139

POLICE DEPARTMENT.

Winter Clothing, &c.

Tenders will be received at the office of the undersigned, City Hall, on TUESDAY, the 16th of June next, for Pants, Caps, Shoes and Mitts for 33 Officers and 212 Constables, in accordance with samples to be seen in the office of the Chief of Police.

The lowest or any tender will not necessarily be accepted.

(By order)

CHS. GLACKMEYER, City Clerk.

CITY HALL, Montreal, 29th May, 1885. m 139

Amusements.

A CADEMY OF MUSIC!

Henry Thomas.....Lessee and Manager.

MONDAY, JUNE 1st.

THE CYRIL SEARLE COMEDY COMPANY

Supporting the beautiful emotional artist, ELEANOR CAREY.

In the new American domestic drama,

TWICE WOODED,

—OR—

WALL STREET GUARDIAN.

A pure story conveying a moral to every man, woman and child.

Reserved Seats on Sale at Nordheimer's, May 29

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MATINEES TUESDAY, THURSDAY AND SATURDAY.

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(From the London Bulletin, May 9.)

THE CANADIAN PACIFIC RAILWAY.

Most of us know by experience—sometimes bitter, sometimes pleasant—that the “In conclusion” of a preacher is by no means the same as “Finally.” So it is sometimes with financial matters. An arrangement that was to be the concluding one, is not necessarily the final one. But, as in the case of the preacher, we forgive his additional sentences if his peroration is striking, or if he in them drives home a few nails which he had previously left sticking out awkwardly; so with a company we condone the re-opening of its financial affairs, if the “final” arrangement promises not only to be positively final, but if it is also obviously more advantageous than its predecessor.

It has for a long time been no secret that the Canadian Pacific Railway Co. have been negotiating at Ottawa for a readjustment of some of the conditions of the Loan Act of last session, which have been found in operation to press with onerous restrictions upon its work. The lien, for instance, which the Government, on making its loan to the Company took upon all the property of the latter has, it is said, proved a very serious impediment to the construction of those branch lines in the North-West, which are so urgently needed for the development of that district. Then the rate of interest—5 per cent.—which the loan carried, was felt to be rather hard for a parent to exact from its pet child. Then financial matters have not improved during the year, either in Canada or in other markets, and consequently the difficulty of raising money for full equipment of the line threatened to be a serious one. So to the Government the Company went, and the terms mutually agreed upon for a new and final settlement were made known to the English public, through the London office, on Monday morning last. As official statements can seldom give those explanatory comments which enable the uninitiated to grasp the real meaning, and comprehend the “true inwardness” of the matter dealt with, we will endeavor to place the case fully and plainly before our readers.

UNDER THE ACT OF LAST SESSION the railway company became indebted to the Government for a loan of 22,500,000 dollars, carrying 5 per cent. interest, and repayable in 1891. It also was indebted further for 7,500,000 dollars, (in round numbers) at 4 per cent., repayable in 1888. As security, the Government took the thirty-five millions of unencumbered land and the Company's lines (excepting leased lines), lands, and property of all sorts. The new proposals alter the whole arrangement. The thirty million dollars of debt to the Government are to bear the uniform rate of 4 per cent. interest, and—probably the most important part of the whole plan—ten millions are transferred absolutely from the railway to be a charge, both for principal and interest, exclusively upon the land. As the Company still owns some twenty-one million acres of fertile land, subject only to a very trifling amount of outstanding loan and grant bonds, the security for the ultimate payment of these ten million dollars is so ample that the sum in question may be left out of future calculations. It is proposed that, in lieu of the shares representing thirty-five million dollars, now in the Government's hands, and which are to be cancelled, the Company shall issue First Mortgage Five per cent. Bonds to the same amount. Of such bonds, twenty millions will be held by the Government as security for the remaining twenty millions of debt due by the Company. The Government will advance to the Company five million dollars in five-year bills for one year, at 4 per cent., retaining as security a further eight millions of bonds. None of these bonds to be retained by the Government will bear interest while so held. The remaining seven millions will be at the disposal of the Company to be issued as necessary may arise. Practically, then, it may be assumed that at present there will be no bond issue at all, as it is supposed that the five millions advanced by the Government will be sufficient for all the Company's present necessities.

THE RESULT TO THE RAILWAY COMPANY appears to be as follows: They get rid of the Government lien upon the whole property, the Government heretofore only ranking as bondholders. Ten million dollars—one-third of the whole debt—are shifted as a burden to fall exclusively on the land. The interest on the whole debt is reduced to a uniform 4 per cent.; sufficient funds for immediate necessities are provided also at 4 per cent. The change in the annual fixed charges against railway earnings may be summarised as follows:—

Under Act of 1884.
\$22,500,000 at 5 per cent. equal - \$1,125,000
7,500,000 at 4 - 300,000
Annual interest - \$1,425,000

Under New Proposals.
\$30,000,000 at 4 per cent. equal - \$800,000
5,000,000 at 4 - 200,000
Annual interest - \$1,000,000

Or, last year there stood ahead of the common stock a debt of thirty millions of dollars, requiring annual payment of fourteen hundred thousand dollars, with the prospect of more money requiring to be raised, on more or less onerous terms, for equipment, etc.; while this year the debt is reduced to twenty-five millions, bearing annual interest of only one million, and this includes the railway capital that is required. The present proposals therefore are, it will be seen, such as may well be palatable to the shareholders; while it will certainly be a relief to the Government of Canada to have made, at so little cash cost to itself, arrangements which may be said to establish the railway company on a firm basis, and once for all put it beyond the power of cliques or circumstances to mar or delay the completion of the great work to which the colony has, with such singular energy and persistence, devoted its resources.

Assuming, as we may fairly do, that what the Government proposes the Dominion Parliament will accept, it only remains to be seen whether the Grand Trunk Company, which only last week publicly prophesied the almost immediate collapse of the Pacific Company, will accept the situation and at last recognize the fact that Canada intends to have

AT LEAST TWO RAILWAY CORPORATIONS in the Dominion. Our own conviction is that the sooner Sir Henry Tyler and Mr. Hickson come to recognize such facts—even though such recognition may involve Sir Henry's eating the “grave” words “later” uttered so jauntily at the Cannon-street Hotel—the better it will be for all parties, and best of all for the Grand Trunk Railway itself. The Canadian Government has been steadily abused and denounced by certain Trunk representatives—as we may fairly call them—ever since the Canadian Pacific Company was formed. The Government gave Mr. Hickson a hot last year that their patience was not absolutely unlimited, and that important considerations would neither wonder at nor censure them if a

persistence in the hostility of the last three or four years on the part of the Grand Trunk were at last to produce a result very unsatisfactory to that company. Now surely there is an opportunity, as well as a reason, for coming to that understanding with the Canadian Pacific which Sir Henry Tyler, on Monday week, so significantly declined to undertake to do.

NARROW ESCAPE.

ROCHESTER, June 1, 1885. “Ten Years ago I was attacked with the most intense and deadly pains in my back and kidneys.”

“Extending to the end of my toes and to my brain.”

“Which made me delirious!”

“From agony!!!!”

“It took three men to hold me on my bed at times!”

“The Doctors tried in vain to relieve me, but to no purpose.”

“Morphine and other opiates.”

“After two months I was given up to die!!!!”

“When my wife heard a neighbor tell what Hop Bitters had done for her, she at once got and gave me some. The first dose eased my brain and seemed to go hunting through my system for the pain.”

“The second dose eased me so much that I slept two hours, something I had not done for two months. Before I had used one bottle, I was well and at work as hard as any man could, for over three weeks; but I worked too hard for my strength, and taking a hard cold, I was taken with the most acute and painful rheumatism all through my system that ever was known.”

“I called the doctors again, and after several weeks they left me a cripple on crutches for life, as they said. I met a friend and told him my case, and he said Hop Bitters had cured him and would cure me. I pooled at him, but he was so earnest I was induced to use them again.”

“In less than four weeks I threw away my crutches and went to work lightly, and kept on using the Bitters for five weeks, until I became as well as any man living, and have been so for six years since.”

“It has also cured my wife, who had been sick for years; and has kept her and my children well and healthy with from two to three bottles per year. There is no need to be sick at all if these Bitters are used.”

J. J. BERT, Ex-Supervisor.

“That poor invalid wife, Sister, Mother, or Daughter!!!!”

“Can be made the picture of health!”

“With a few bottles of Hop Bitters!”

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

No Canadian Farmer should be without THE WEEKLY HERALD, published every Thursday and mailed to any address for ONE DOLLAR PER YEAR. Its Veterinary Department is in charge of the most experienced veterinary surgeons in the Dominion, and supplies information and advice gratis to subscribers. Send to this office for a sample copy, free on application.

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July 12.

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Special attention given to insolvent matters.
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Commission for buying of one per cent. and
same for selling.
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Stock Broker
(Members of Montreal Stock Exchange.)
Stocks bought and sold for cash or on margin.
Office Hamilton Chambers.
17 St. John St.
(P. J. Box.)
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H. COTTE,
Accountant and Auditor.
Address P. O. Box No. 1366.
September.

H. M. PERRAULT,
Architect and Land Surveyor,
No. 11 Place d'Armes Hill.
12m

THE
Weekly Herald

WEEKLY PAPERS

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VICTORIA SQUARE.

MONTREAL.

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Book-Binding

Etc., Etc.

MERCHANTS BANK.
OF CANADA.

NOTICE

Is hereby given that a dividend of
Three and one-half per cent.
For the current half year, being
at the rate of

Seven per cent. per annum.

Upon the Paid-up Capital Stock of this In-
stitution has been declared, and that
the same will be payable at its

BANKING HOUSE IN THIS CITY,
ON AND AFTER

Monday, the 1st June next.

The Transfer Books will be closed from the
17th to the 31st May, both days inclusive.

The Annual General Meeting of the Share-
holders will be held at the Bank on

Wednesday, the 17th day of June next.

The Chair to be taken at Twelve o'clock.
By order of the Board,
GEORGE HAGUE,
General Manager.
Montreal, 23rd April 1885.

ONTARIO BANK.

DIVIDEND No. 55.

NOTICE IS HEREBY GIVEN that a

Dividend of

THREE PER CENT.

upon the Paid-up Capital Stock of this In-
stitution, has been declared for the current
half year, and that the same will be pay-
able at the

BANK AND ITS BRANCHES
—ON AND AFTER—

MONDAY, the 1st day of June next.

The Transfer Books will be closed from the
17th to the 31st May, both days inclusive.

THE ANNUAL GENERAL MEETING of the
Shareholders will be held at the Banking
House in this City, on

TUESDAY, the 16th day of June next.

The Chair to be taken at TWELVE o'clock
noon.

By order of the Board,
C. HOLLAND,
General Manager.
Toronto, April 21, 1885.

BANK OF MONTREAL.

NOTICE IS HEREBY GIVEN that a Divi-

dent of

FIVE PER CENT.

—AND—

A BONUS OF ONE PER CENT.

upon the Paid-up Capital Stock of this In-
stitution have been declared for the current
half year, and that the same will be pay-
able at the

Monday, the 1st day of June Next.

The Transfer Books will be closed from the
17th to the 31st of May next, both days
inclusive.

THE ANNUAL GENERAL MEETING of the
Shareholders will be held at the Bank on
Monday, the 1st day of June Next.

The Chair to be taken at One o'clock.
By order of the Board
W. J. BUCHANAN,
General Manager.
Montreal, 21st April, 1885.

THE JACQUES CARTIER BANK.

NOTICE IS HEREBY GIVEN that a Divi-

dent of THREE PER CENT. on the paid-up
capital of this Institution was declared for
the current half year, and will be payable
at the office of the Bank in Montreal on

MONDAY, the 1st June next.

The Transfer Books will be closed from the
15th to the 31st of May (both days included).

THE ANNUAL GENERAL MEETING of the
Shareholders will take place at the office
of the Bank in Montreal, on TUESDAY, the
seventeenth day of June next at ONE O'CLOCK.
By order of the Board.

(Signed) A. DE MONTIGNY,
Cashier.
Montreal, April 23rd, 1885.

THE BANK OF TORONTO.

DIVIDEND No. 58.

NOTICE IS HEREBY GIVEN that a Divi-

dent of FOUR PER CENT. for the current
half year, being at the rate of eight per cent.
per annum, and a Bonus of one per cent. upon
the paid-up capital of the Bank has this day
been declared, and that the same will be pay-
able at the Bank and its Branches on and
after MONDAY, the first day of June next.

The Transfer Books will be closed from the
seventeenth to the thirty-first day of May,
both days included.

THE ANNUAL GENERAL MEETING OF
STOCKHOLDERS for the election of Directors
will be held at the Banking House of the
Institution on WEDNESDAY, the SEVEN-
TEENTH DAY OF JUNE NEXT. The
Chair to be taken at One o'clock.
By order of the Board.

D. COULSON,
Cashier.
Bank of Toronto, {
April 20th, 1885.

LA BANQUE VILLE MARIE.

IS HEREBY GIVEN that a Dividend of

THREE AND ONE-HALF PER CENT. (3 1/2
p. c.) upon the paid-up capital stock of this
institution has been declared for the current
half year, and that the same will be pay-
able at its head office, in Montreal, on and
after MONDAY, the first day of June next.

The Transfer Books will be closed from the
seventeenth to the thirty-first day of May,
both days included.

THE ANNUAL GENERAL MEETING OF
the shareholders will be held at Bank in
Montreal, the SEVENTEENTH DAY OF
JUNE NEXT, at Twelve o'clock.

By order,
U. GARAND,
Cashier.
Montreal, 21st April, 1885.

EASTERN TOWNSHIPS BANK.

Annual Meeting.

Notice is hereby given that the ANNUAL
GENERAL MEETING of the shareholders of
this Bank will be held at their Banking
House, in the City of Sherbrooke, on

Wednesday, 3rd of June next.

The chair will be taken at 2 o'clock p.m.
By order of the Board,
WM. FARWELL,
General Manager.
Sherbrooke, 25th April, 1885.

Sherrill, 25th April, 1885.

Miscellaneous.
PUBLIC NOTICE!

With reference to the advertise-
ment of the Hancock Inspirator
Co., we DENY THEIR SOLE
RIGHT to manufacture and sell
the INSPIRATOR. The case is
now before the courts, and it will
very soon be decided who is in the
right.

ROBT. MITCHELL & CO.

April 22

RAILWAY SUPPLIES.

ANTHONY FORCE,

IMPORTER OF

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

Representing in Canada
Vickers, Sons & Co., (Limited) Steel
Manufacturers, Sheffield, Eng.
P. & W. MacLellan, Clithra Iron Works,
Glasgow.
George MacLellan & Co., India Rubber
Works, Glasgow.

Manhattan Oil Company, New York.
James Watson & Co., Iron Merchants
Glasgow, Middlesex, Swans and
Liverpool.

John Russell & Co., (Limited) Alma Tube
Works, Walsall.

Office: 76 ST. PETER STREET.

Warehouse: 225 Wellington Street.

April 23.

THE INTERCOLONIAL RAILWAY AND
STEAM NAVIGATION

GUIDE

Published Monthly, containing the TIME-
TABLES and MAPS of all the CANADIAN
and the principal AMERICAN RAIL-
WAY and STEAM NAVIGATION
LINES.

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by Agents on Trains and Steamers.
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179 St. James Street,
Publishers and Proprietors.

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March 11

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Complete stock of the following:

"North Star," "Palace,"

"Komballs," "Grocer,"

and Sisson's Glass Refrigerators.
Prices from \$7.00 upwards. Wholesale and
Retail.

GEORGE W. REED,
Slate, Metal and Gravel Roofs,
752 & 755 Craig St., Montreal.
April, 21st 1885.

SPARNHAM FIRE-PROOF ROOFING.

New roofs laid and guaranteed for ten
years..... \$3.00 and 3 50
Any roof under fifteen squares..... 5 00
Old metal roofs covered with cotton and
cement, and guaranteed for seven years 4 50
All flat tin and old gravelled roofs re-
coated with cement, and guaranteed for
five years..... \$3.00 and 3 50

JOHN CAMPBELL & CO.,
Sole Agents Sparnham Fire-Proof Roofing
Cement Company, Capital \$50,000, who
guarantee all work done by us.

309 St. James Street West, Montreal.
TELEPHONE No. 1172.

NOTICE.

THE UNDERSIGNED HAS REMOVED

HIS OFFICE

From 181 St. James Street,

TO

The Herald Building,
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26th January, 1885

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Stock Commission Agents in

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R. Bickardike, Lon

February

R. J. Kimball & Co.

ESTABLISHED IN 1865.

Bankers and Brokers,

LOCAL NOTES.

THE ADDRESS of the agent of the Lister telephone-rumple is W. T. Mallett, P.O. Box 1195.

NOTRE DAME HOSPITAL.—The visiting governors to the Notre Dame Hospital for the week beginning June 1st are: Messrs. Michel Lefebvre and I. A. Beauvais.

On and after to-day the Delaware and Hudson morning train for New York will leave Bonaventure Depot at 7.30 a.m., instead of 8 o'clock and will arrive in New York at 9.20 p.m.

LA ROSA ANTILLANAS.—One case of the above brand of Havana cigars just received. S. Hyman, 180 St. James street, (City and District Savings Bank Building), and 1702 Notre Dame street.

Cheap Goods.—Ladies should not fail to attend the cheap sale of books, stationery, and useful articles, now going on at W. J. Clark & Co's, 50 Beaver Hall Terrace. All the goods are being sold at half price.

REPORTED DROWNING ACCIDENT.—It was rumored in the city last night that two well known and respected young men of this city had been drowned at Lachine, whilst out boating. They were sailing in an open boat with a large sail and were swamped.

"GARDNER'S NERVING," invaluable for sleeplessness, headache, delirium tremens and all nervous complaints arising from excess of any kind. In bottles, price 50c. Prepared only by J. Gardner, chemist, corner McGill and Notre Dame streets, Montreal.

THE CAMP.—Yesterday was a dull day in camp and gave the regiment some idea of what roughing it in the rain meant. As the rain was at no time very heavy, the interior of the tents remained dry and no special discomfort was endured. Religious services were held during the day at which all the men attended. Nothing definite has been heard regarding the future movements of the regiment.

DAVIDSON VS. BARNETT *et al.*—In this, the last of the Crystal Palace Opera cases, judgment was rendered on Saturday in the Court of Review in favor of the plaintiff, condemning Messrs. Brown & Reinhardt, as full partners of Barnett, to pay the florists a loss. Messrs. Downie & LaCouture for plaintiff, Messrs. Duhamel & Co. for defendant.

PROGRESSIVE EUCHE.—Messrs. Owen Moore & Co., of Portland, Me., have published a very pretty little pamphlet containing a set of rules for playing "progressive euche," a game that has recently become very popular in the United States. The game allows of a number of persons taking part, and as a means for entertaining a small company of ladies and gentlemen cannot be excelled. The price of the book is 10 cents, postpaid, and it may be ordered through any stationer.

QUITE A CHANGE.—An old Montrealer, now a resident of Chicago, is at present in the city after an absence of fifty-one years. It is needless to say that he finds the city greatly changed during his long absence. All those portions of the city covered by Point St. Charles, Beaver Hall, St. Catherine street and thereabouts, as well as Hochelaga, did not then exist. Indeed the Seminary and a few old buildings in the business part of the city are the only places remaining in his memory.

THE ELECTION OF OFFICERS OF THE LEO CLUB, held yesterday, at the Seminary Hall, 1717 Notre Dame street, resulted as follows:—President, E. Clark; 1st Vice-President, R. Warren; 2nd Vice-President, J. McVey; Recording-Secretary, J. S. McVey; Assistant Rec. Seco, T. F. Reynolds; Financial Secretary, B. Hughes; Treasurer, Rev. James Callaghan; Librarian, D. Mullin; Assistant Librarian, M. Crowley; Marshal, A. McGarr; Assistant Marshal, A. Rowan; Councilors—A. Claperton, C. Duff, W. McCaffrey, J. McCaffrey, J. Kennedy, M. Morrissey.

DEATH OF MR. NOEL LARIVIERE.—We regret to learn of the death, on Saturday morning, of Mr. Noel Lariviere, of the firm of N. & A. C. Lariviere, one of our best known citizens and most enterprising manufacturers. The deceased gentleman was distinguished for his probity and intelligence and leaves an honored name. He was one of the most extensive carriage builders of the Dominion, being the representative here of Brewster, the celebrated maker of New York, who sold the Lariviere carriages in that great metropolis. Mr. Lariviere will be greatly missed and sincerely mourned.

NEW FELLOWS OF ROYAL SOCIETY.—Mr. Decelles, so well known here as editor of *Le Minerve*, but for three years past as assistant librarian and now associate librarian of Parliament, has been appointed by the Governor-General a fellow of the Royal Society of Canada. Mr. Alphonse Lusignan, another newspaper editor in this province, has also been appointed a fellow by His Excellency. These nominations were to fill the vacancies occasioned by the death of Mr. Oscar Dunn, an eminent writer, and the resignation of Mr. Napoleon Bourassa.

ORDINATIONS.—Mr. Fabre held an ordination at the Grand Seminary on Saturday last, when the following deacons were admitted to the priesthood: Rev. Messrs. George Houl and Alex. St. Jean, Montreal; E. Latulippe, St. Vincent; M. Beauchemin and M. Landry, Varennes; A. Castonguay, Veaudry; M. Beaudoin and A. Lavalee, Joliette. These priests will remain in this diocese, and Rev. Messrs. Gagnon and Pugas, who were admitted to priests' orders at the same time, will proceed at once to Pontiac and Leavenworth dioceses respectively. In addition to the priests, 18 deacons and 22 sub-deacons were also ordained.

The medical examinations in Laval College will begin on the 22nd June. There are 5 candidates for the final and 7 for the primary examinations.

It is stated that Major-General Middleton will be made a K.C.M.G. for his success in conducting the campaign in the North-West.

TWO IMPORTANT QUESTIONS.

Abolition of Canal Tolls and Reduction of Harbor Dues.

The Disallowance of the Manitoba Debtors' Act.

Meeting of the Board of Trade, Corn Exchange and the Shipping Interest.

The Government to be Memorialized on Both Points.

A special meeting of the members of the Board of Trade, Corn Exchange, ship owners and merchants generally was held in the Corn Exchange at noon on Saturday for the purpose of discussing the means to be taken to secure the suspension of canal tolls and the reduction of harbor charges; also to consider the provisions of a bill now before the Manitoba Legislature, entitled "Administration of Justice Act, 1885," which, if passed, would seriously affect the interests of all merchants and traders doing business in that Province.

Mr. John Kerry, the President of the Board of Trade, occupied the chair, and there were also present:—Messrs. Andrew Allan, Dickson Anderson, Robert Archer, John Baird, W. Townley Benson, L. P. Brunet, J. Carruthers, E. A. Craig, R. M. Esdaile, Chas. H. Gould, R. D. Haig, Robt. Hampson, E. Holloway, J. E. Hunsicker, Edgar Judge, G. M. Kinghorn, H. Labelle, James Lord, John Magor, Alex. Mitchell, Jas. M. Mitchell, Stewart Munn, H. E. Murray, Geo. McBean, James McDougall, J. B. McLean, Hugh McManis, S. Norris, John Ogilvie, W. W. Ogilvie, R. Peddie, D. J. Rees, Robt. Reford, Jas. E. Rendell, Andrew Robertson, David Robertson, R. T. Routh, Royal Canadian Insurance Company, J. Lionel Smith, W. Howe Smith, S. St. Onge, Wm. Stewart, Adam G. Thomson, D. C. Thomson, Jas. Thomson, John Torrance, Joseph Ward, D. A. P. Watt, John Fairbairn, Thos. White, M.P., Alex. Murray, John Hodgson, F. W. Henshaw, H. Lyman, H. Shorey, J. Mitchell, W. C. Munderloh, J. H. Winn, E. K. Greene, Geo. Hagne, F. W. Thomas, J. O'Brien, John Duncan, Hon. J. R. Thibault.

The Chairman, after explaining the two-fold object of the meeting, said that he was prepared to hear anything that might be said on the question of the suspension of canal tolls.

As no one seemed inclined to take the initiative, the Chairman called upon Mr. John Magor to open the discussion.

Mr. Magor said that he had no hand in calling the meeting. He understood that it had been called by the shippers. He was willing to support whatever measures were agreed upon, but thought that some of the shippers should speak.

The Chairman said that he had hoped that those who had called the meeting would have been ready with some resolutions.

Mr. Magor then asked Mr. Patterson, the secretary of the Exchange, who had authorized him to call the meeting.

Mr. Patterson replied that the President had done so, and Mr. Kerry, upon being questioned, made answer that he had called the meeting at the request of the ship-owners.

The Chairman then declared that, as no body seemed to have anything to say on the first point, he would proceed to take up the second question.

Mr. W. W. Ogilvie protested against the matter being disposed of in such a summary manner, and said that the ship-owners and the business community generally found themselves this year in a precisely similar condition to last. The persons who had charge of the matter last year had only made the rebate temporary and even then seemed anxious to get back to high prices again. The result was the present stagnation of business. The rate of freight on grain from the West was 19 cents more to Montreal than to New York, and as long as it stood in that proportion Montreal need not expect much of the trade. Temporary measures were of no use, as they were competing with the cheapest transportation system in the world—the United States. The people there worked one-third more time than Canadians, and with more energy when they did work. There were representatives of the elevating and river transportation companies present and he would like to know if they were prepared to make the same reduction last year if the Government did likewise. The question should not be allowed to pass without a free discussion anyway.

The Chairman then called upon Mr. Murray, who, he said, had waited upon him in the matter.

As the gentleman referred to did not respond Mr. Hugh McLennan suggested taking up the second subject and allowing those interested in the first question to prepare a resolution.

Mr. W. W. Ogilvie objected to this and urged that the matter be disposed of at once.

Mr. Alex. Murray explained that he had not felt sure whether the chairman had alluded to himself or his brother, hence his hesitation in speaking. As a representative of the elevating companies he felt the disadvantage they labored under in competing with the port of New York, as the railroad companies were laying down grain there much cheaper than could be done here.

The result was, as Mr. Ogilvie remarked, a difference of 19 cents against Montreal. If the Government had not taken the duties of the Erie Canal, they would have sold nothing to say here, but seeing that the tolls had been abolished there, the Canadian Government should be asked to do the same.

The Chairman said that he was open to receive a resolution on the subject.

Mr. Hugh McLennan said that he was one of those who took part in obtaining a suspension of the tolls last year. What was sought to be obtained by such a course had been satisfactorily accomplished. It enabled Montreal to prevent the trade from leaving her port and continued her in the position of a factor in the export of grain from the West. Now, however, they were in precisely the same position as when the attempt was made last year. Steepers were running from here at prices that were ruinous. They were simply laying up stock at Western ports, and the consequences to the St. Lawrence route no one could foretell. They had a carrying capacity of three quarters of a million bushels, and the vessels must lay up if freight could not be found. There was not a vessel built on the upper lakes but what was a loss to its owner. The question was whether all these interests were to lie idle while the trade passed by other routes, or not. A committee should be appointed to

memorialize the Government on this. The Harbor Commissioners, Board of Trade, and Montreal Transportation Company were represented at the meeting, and they should propose a resolution similar to that of last year.

It was then moved by Mr. Hugh McLennan, and seconded by Mr. Chas. H. Gould, that the following be a committee to draft a memorial to the Government regarding the abolition of canal tolls and the reduction of harbor dues:—The President of the Board of Trade, the president of the Corn Exchange, the chairman of the Harbor Commissioners, Messrs. Andrew Allan, Alex. Murray, John Torrance, Robert Reford, and the mover and seconder. Carried.

THE MANITOBA INSOLVENTS' EXEMPTION BILL.

The Chairman said that the next question was the extraordinary bill passed by the Legislature of Manitoba, the result of which would render collections impossible in that Province.

Mr. Shorey said that in future it would be almost impossible for merchants to do business in Manitoba, and the tendency would be to discontinue all trade relations there. According to the provisions of the bill a man could hold a horse worth \$2,500 to live in, which could not be attached; 100 acres of land with seeds enough to seed that; various articles of furniture, 2 cows, 3 horses, 3 oxen and a great many other things. These latter exemptions applied to farmers, but if the farmers did not pay for their goods the wholesale man could not get his money. In his opinion the exemptions were too great.

Mr. E. K. Greene explained that the bill contained a number of exemptions covering about \$4,000 of articles that could not be seized.

Hon. J. R. Thibault pointed out that any insolvent in any part of the Dominion could take \$5,000 or \$6,000 and go to Winnipeg and there defy his creditors. Such a law should not be confined to one province, and they should oppose it with all their power.

Mr. F. W. Thomas, manager of Molsons Bank, read a letter from a manufacturer, to the effect that some two years ago a vast quantity of agricultural implements had been rushed into Manitoba and sold to settlers for poor notes had been given. Owing to the poor harvest of 1883 these notes had not been met and were still outstanding. The Manitoba Government had passed such an act, they, the manufacturers, would be ruined. Mr. Thomas further stated that the bank had forwarded circulars to all their managers asking them to get up petitions to the Government to get against the bill. It went into operation the bank would have to write off hundreds of thousands of dollars and would suffer great loss.

Mr. Thomas White, M.P., said that if the act only applied to the future, the Manitoba Legislature had made a right thing. But the act was so framed that it was retroactive that made it so objectionable. Such an act could not pass in any of the States of the Union, as it would be set aside in the courts. In the resolution it should be clearly stated that the act was retroactive and interfered with existing contracts. Other provinces had exemptions from seizure and whether those exemptions were more or less was not the point to be objected to; the act was a dangerous one and he thought the Manitoba people would find that out themselves before long.

Mr. George Hagne, manager of the Merchants Bank, recapitulated the provisions of the act and declared that the special feature which affected the trade here was that it was retroactive. That was the ground, and upon which the Federal Government might be asked to interfere.

The Chairman enquired whether the act would not make a difference in the bank's business.

Mr. Hagne replied that it would make a great difference. They would require their customers in Manitoba to take up their notes and the latter would likely find it difficult to do so.

Moved by E. K. Greene, seconded by Hollis Shorey, That it is the opinion of this committee that the bill of exemption proposed to apply to the Province of Manitoba would be very disastrous in its effect upon the whole trading community of the Dominion, inasmuch as it would prevent merchants and traders from carrying on their business. It would also prove detrimental to the farmers of Manitoba, as they would be unable to purchase the necessary supplies of machinery, tools and implements except for cash.

That a petition be presented to the Governor-General requesting the disallowance of the bill inasmuch as it would be retroactive in its operation in interfering with the debts and obligations previously contracted in the Province of Manitoba.

The resolution was declared adopted, after which the meeting adjourned.

THAT GREAT CUSTOMS SEIZURE. Startling Developments.

The patent medicine firm of Ayer & Co., of Lowell, Mass., from whom the seizure of \$100,000 worth of patent medicine imported into the Dominion and entered under the proper value was made, is one of the wealthiest engaged in the business in the United States. When Mr. Ayer, the head of the original firm, died some time ago, the business was taken over by a new company, which made great changes in the staff, by discharging men who drew high salaries, for the purpose of economy. These parties appear to have been in the confidence of the firm as to the *modus operandi* by which the medicine sent to Canada was passed through the Customs as follows:—Barrabados, 518 puncheons; St. Joseph, Barbados, 518 puncheons; 45 hds., 45 barrels molasses; Royal Arch, Barbados, 60 hds., 695 puncheons, 53 barrels molasses; schooner Galena, Bahia, 9,453 bags sugar.

As was predicted a few days ago in this column, some of the loaders along the wharves, who reached here as stowaways, have come to grief. On Saturday afternoon three of them were arrested by the Harbor Police for forcing an entrance to the Black Diamond Line shed on the Island wharf. The party gave their names as Michael Connelly, James Ramsay and John McCoy. Each gave Liverpool as his place of residence.

The Canadian is here again after an absence of nearly two years. Last season she ran to American ports, and during the past winter was engaged in the South American trade. On her late voyage to London the Canadian met considerable ice at daybreak on the 24th, afterwards encountering dense fogs and smoke. Captain John Kerr has with him as mates Messrs. James Wright, Joseph Dalrymple, Edward Scotland, Charles Bragg, purser; Mr. Hannan; surgeon, James H. Allingham.

Bark Grant, of Lillesand, Norway, arrived on Saturday at 10 p.m., in tow of the steamer Conqueror No. 2, and went to a berth at Windmill Point. The Grant came from Bahia, which place she left March 25, reaching Cape Boy after a run of 35 days. From May 9 to

the train at the latter place, as he was then out of his own State. Just as he was entering the cars he was arrested at 8 p.m., and taken to the police office and kept there until 2 p.m. next day, when he was discharged without any complaint being prepared for him. He then came on here and has been in communication, he admitted, with the Customs authorities. Mr. Young was searched, even his boots taken off, to see if he had any papers on his person. This was done without any warrant. Several other parties taken in were not searched, that operation being confined to Mr. Young alone.

"THE HERALD" MARITIME RECORD.

Sugar and Molasses for Montreal—Dox Items—News of the Propeller—Voyage of the Grant—The Benhope in a Gale—More Vessels for this Port—Found Drowned—Cattle Shipments—Arrival of the Canadian After a Long Absence—General Items of Interest Along the Docks.

The Norwegian is about ready for sea. H. C. Jacobsen will unload the Grant. The Celtic will arrive from Hamilton to-day.

Bark Euilie has had all her sugar taken out.

Messrs. Curran and Doran are discharging the Benhope.

Tug-steamers John A. Macdonald was in the harbor yesterday.

May 29—31 feet 11 inches of water in the Sorel ship channel.

The Grant draws 17 feet of water. Pretty good for a bark of 424 tons.

Propeller Alma Munro is due here tomorrow with grain from Toledo.

Propeller Dominion will be in the canal to-day with flour from St. Catharines.

Six hundred and fifty-eight cattle were shipped to Liverpool in the Lake Superior.

The Dominion Line steamship Quebec sailed from Liverpool May 28 for Montreal.

Bark Villia, Gilchrist, arrived at North Sydney May 29. She will load coal for Montreal.

Steamer John Young, with 17 boats from Montreal, reached Montreal on Saturday morning.

The Ulunda will receive cargo on Wednesday. The Polina will begin to load on Friday.

The Miramichi arrived at 11.45 a.m. on Saturday, and will leave to-day for the Gulf Ports.

Great Western Line steamship Devon, Captain Morice, sailed from Newport for Montreal May 27.

Tug Georgiana, of Montreal, is undergoing an extensive overhauling in the lower canal basin.

Two splendid specimens of Newfoundland puppies held possession of the bridge deck of the Benhope.

Schooners Marie Delphine and Marie Erselle left for Quebec and sea under sail at 4 p.m. on Saturday.

Steamship Avlona has come up from Hochelaga and berthed inside the Long Wharf. She goes to London.

Propeller California passed down on Saturday, at 11 a.m., with 275,000 feet of deals for French & Co., of Quebec.

Bahia, May 4—Sailed for Montreal, barks Merritt, Shamper; May 6, Johanne, Moeller; May 7, Kalma, Bursell, for Cape Breton.

The coal fleet is now in full running order. It is said that there has never been a lot of steamers in the business more fit for such work as there are this season.

Mr. Marr, chief engineer of the Glenmorven, mourns the loss of a fine hound he brought from Australia, which was enticed away from the ship by some of the gangs who prowled along the docks in search of anything portable worth stealing.

Since the opening of navigation, 26 steamships have cleared for sea. Twelve went to Liverpool, five to Glasgow, two to Bristol, six to London, one to Hamburg via Southampton. All these vessels took cattle, with the exception of the three mail steamers.

Captain H. Schoonhoven, as well as the officers and crew of the lost steamship Helvetia, have sent Captain Magrath, of the Allan steamship Acadia, a letter of thanks for his kindness to them while on his vessel, after he had rescued them from the foundering Helvetia.

At 5 a.m. yesterday Policemans Raffan, of the harbor police, found the body of a man floating in the river near the steamship Montreal. The corpse was dressed in a dark suit, the age of the man being about 40. At an inquest held at the morgue a verdict of "Found drowned" was returned by a Coroner's jury.

Bark Hartsford, from Matanzas for Montreal, has 200 hds. of sugar on board. Other vessels for this port are loaded as follows:—Haminia, Bahia, 11,233 bags sugar; St. Joseph, Barbados, 518 puncheons; 45 hds., 45 barrels molasses; Royal Arch, Barbados, 60 hds., 695 puncheons, 53 barrels molasses; schooner Galena, Bahia, 9,453 bags sugar.

As was predicted a few days ago in this column, some of the loaders along the wharves, who reached here as stowaways, have come to grief. On Saturday afternoon three of them were arrested by the Harbor Police for forcing an entrance to the Black Diamond Line shed on the Island wharf. The party gave their names as Michael Connelly, James Ramsay and John McCoy. Each gave Liverpool as his place of residence.

The Canadian is here again after an absence of nearly two years. Last season she ran to American ports, and during the past winter was engaged in the South American trade. On her late voyage to London the Canadian met considerable ice at daybreak on the 24th, afterwards encountering dense fogs and smoke. Captain John Kerr has with him as mates Messrs. James Wright, Joseph Dalrymple, Edward Scotland, Charles Bragg, purser; Mr. Hannan; surgeon, James H. Allingham.

Bark Grant, of Lillesand, Norway, arrived on Saturday at 10 p.m., in tow of the steamer Conqueror No. 2, and went to a berth at Windmill Point. The Grant came from Bahia, which place she left March 25, reaching Cape Boy after a run of 35 days. From May 9 to

12 the bark was completely blocked between icebergs, drifting to the N. E. with wind from the S. W. and a heavy swell. The vessel lost a portion of her stern and was badly scraped. When her cargo is discharged the damage to the hull, if any, will be ascertained. The bark is perfectly tight.

A Rough Voyage.

Following is a brief account of the tempestuous voyage of the Liverpool steamship Benhope, kindly furnished The Herald by Captain Patrick Doyle:—"Left Liverpool April 16 for St. John's via Cardiff; took cargo at latter port, and left on the 23rd of April. A strong gale was met the following day, heavy cross seas sweeping the vessel fore and aft, doing some minor damage. On the 25th another gale set in, lasting for three days. It was at its height on the 27th. At 6 p.m. on that date a perfect hurricane was blowing from N. N. W., the ship being submerged with water. The Benhope could not keep up, but fell off in the trough of the sea. The mainmast was set and blown away, skylights and hatch coverings washed overboard, the forecastle head rails were carried away, breaking ventilators and derrick stand.

On the 28th the after wheel binnacle, grating and box went by the board, damaging the steering gear. On the 29th the fury of the gale abated to some extent. May 4th, the Benhope's course was blocked by ice in lat. 49.00 N., long. 47.36 W. Reached St. Johns May 11, discharged cargo, repaired damages and got away on the 20th, arriving at Little Glace Bay two days later. Left for Montreal May 26." The Benhope is a fine looking freight vessel, and has been trading in all parts of the world. She belongs to the firm controlling the Benosa and Benbrack.

List of saloon passengers per steamship Sardinian, Captain W. P. Smith:—Mr. Allfrey, Miss Anderson, Miss Grace B. Anderson, Mr. J. E. Barnes, Mrs. Anderson and child, Mr. Edward Beatty, Mr. G. W. Bailey, Mrs. Barlow, Miss Barlow, Mr. C. G. Beard, Mrs. P. M. Belcher, Mr. Blackburn, Master Blackburn, Dr. Boyd, Miss Bulley, Mrs. Cochrane, Mr. T. Cosgrave, Mrs. T. Cosgrave, Mr. W. Cosgrave, Mr. C. Cosgrave, Miss G. Cosgrave, Mr. Walter Tyne Gale, Mr. L. J. Gault, Mr. Jas. R. Gifford, Mr. J. R. Gillis, Mrs. Gillis, Miss B. Gillis, Miss V. Gillis, Miss M. Gillis and nurse, Miss Granger, Mr. J. W. Harper, Mr. Chas. Head, R. N. Mr. J. K. Hurley, Mr. John Jardine, Mr. Jennings, Mrs. Jennings and four children, Mr. W. S. Key, Mrs. Laurie, Mr. H. Lovell, Mr. A. MacNab, Mrs. Merry, Mrs. Mountain, Mr. J. M. Patterson, Rev. E. J. Peck, Mrs. Peck, Mr. S. C. Phillips, Mrs. S. Skilton, Rev. R. Price, Mrs. Price, Mr. O. Ridley, Miss M. Robertson, Mr. A. C. Rusk, Miss J. L. Rutherford, Mr. J. B. Scrimmes, Mrs. E. Scrimmes, Miss A. M. Scrimmes, Mr. D. senior, Mrs. Simpson, Master Percy Simpson, Master Guy Simpson, Master Frank Simpson and nurse, Miss Skilton, Rev. R. H. Starr, Mrs. Starr, Master Ellis Starr, Mr. H. G. Stewart, Mr. J. F. Stewart, Mrs. Stewart, Mr. J. Thomas, Major J. Wall, Mr. C. H. Whitlow, Major J. F. Wilson, Mrs. Wilson, Mrs. W. Wilson, Master T. Wilson, Mr. Vance, Mrs. Vance.

BRIGADE CHURCH PARADE.

Yesterday morning, the Montreal Troop of Cavalry, the Field Battery, the Engineers and the Royal Scots turned out for church parade. In spite of the falling rain, the muster was large and the different corps presented a fine appearance as they marched through the city streets. Captain McArthur commanded the Cavalry, Col. Stevenson the Field Battery, Major Kennedy the Engineers, and Col. Caverhill the Royal Scots. The latter were preceded by their bugle band and the Engineers by their rifles and drums. In spite of the rain, large numbers of people collected along the line of march. The service was held in St. Andrew's Church, Rev. Mr. Hill preaching the sermon.

MARINE INTELLIGENCE.

PORT OF MONTREAL.

ARRIVED—May 29.

Steamship Saltburn, 837, Captain John Laver, from Pictou May 25, coal, H. Dobell & Co.

May 30.

Steamship Benhope, 1131, Captain Patrick Doyle, from Little Glace Bay May 25, coal, J. G. Sides.

Steamer Miramichi, 491, Captain A. Baguel, from Pictou May 26, general, D. Shaw.

Bark Grant, 424, of Lillesand, Captain W. Christensen, from Macao March 25, sugar in bags, Wulf & Co.

Steamship Canadian, 1869, Captain John Kerr, from London May 14, H. & A. Allan.

May 31.

Steamship Jernicos, 1238, Captain Rees, from Rotterdam April 23, via Sydney C.B., May 26, general, Anderson, McKenzie & Co.

Steamship Ashdene, 733, Captain S. W. J. Thompson, from Cow Bay May 26, coal, H. Dobell & Co.

ARRIVED—May 30.

Schooner Marie Delphine, 49, Captain A. Bonlet, from St. Johns via St. Pierre Miquelon, general, C. A. Boucher.

Schooner Marie Erselle, 110, Captain O. Bernier, from St. Ann, C.B., flour, C. A. Boucher.

Steamship Wylo, 918, Captain T. Rogers, from Sydney, C.B., general cargo, J. G. Sides.

Steamship Saltburn, 837, Captain John Laver, from Pictou, ballast, H. Dobell & Co.

Vessels in Port.

Steamships.

Ashdene, 733, H. Dobell & Co. Long Wharf.

Avlona, 1279, R. Reford & Co. Benhope, 1131, J. G. Sides. Windmill Point.

Canadian, 1869, H. & A. Allan. Cynthia, 1410, R. Reford & Co. Windmill Point.

Dracena, 1245, R. Reford & Co. Et King, 1408, R. Reford & Co. Glenmorven, 1226, R. Reford & Co. Windmill Point.

Hanoverian, 2353, H. & A. Allan. For Liverpool.

Jernicos, 1238, Anderson, McKenzie & Co. Lake Champlain, 1437, H. E. Murray. Lauderdale, 1134, Munderloh & Co. Windmill Point.

Miramichi, 491, D. Shaw. Island Wharf. Montreal, 2160, D. Torrance & Co. Norwegian, 2303, H. & A. Allan. For Liverpool.

Somerset, 1240, R. Reford. For Bristol. Suffolk, 1233, R. Reford & Co. For London.

Texas, 1838, D. Torrance & Co. For Bristol.

Ulunda, 1109, Carbery, Routh & Co. Windmill Point.

Ship.

Gloaming, 1499, of Matland, John Hope & Co. Island Ferry Wharf.

Barks.

Euilie, 335, of London, Wulf & Co. Windmill Point. For Buenos Ayres.