

Site number 100

ALLAN LINE.



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

1836---Winter Arrangements---1838

This Company's Lines are composed of the
following Double-ended, Clive-hull Fro

STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all modern improvements that practical experience can suggest, and have made the fastest time on record:—

Vessels.	Tonnage.	Commanders.
Numidien.....	6100	Building.
Parisian.....	5450	Lt. W. B. Smith, R.N.
Sardinian.....	4000	Capt. Joseph Ritchie
Polynesian.....	4190	Capt. Hugh Wylie
Sarmatian.....	3800	Capt. W. Richardson

Groswaria	470	Capt. R. Barrett, R.N.R.
Peruvian	469	Capt. J. G. Stephen
Nova Scotian	3800	Capt. R. H. Hughes
Caspian	3200	Capt. Alex. McBooga
Carthaginian	4609	Capt. A. MacNicol
Siberian	4600	Capt. R. P. Moore
Norwegian	3531	Capt. R. Carruthers

Algerian.....	340	Capt. John Brown
Austrian.....	270	Capt. John Bentley
Nestorian.....	320	Capt. John France
Prussian.....	360	Capt. James Ambury
Scandinavian.....	3000	Capt. John Kerr
Buenos Ayrean.....	3800	Capt. James Scott
Corean.....	4000	Capt. J. C. Menzies
Grecian.....	3800	Capt. C. E. LeGallais
Manitoban.....	3150	Capt. W. Dalziel
Canadian.....	2600	Capt. John Kerr
Phoenician.....	2800	Capt. D. McKillop
Waldensian.....	2500	Capt. B. J. James
Lineen.....	2200	Capt. W. S. Main

Newfoundland...1850 Capt. U. Mylins
Acadian.....1850 Capt. F. McGrath

The Steamers of the
Liverpool Mail Line
Sailing from Liverpool on THURSDAYS
from Portland on THURSDAYS, and from
Halifax on SATURDAYS, calling at London

Foyle to receive on board and land Misses and Passengers to and from Ireland and Scotland, are intended to be despatched

FROM HALIFAX.

Peruvian.....	Saturday, Mar.
Parisian.....	Saturday, A.P.
Orcussian.....	Saturday, A.P.
Sardinian.....	Saturday, May

AT TWO o'clock P.M.,
or on the arrival of the Intercolonial Railway Train from the West.

FROM PORTLAND TO LIVERPOOL & HALIFAX.

Peruvian.....	Thursday, Mar.
Prussian.....	About Apl.
Parisian.....	Thursday, Apl.
Circassian.....	Thursday, Apl.
Sardinian.....	Thursday, May

At ONE o'clock P.M.

on the arrival of the Grand Trunk Rail
Train from the West.

**Rates of Passage from Montreal
via Halifax:**

Cable	\$58.75, \$73.75 and \$83.75
(According to accommodation.)	
Intermediate	\$35.50
Steorage	\$25.50

Rates of Passage from Montreal

via Portland :

Cabin.....	\$37.50, \$72.50 and \$82.50
According to accommodation	
Intermediate.....	\$35.50
Steerage.....	\$25.50

Newfoundland Line

The SS. NEWFOUNDLAND is intended
perform a winter service between Halifax
and St. John's, Nfld., as follows:—

FROM HALIFAX.
March 15th, March 29th, April 12th.
FROM ST. JOHN'S.
March 21st, April 4th, April 18th.
RATES OF PASSAGE BETWEEN HALIFAX AND ST. JOHN'S:
Cabin.....\$20.00 | Storage\$6

Glasgow Line.
During the season of Winter Navigation

steamers will be despatched regularly from Glasgow for Boston [via Halifax when occasion requires], and regularly from Boston to Glasgow direct, as follows:—

FROM BOSTON.

Hibernian.....	About Mar.
Anstrian.....	About Apl.
Siberian.....	About Apl.

* This steamer will call at Halifax en route to Boston.

The steamers of the Glasgow, London and Philadelphia Service are intended to be despatched from Philadelphia for Glasgow, FROM PHILADELPHIA.

Manitoba April

THROUGH BILLS OF LADING

granted to Liverpool and Glasgow, and at Continental Port, to all points in the United States and Canada, and from all Stations

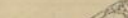
Via Boston, Portland or Halifax
Connections by the Intercolonial and Grand Trunk Railways, via Halifax; and by the Central Vermont and Grand Trunk Railways (National Despatch), and by the Boston and Albany, New York Central and Great Western Railways (Merchants' Despatch), via Boston, and by Grand Trunk Railway Company.

For Freight, passage or other information apply to JOHN M. CURRIE, 21 Canal St. New York; HAYES; ALEXANDER HUNTER, 4 Rue St. Louis; AUG. SCHMITZ & Co., or RICHARD BEHNS, Antwerp; RUTS & Co., Rotterdam; C. KUHO, Hamburg; JAMES MOSS & Co., B. d. d.; FISCHER & BERMER, Schusselstr. No. 5, Bremen; CHASLEY & MALCOLM, Belfast; JAMES SCOTT & Co., Queenstown; ALLAN BROS. & Co., Glasgow.

London; JAMES & ALEX. ALLAN, 10 Grand
 Clyde street, Glasgow; ALLAN BROTHERS,
 James street, Liverpool; ALLAN, RAE &
 CO., Quebec; ALLAN & Co., 112 La Salle street, Chi-
 cago; H. BOULLANGER, Toronto; THOS. COO-
 SON, 261 Broadway, New York, or to G.
 ROBINSON 184 St. James Street, oppo-
 St. Lawrence Hall.

H. & A. ALLAN,
 8th Street, Poston,
 25 Common Street, Montreal.

March 23, 1887.



CUNARD LINE.

LANE ROUTE.

NEW YORK TO LIVERPOOL, VIA
QUEENSTOWN,
FROM FIVE 40 N. E. NEW YORK.
FAST EXPRESS MAIL SERVICE.

Servia Saturday, April 23, 4.00 p.
Etruria Saturday, April 30, 10.30 p.
Sardinia Saturday, May 7, 4.00 p.

Umbria.....Saturday, May 14, 11.00 a.m.
SERVICE FROM BOSTON TO LIVERPOOL
SAILING THURSDAY.
 Catalonia.....May 19, June 23, July 28, Sept.
 Pavonia.....April 21, May 28, June 30, Aug.
 Cephalonia....May 6, June 9, July 14, Aug.
 Seythia.....May 12, June 16, July 21, Aug.
 Bothnia.....April 28, June 2, July 7, August
RATES OF PASSAGE.
 Cabin, \$60, \$50 and \$100, according to accom-
 modation. Intermediate passage, \$35.

Steerage tickets to and from all parts
Europe at very lowest rates.
Through Bills of Lading given for Bell
Glasgow, Havre, Antwerp and other ports
the Continent, and for Mediterranean ports
For freight and passage apply at the Com-
pany's office, No. 4 Bowling Green, New York

VERNON H. BROWN & CO.,
General Agents

c THOMAS WILSON, Agent
17 St. Sacramento street

Oris J. T. GILMOUR & CO.,
148 St. Paul street,
Montre
April 18

THE DOMINION PARLIAMENT

Members by Mr. Curran's Home Rule Resolutions.

OTTAWA, April 21. A number of petitions were presented on various subjects.

The Finance Minister laid on the table other returns which his predecessor would have brought down last session.

Mr. Edzer's bill for the discharge of solvent debtors whose estates have been liquidated among their creditors was read first time to-day, and set down for a second reading.

QUESTIONS.

In answer to Mr. Avoit's question—whether the sum of \$900,000 voted in 1882 for the extension of the Canadian Pacific Railway to the Pacific coast, has been in whole or in part paid to any person; and if so, to whom, and when has the sum been paid?

The Minister of Railways said it had been paid and was invested in bonds, that the interest of which was used to pay the interest on the running of the road.

In answer to Mr. Casgrain as to "Who was acting as High Commissioner for Canada at London; has Sir Charles Tupper continued to act since his return to Canada, and is he still acting as such at present or otherwise?"

Sir John said Sir Charles Tupper had continued to act as High Commissioner without enclumment, and during his absence from London Mr. Colman, the Secretary of the High Commission, was in charge of the office.

In answer to Mr. E. Edwards, the Minister of Public Works said the intention was going to build an examining warehouse in Ottawa.

Mr. Prefontaine asked the Government whether the Government had been informed of the proceedings in Toronto in the Sheppard case.

Mr. Thompson replied that the Government had no official knowledge of the matter.

The Speaker informed the House that the Clerk of the Crown in Chancery with his return etc., was in attendance in obedience to the order of yesterday, and that the documents he had brought were as ordered. They were taken as read and will appear in the notes and proceedings to-morrow.

HOME RULE.

Mr. Curran then moved the following resolutions: That the Parliament of Canada in 1882 adopted an humble address to Her Most Gracious Majesty the Queen expressing the hope that a just measure of Home Rule would be granted to the people of Ireland; and

That in the year 1886, by Resolution of the House of Commons, the same address was adopted to Her Most Gracious Majesty the Queen expressing the hope that a just measure of Home Rule would be granted to the people of Ireland; and

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That the House has learned with profound regret of the introduction into the Imperial House of Commons of the Corcoran Bill above mentioned, and protests against its adoption, as being an interference with the rights and liberties of Her Majesty's subjects in Ireland.

That this House again expresses the hope that there may speedily be granted to Ireland such a measure of Home Rule as is enjoyed in the Dominion of Canada, which, whilst satisfying the national aspirations of the people of Ireland for self-government, shall also be consistent with the integrity of the Empire as a whole.

That the granting of Home Rule to Ireland will fittingly crown the already glorious reign of Her Most Gracious Majesty as a constitutional sovereign, will come with special appropriateness at the Jubilee year, and if possible, render Her Majesty more dear to the hearts of Her already devoted and loyal subjects.

That the present resolutions be forwarded to the Right Hon. the Marquis of Salisbury, Prime Minister, to the Right Hon. W. E. Gladstone, M.P., and Charles Stuart Parnell, M.P.

Mr. Curran opened his speech in support of these resolutions in a sufficiently modest manner. He said that if eloquence could have saved the old parliament of Ireland, Gratian would have saved it; if eloquence could have restored it, the eloquence of O'Connell would have done it. He said that the resolutions passed by the Montreal City Council against the coercion bill, which he read to the House. He read also a similar resolution passed at Quebec and referred to some others, including those of the Quebec Legislature and the Ontario Legislature, which latter he referred to in a similar motion. He then referred to Mr. Chapeau's speech at the Montreal banquet in sympathy with the Home Rule movement, and enumerated the various coercion acts that had been passed for Ireland. In view of the fact that Ireland had been deprived of its parliament, and its people were being treated with the affection of the Irish people, but, instead, they again came forward with another coercion act. Mr. Curran read a great deal from the sayings of other people in support of the contention that by meeting the views of the Irish people the strength and stability of the Kingdom would be increased. He said, he said, not alone in this matter, for he had the support of Her Majesty's subjects in all parts of the world. It had been asserted that only Roman Catholics were in favor of Home Rule but a meeting of Protestants in Dublin endorsed the movement. He then read the names of the Clerical Act to show its nature. Mr. Curran concluded his speech by moving his resolutions.

Mr. McNeill followed with an amendment. "That the House desires to repeat the expression of its deep and abiding interest in the prosperity and happiness of the people of Ireland, and its adherence to the declaration enunciated in the joint address of both Houses of Parliament in 1882 and again in 1886, but the House is unable to form an opinion as to the merits or demerits of the measure now before the Imperial Parliament, in the absence of the measure itself and the opinions on which it is based."

Mr. McNeill argued that Mr. Gladstone, having made a profound study of the Irish question, had lamentably failed when he attempted to frame a Home Rule measure, that it was unfair to condemn the people of England because they had failed to do so. He said that the Home Rule was not a conspiracy against the integrity of the

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proposed in their ordinary avocations, but it is a monstrous perversion of every constitutional liberty, when the necessary machinery for obtaining the votes of the people is converted into an engine for defeating their wishes. It is humiliating to see men, honorable in every other walk of life, abasing themselves in the love of justice, regard for fair play, and stilling every whisper of conscience, and it is something more than humiliating to see the most perfect system of government that man has yet devised debased to the level of a mere tool for electioneering. There are still a number of delegates in Ottawa from various trade interests. Some want more protection, others a reduction of duties, and a number are asking for other modifications. The time for receiving delegations expires to-morrow. Mr. Jarvis, Lord Mayor of the city, pressing upon the government the idea of imposing a duty on moss for upholstering purposes.

Mr. Mitchell has given notice that he will ask whether the Government have received in whole or in part the Customs regulation recently issued in relation to the examination of the baggage of passengers coming into Canada, and if so to what extent.

Mr. Peggys is better, and is considered quite out of danger.

Mr. and Mrs. Edgar gave a dinner party this evening. About thirty or forty were present. The party consisted of members on both sides of the House and one or two journalists.

SPORTING INTELLIGENCE.

Baseball at Home and Abroad.

Lake St. Louis Canoe Club.

The Committee of the Lake St. Louis Canoe Club met, at the Windsor Hotel on Tuesday last, to make arrangements for their annual Queen's Birthday day cruise, the following members being present, Messrs. W. H. Rintoul [Commander] in the chair, A. W. Morris [Major of St. Gabriel] Geo. Audley, F. Stewart, W. F. Cooper, Simon White, C. B. Howard, and J. H. Stewart.

After some discussion, it was decided to paddle round the Island of Montreal, leaving Lachine on Saturday, the 21st May, after the arrival of the 3.30 p.m. train. The Club will at once make for St. Anne's fifteen mile point, where they spend the night, journeying on the next morning for St. Rose, whence these who are compelled to return to the city on the Monday can go by the 8 a.m. train. These, together with the members who have stopped at home till then, will come on together by the 5 p.m. from the C.P.R. Depot, arriving at St. Rose about 7 p.m. in time for dinner. A start will be made at an early hour on the 24th for Bout de L'Isle, on arrival at which place arrangements will be made for the conveyance of the canoes by steamer back to Montreal.

The route will be about seventy miles, and is most picturesque. No attempt will be made to come round by the Back River, as the St. Rose route will be followed. The Committee also decided that the Club uniform should be worn. Members are, accordingly, requested to provide themselves with a jersey, blue knickerbockers with white stripes, and stockings of the same color. The Secretary has made arrangements with an outfitter to provide these articles at a moderate price.

The Annual Regatta will be held on the 13th August, this date having been selected with the view of accommodating those who wish to take part in the American Canoe Association meeting, to be held the Monday following.

The secretary, Mr. J. H. Stewart, will be glad to receive the names of the Association to go for the cruise. Address Box 1559.

THE MONTREAL BASEBALL ASSOCIATION.

The Montreal Rifle Association.

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Auction Sales.

BY W. E. SHAW.

Evening Sale.

By Order of the Executors of the Estate of LAIRD PATON, I will sell by public auction, without reserve, at my rooms, No. 32 St. James St., on Monday, the 25th April, at 10 o'clock, a very desirable property, which will be subdivided into four lots, being part of official No. 145, of the St. Antoine Ward, of the City of Montreal, P.Q., having a frontage of about 55 feet on Peel street, by a depth of about 107 feet 6 inches, lane in rear. Perfect title. Can be viewed at my office. For further particulars apply to

W. E. SHAW, Auctioneer.

UNRESERVED SALE OF Peel Street Lots by Auction.

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Thomson's Furniture.

The Auction Sale for this season will take place at Mr. THOMSON'S, 107 WYNDHAM ST., on Monday next, the 25th April.

The sale will comprise a large assortment of Upholstered Furniture, Drawing Room Chairs, Easy and Fancy Chairs, Couches in the most costly style of coverings, Dining Room Sets in Mahogany, Walnut and Oak, including the magnificent Sideboard, Extension Table, &c., designed by the proprietor specially for the Colonial Exhibition. The workmanship here is simply marvellous, and the design the delight of all those who have seen them. Also, a large stock of Bed-room Suites in Silver and Plain Maple, Mahogany, Walnut and Oak, with built-in Wardrobes, bevelled glass fronts, Dining Room Chairs in the finest French Morocco, handsome ebony cabinets and Bureaux, Bookcases, Escapades, Vestibule Furniture, Fancy Tea Tables, beautiful Lace and Geneva Curtains, &c., &c.

The whole on view Saturday afternoon, the 23rd, when the catalogue will be ready. Sale will commence at 10 o'clock sharp.

W. E. SHAW, Auctioneer.

BY JAMES STEWART & CO.

REAL ESTATE.

The undersigned offer for sale the following properties: BEAVER HALL HILL, About 15,000 square feet, with substantial buildings, suitable for factory or whole sale warehouse.

PALACE STREET, A fine Corner Lot, about 12,000 feet, suitable for any purpose.

ST. CATHERINE STREET, Corner of St. Constant, 65 x 77 feet, and 100 x 100 feet.

RICHMOND STREET, On the north side of the Canal, in the immediate vicinity of water privileges.

PHILLIPS PROPERTY, Lots on Sherbrooke St., St. Catherine, Bishop and Crescent streets.

ISLAND STREET, POINT ST. CHARLES, A Vacant Lot, 10,000 square feet.

COTTAGES, ST. CONSTANT STREET, Between Nos. 231 and 231.

Terms liberal.

JAMES STEWART & CO., Auctioneers and Real Estate Agents, 133 St. James Street.

CARD.

JAMES STEWART & CO., Real Estate and General Auctioneers, 133 St. James Street.

Auction Sales.

BY BENNING & BARSALOU.

VALUABLE PROPERTY.

The subscribers have been instructed by J. C. HILSON, Esq., to sell at their rooms, 81 and 83 St. Peter Street, on

Friday, 22nd April, THAT VALUABLE CUT-STONE STORE AND DWELLING, No. 312 St. Lawrence Main St.

The Lot is 40 feet front by about 80 feet in depth, with a Brick Kitchen and a large Brick Stable and Shed. This is a first-class stand for business, and ought to create keen competition.

Sale at ELEVEN o'clock.

BENNING & BARSALOU, Auctioneers.

POSTPONED SALE.

Millinery & Fancy Dry Goods Stock by Auction.

The subscribers have received instruction to sell at No. 184 Notre Dame Street, on

Friday, 22nd April, The whole of the stock, amounting to about \$1,000.00, and consisting of Millinery and Fancy Dry Goods, &c., the whole to be sold in one lot or so much per dollar.

Sale at Twelve o'clock.

BENNING & BARSALOU, Auctioneers.

Neat Household Furniture.

The subscribers have been instructed to sell, at 28 BERNI STREET, on

TUESDAY, the 26th Instant, a very nice collection of Household Furniture, COMPRISING:

PARLOR—Very fine Parlor Set, Crystal Gasoliers, Paper Mache Table, Arm Chair, stool, Carpet, &c., &c. PARLOR—Mahogany Hall Stands, Carpets, Gasoliers, &c., &c.

CONTENTS OF SEVEN BEDROOMS. Black Walnut, Oak, Ash and Mahogany Bedsteads, Sofa, Chest of Drawers, Arm Chair, Fringe Pictures, Bookcases, Washstands, marble top, Carpets, Oil Cloth, and several large Rugs.

Also, A very fine toned PIANO, by KNABE & CO., Kitchen Range, Sideboard, Timepieces, Lamps, Gasoliers, and the usual kitchen requisites.

On view day before the sale, in the afternoon.

Sale at TEN o'clock.

BENNING & BARSALOU, Auctioneers.

SALE OF Fine Brandies.

WHISKIES, GINS, WINES, &c., &c., &c.

We have been instructed by MESSRS. SENEZ, J. & CO., of 100 St. Paul Street, on business, to sell, without reserve, at their rooms, 278 St. Paul Street, on

Wednesday, 27th instant, AND FOLLOWING DAYS, their entire stock of Liquors, comprising Brandies, Scotch and Irish Whiskies, Gins, Rums, Old Tom, Gin, Ginger Wine, Syrops, Claret, Quinine, Cordials and Bitters; Essential Oils, assorted flavoring, such as are in use by confectioners and bakers; Labels and Capsules; also, complete Plant and Machinery used for bottling purposes; a first-class Steam Boiler, in brass, capacity 20 gallons. TEAS AND GROCERIES—500 lbs. Green and Japan Teas; 1,000 lbs. Blended and Domestic Cigars. Two Sacks and general Office Furniture; also, fine Leather-top Buggy, new, cost \$200, and a variety of other articles. Sale each day at TEN o'clock.

BENNING & BARSALOU, Auctioneers.

Railways.

CANADIAN PACIFIC RAILWAY
—
THE
SHORT AND DIRECT
LINE
—
Quebec, Ottawa, Kingston,
Peterboro, Toronto, Detroit,
Chicago, Winnipeg, Port
Moody, and all points in the
Maritime Provinces, Mani-
toba, the North-West and
British Columbia.

TRAINS LEAVE MONTREAL.
 For Winnipeg and Vancouver—6.00 p.m.
 daily, except Sundays.
 For Ottawa—7.15 a.m., 9.00 a.m., 9.10 p.m.
 and 9.30 p.m.
 For Toronto—3.00 a.m. and 10.00 p.m.
 For Quebec—3.05 a.m., 7.40 p.m. and 12.0
 p.m.

ARRIVE AT MONTREAL
 From Winnipeg and Vancouver—5.30 a.m.
 daily, except Sundays.
 From Ottawa—10.25 a.m., 12.35 p.m., 5.1
 p.m. and 9.30 p.m.
 From Toronto—11.30 a.m. and 9.00 p.m.;
 10.05 p.m.
 Sundays only.
 † Runs daily.

*Superb Parlor and Sleeping
Cars run on all Through Trains*

The Only All-Rail Route

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Manitoba and British Columbia
 For TICKETS, MAPS, and all information
 apply at Ticket Offices:
266 ST. JAMES STREET;
523 do. do.
202 do. do.

Or to C. E. McPHERSON,
City Ticket and Passenger Agent,
286 St. James Street.
W. C. VAN HORNE,
Vice-President.
LUCIUS TUTTLE,
Passenger Traffic Manager.
D. McNICOLL,
General Passenger Agent.



SOUTH-EASTERN RAILWAY

Montreal and Boston Air Line
--AND--
White Mountain Line

THIS is the **ONLY LINE** from
Montreal running through the White
Mountains to Portland, via Fabyan
and White Mountain Notch.

On and after **MONDAY, OCTOBER 4**

1886, trains will leave Montreal as follows:

9.00	A.M.—Day Express, for Portland, Boston, Lowell, Nashua, Manchester, Concord, &c., via Drawing Room Car runs through to Boston.
4.10	P.M.—Local train for Newport, Waterloo, Stanbridge, Garside, and intermediate points.
7.45	P.M.—Night Express for Portland, Boston, Lowell, Nashua, Manchester, Concord, &c., via Drawing Room Car runs through to Boston.

and New England points, via
Palace Sleeping Car attach-
also through connecti-
Springfield and all points on
Connecticut River Line.

The 7:00 a.m. and 7:45 p.m. Express Trains
stop only at principal stations.

For further particulars see Time Tables.
Baggage checked through and passed by

Customs at Bonaventure Depot.
For tickets and all information, apply
202 St. James street, Windsor Hotel, Balmain
Hotel, or Bonaventure Station.
T. A. MACKINNON,
General Manager for the Trusts
November 27
Bonawara & Hudson Canal Co

RAILROADS
"D. and H."
TO
Saratoga, Troy, Albany, Boston

New York, Philadelphia,
AND ALL POINTS SOUTH AND EAST
QUICK TIME
NO DELAYS

On and After MONDAY
Nov. 15th instant,
TRAINS WILL LEAVE MONTREAL
4.30 p.m.—Night Express—Wagons
and Sleeping Car runs through to New

Without change, arrive in New York 7:00 next morning. ²³³ This Train makes direct connection at Troy and Albany Sleeping Car Trains for Boston, arriving 9:30 a.m.

New York Through Mails and Expresses run via this line.

Information given, and Tickets sold at Grand Trunk Office, and at the Company's Office.

132 St. James Street, Montreal.
J. W. BURDICK, CHAS. C. McFARLANE
General Pass'r. Agent. General Agt.
Albany N.Y. Montreal.
May 30.

CHANGE OF TIME.		
Taking effect Monday, December 23, 1898.		
No. 1 Miz'd A.M. A.M. P.M.	No. 2 Pass. Tue'y's and Thurs Frid's	No. 1 Pass. Wed. and Sat'y
STATIONS.		

Leave	Leave	Leave
12.05	12.00	14.50
14.85	13.50	13.20
16.80	15.02	11.48
18.80	16.09	11.00
.....	17.10	9.00
21.15	17.48	9.12
22 00	18 55	8.00

.....	21.25	... Bismarck	5.10
.....	22.45	... Russell	3.45
.....	24.05	... Langenburg	2.30
Arr.	Arr.		Lve.

Meals.

Trains leave Minnedosa for Rapid
TUESDAYS and FRIDAYS at 16.16; r-
ing leave Rapid City WEDNESDAY
SATURDAYS at 9.00; for Langenburg

The above trains connect at the Can. Pac. Ry. from Winnipeg.

For information as to freight or passenger rates apply to A. McDonald, Asst. I. and Passenger Agent, Portage la Prairie.

W. E. BAKER,
General Superintendent.

Jan. 1

MR. WM. CARTER SMITH
SOLICITOR, & CO.,

82 COLLINS STREET WEST,
Melbourne, Victoria, Australia.
Commissioner for administering Oaths
Supreme Court and Exchequer Court
sds. Parliamentary Agent, Commission-
taking acknowledgments, Commission-
affidavits for New South Wales, Queen
South Australia, India, Cape of Good
and Fiji.

CIVIC AFFAIRS.

Our City Fathers Have a Busy Day.

The Hospital Committee Meet and Discuss Plans.

The Finance Committee Consider the Appropriations.

A New Phase in the Abattoir Question.

The City Attorney Says the Police Investigation is Not Legal.

Finance Committee.

The Finance Committee met yesterday afternoon, Alderman Grenier presiding, there being present Aldermen Laurent, Farrell, Perrault, Rolland and Archibald. Messrs. Henry Hogan and others representing the hotel keepers, appeared before the Committee and asked for a reduction of billiard licenses.

Alderman Grenier said that the petition was already before the Council, and that it would be acted upon provided it were found that the city could do so conveniently.

The consideration of the appropriations.

As passed by the Board of Chairmen was then gone into.

Alderman Archibald thought that the item for discount on taxes was unnecessary.

Alderman Grenier remarked that the only remedy was its abolishment by a by-law.

Alderman Archibald asked if they had the power, as a Finance Committee, to do this.

Alderman Grenier did not think so. He explained that the effect of this discount was that there was a great rush on the last day allowed with defalcations consequent on the clerks being so rushed, it being impossible to keep a watch in their movements.

Ald. Grenier said that they must look at the other side, which was that if there was no discount they would be fully half the year collecting the ordinary revenue.

Alderman Laurent proposed that the ten thousand dollars proposed for increases of salaries be taken off the appropriations. A sub-committee had been formed to make an investigation. This could be done and the increases laid over until next year.

Alderman Rolland noticed that there was a deficiency of \$150,000 in the appropriation for the Road Department. He asked the chairman how they proposed to get over this?

Alderman Grenier replied that they proposed to add one-eighth of one per cent. to the real estate tax.

A division on Alderman Laurent's motion resulted in its being carried, and the item of \$10,000 for increase of salaries was struck out.

Alderman Laurent proposed a further reduction of \$11,000 by striking off the item for the increase of the police force. This was lost on division.

Alderman Archibald considered it unfair that the Road Committee should be left to the last. It was the most important department of the city government.

Ald. Grenier urged that it was impossible to stop the light or water or do away with the police, while the streets could be repaired so as to last over a season.

THE ABATTOIR QUESTION.

Ald. Farrell announced that some gentlemen were present wishing to confer with the committee in reference to the abattoir matter.

Messrs. Wainwright, of the G. T. R. and Shaughnessy, of the C. P. R., appeared before the committee as representing their respective companies.

Ald. Grenier explained that the report on the abattoirs was now the property of the Council and the gentlemen would have to appear before that body.

Ald. Archibald asked if the companies objected to the by-law as first proposed.

Ald. Grenier replied that his company was quite ready to accept the arrangement proposed, but that it was not the property of the city. It would virtually ruin the cattle trade and before they would see the light of day they would be willing to go back to the old rules or to run the abattoirs themselves.

Alderman Grenier said that the law called for the slaughtering of cattle at the abattoirs.

Alderman Rolland thought that the by-law should be again looked over by the committee.

Alderman Grenier said that this could not be as it was before the Council.

Mr. Shaughnessy asked if there would be an inquiry.

Mr. Wainwright remarked that, as he understood the question, the city wanted to protect itself in its own interests. Now, the railway companies were willing to devise a scheme to have the rights of the city secured in the interest due, rather than the city trade in the hands of the proposed company, and the representatives of the new company, in the expectation of having the new by-law passed, had already made overtures to his company proposing a rate, which he had no sure they could not profitably pay.

The effect of this will be that the railway companies would not bring their stock to this city at all, but would be compelled in self defense to find another point for unloading.

Mr. Shaughnessy proposed to the Finance Committee that they recommend a postponement of this matter so as to afford the railway companies and the city opportunity to come to some agreement.

Ald. Grenier held that the only way to do this would be for the railway companies to petition the Council, asking that the question be reconsidered. He had no doubt that if the Council understood that a better bargain could be made, they would refer it back at once to the Finance Committee.

Ald. Archibald thought that some definite proposal should be made so that the committee could act on it.

Ald. Grenier hoped that the company would not ask for a monopoly.

Mr. Shaughnessy said that they did not want to ask for any privileges. It was merely a last resort so as to save the cattle trade of the city that they made this proposition.

It was resolved that the companies would make a statement in writing to the Council, and that the committee would act accordingly.

The appropriations were again taken up, and Ald. Laurent moved that ten per cent. be taken off each of the other departments

except the Finance, and given to the Road Committee. This on division was lost.

Ald. Archibald said that there was no doubt that the question of

INCREASED TAXATION

would meet with very serious opposition. There was no question that the city property was not estimated at its full value.

Ald. Grenier could not say why they wanted to increase the taxation.

Ald. Grenier was surprised at the determined opposition of Ald. Laurent to the proposition, especially when it was to be remembered that Montreal was not taxed half as much as other cities.

It was then resolved to recommend for adoption by the Council, the appropriations as passed with Ald. Laurent's amendment.

The chairman read a letter in reference to THE ASSESSMENT OF BOARDING HOUSES.

He explained that only a few were taxed and he would like the Board of Assessors informed that no exemptions should be made.

Mr. Muir replied that according to the City Attorney's opinion, only such boarding houses as kept tables d'hôte were liable to be taxed, and therefore the great majority escaped. The only ones which were exempt were private establishments.

Ald. Grenier asked if there was only three who kept table d'hôte houses.

Alderman Archibald asked why they had applied to the City Attorney without applying to the Finance Committee.

Mr. Muir replied that, with all due deference to the alderman, the Board of Assessors had not to apply to the Finance Committee in matters of this kind.

Alderman Grenier acknowledged that this was right, but wished the Board of Assessors to understand that they wanted all such boarding houses taxed.

Mr. Muir replied that there were more than three which had been taxed, as the assessors had assessed several houses in different parts of the city.

Alderman Archibald was of opinion that some discrimination should be used on the matter. He did not think that poor women who gave regular meals to a few boarders should be exempted.

Alderman Grenier wished the assessors to understand that it was to be every one that was liable without distinction and not to discriminate in favor of anyone.

Alderman Archibald said that it would be perfectly ridiculous to make these boarding-house keepers pay taxes while the large hotel keepers escaped with only the payment of a license.

Alderman Grenier said that this was the law.

Alderman Farrell urged that hotels had to pay a tax and a large one.

The City Treasurer corroborated Alderman Grenier's statement that hotel-keepers paid no regular business tax.

It was resolved to get the opinion of the City Attorney on the matter.

The press were now excluded, some private business being before the meeting.

The Hospital Committee.

The Royal Victoria Hospital Committee met yesterday afternoon. There were present the Mayor, presiding, Aldermen Grenier, Donovan, Rolland, Laurent and Rainville.

The Mayor said that the first step would be to consider the question of a site. The donors favored the site immediately north of the reservoir, fronting on Pine avenue. The committee had inspected the plan of the Park.

Alderman Holland expressed the opinion that a new road would have to be opened on the east side.

Alderman Grenier gave it as his opinion that the committee should visit the site chosen and judge what should be done.

Alderman Laurent, he said, was a practical architect, and he individually would be better able to decide after a personal inspection.

Mr. H. Montagu Allan said that the idea was not a very nice one to have a hospital next to a private house. As now proposed, the hospital would face to the north-east, which would be considered an undesirable site for a hospital. It was a delicate subject to touch, and he therefore did not want to express a direct opinion one way or the other.

Alderman Grenier said that of course Mr. Allan must admit the principle of generosity of the gift.

Mr. Allan said that this was the very reason why he did not like to say anything against the scheme one way or the other.

Alderman Rainville asked Mr. Allan if another site would not be more satisfactory to them.

Mr. Allan said that this would certainly suit him better, but he did not want to attempt to advise the committee.

Alderman Grenier said that Mr. Allan must understand that if the donors insisted on this site all individual private interests would have to be thrown aside, for they would have to conform to the plan of the city with a question like the present one.

Mr. Allan pointed out that to the west nearer to the line of the Redpath property was a site in all respects superior to the one chosen. It would be open to the west and have a westerly breeze, etc.

It was resolved to adjourn until Saturday at 2 o'clock p.m., when the committee will make a personal inspection of the site.

The Police Committee.

The Police Committee held a meeting yesterday afternoon. There were present Aldermen Jeannotte, Chairman, Grenier, Dubou and Kennedy.

The first business was in reference to the police helmets, and it was decided to stick to the straw hats as last year.

The City Attorney's opinion in the police investigation was then submitted, to the effect that in conformity with the request of the Police Committee he had issued an order by the Act 37 Vic., ch. 31, sec. 232, it was enacted that, in the case of an *enquête* by the Council and its committees, the witnesses upon an order from the Mayor might be summoned to appear before the said Council or before a committee to render evidence, after having been sworn, and will be examined according to the rules followed in the courts of civil jurisdiction in this province. No mention whatever was made of sub-committees or committees not specially empowered by the Council. In the present case the Police Sub-Committee was only appointed by the regular Police Committee, which could not delegate the powers conferred upon it by the Charter to the investigations. He was consequently of opinion that this sub-committee had no legal authority to summon and swear witnesses.

Alderman Kennedy suggested that they at once take the steps to obtain power to carry on all requisite investigations.

every person who entered. But in other ways they would have to exercise a little discretion.

Ald. Kennedy asked Ald. Grenier how he could expect the Chief to do the work when there was so much warring in the camp. He could not see how the Chief could decide on a definite course of action when there existed such diverse opinions. Instructions should be put in writing to the effect that no liquor of any kind be allowed for sale on Sunday.

Ald. Grenier strongly endorsed these remarks, and it was resolved accordingly that the Chief be ordered to carry out the Sunday law to its fullest extent against saloons, taverns, etc.

The meeting adjourned.

MOUNT ROYAL CEMETERY.

Annual Election of the Officers for the Year.

The first meeting of the new trustees of the Mount Royal Cemetery when the following officers were elected for the year: President, C. D. Proctor; Vice President, John Stirling; Secretary Treasurer, Geo. Durand; Finance Committee, H. Archibald, Conner, R. W. Shepherd, Alex. Murray, J. P. Clegburn, G. F. C. Smith, G. Childs; Ground Committee, John Stirling, Conner, G. Macne, O. C. R. White, J. McNeill, R. Ward, A. Macpherson; Auditor, P. S. Ross.

REAL ESTATE.

The sale yesterday morning of the Ford property, 1401 St. Catherine street, was very largely attended, the audience exceeding that of any sale since the disposal of the building lots of the Phillips estate.

There were about seventy-five of the leading capitalists of the city present, and more than ordinary interest was taken in the result. Bidding was started at \$10,000 for the block 25x119, in about 3,050 square feet, which, after prompt bidding for nearly three-quarters of an hour, was finally adjudged to Mr. George S. Brush for \$13,000, with expenses added will reach about \$4,400 cents per foot. It is evident that desirable and immediate revenue-producing properties can find a market, and it will be none the less interesting to know that the buyer is satisfied with his investment and the proprietors of the property with the price procured. The sale was conducted personally by Mr. James Stewart, of Messrs. James Stewart & Co., at their auction rooms, 183 St. James street. The handsome price realized for this site will, no doubt, stimulate prices in that now popular part of the city.

Among the pictures in the present R. C. A. exhibition are two bearing the signature M. Alexandra Bell. This is a new name in our catalogue, but the works deserve mention as showing much present merit and as giving promise of great future success. The larger of the two, a "Study of a Hindoo Head," is strong in character and in coloring, rich and striking, but without any jarring effect. This harmony of color is yet more noticeable in "Repose," a figure and landscape picture of a totally different style. It is suggestive and idealistic, and though in treatment it seems faintly to recall to us one or two pictures of the American artist, F. S. Church, which we have recently been fortunate enough to see on the walls of our gallery during the Carnival Loan Exhibition, it certainly stands out among those now hanging for its striking originality and imaginative power. The true throughout is one harmonious blending of the palest yellows and greens, just relieved by the warm burnish hair of the girl's figure reclining in the foreground, and the pink-blossoming branches which, drooping from above, throw her face and arms into shadow. The whole makes an exquisite little patch of color. The modeling of the limbs, seen through the clinging drapery which seems to emphasize rather than conceal their beauty of form, is good.

Miss Bell was for three years a zealous pupil at the Montreal Art School, invariably showing herself a true and earnest lover of her profession, and is now pursuing her studies in New York. Though she is as yet scarcely known to the public as an artist, we venture to predict that the day is not far distant when her success will reflect credit upon the Association which can rightly claim to have laid the foundation of her artistic education.

PALETTE.

COLONIAL AND INDIAN EXHIBITION IN LONDON IN 1886.

Hon. Gordon Oumet, Superintendent of Public Instruction, has just transmitted the diploma, accompanied by the commemorative medal to the Montreal institutions which have taken part in the Educational Exhibition in McGill University, The Montreal Polytechnic School, Jacques Cartier Normal School, McGill Normal School, the Blind Institution, Abbe Chabert Fine Art School, the Catholic Commissioners' Schools and the Protestant Commissioners' School. The following is a description of the diploma and medals. The diploma bears in the shape of a framing 40 escutcheons, bearing the names of the colonies; the Canadian provinces are mentioned in the eight escutcheons at the foot. Above are the Royal arms with the device, "Dieu et mon droit." "Honi soit qui mal y pense." At the foot is the form "Presented with a commemorative medal to (here comes the name of the school). Then the signatures, "Albert Edward, Executive President, Philip Cluff Owen, Secretary of the Royal Commission."

In the principal part of the diploma is "Colonial and Indian Exhibition, 1886." The ground work is studded with the Royal coat of arms and the words, "Car unum, via una." Upon the right, one escutcheon seated on a throne, between two lions and behind two emblematic figures of Scotland and Ireland. On the left hand England bears the trident of Neptune, and with her right hand offers well-known to the representatives of the different colonies who come to the metropolis the homage of their respective countries. In the background in the opening of the reception room one sees forests, seas, a vessel under sail and mountains of ice. The commemorative medal is a fine piece enclosed in a casket and is signed L. O. Wyon. The obverse represents in high relief the head of the Prince of Wales with these words around it, "Albert Edward, Prince of Wales, Executive President."

The reverse is a rich crown in branches of oak and the inscription, "Colonial and Indian Exhibition."

BUILDING OPERATIONS IN MONTREAL.

Over Two Millions Spent Last Year.

Architects Rushed with Business.

A Lively Summer's Work Expected.

The outlook for building in Montreal this season is brisk. Architects are overworked, and at a loss to fulfill engagements in time. Present appearances indicate that it will be difficult to obtain mechanics and laborers sufficient to perform the work now being laid out. To obtain an idea of the extent of building now going on and to be commenced, a representative of the HERALD called on the Building Inspector, Mr. Lucroix, yesterday.

"What is the outlook for building this season?" asked the reporter.

The prospect is as good as last year; but work has not commenced to early owing to the snow.

Have you any idea of the number and cost of buildings erected last year?

You can get that in my report which is now in the hands of the printer.

The HERALD representative called, and an examination of the report found that last year 639 buildings had been erected at a cost of \$2,131,334, as against 429 in 1885, 317 in 1884, 260 in 1883, 231 in 1882, 248 in 1881 and 209 in 1880. The localities, number and cost of buildings erected last year are as follows:

Locality	Bldgs	Value
East W. Ward	14	\$2,420
Centre	13	\$2,409
West	13	\$2,409
St. Antoine Ward	14	\$2,409
St. Mary's Ward	14	\$2,409
St. James Ward	14	\$2,409
St. Lawrence Ward	14	\$2,409
St. Jean Baptiste Ward	14	\$2,409
Hocheville	14	\$2,409
Total	639	\$2,131,334

Have you received many applications for building permits this year? was next asked.

I have not yet secured much information. I believe there are a large number of small buildings to be erected. Some persons who started a few days ago expect to have them occupied on the 1st of May. These are chiefly in the suburbs and will cost about \$500 to \$600 each.

Have you any information regarding the better class of buildings to be erected?

The New York Life Insurance Co. intend to erect a valuable building on Place d'Armes which will cost upwards of \$200,000. I understand it will be the same style as the Standard building. The new Methodist Church, at the corner of Alexander and St. Catherine streets, will cost over \$250,000, and there are the new depots of the Grand Trunk and Canadian Pacific Railways. Besides, the managers of the wealthy estate intend to build five dwellings on St. Ursin and St. Catherine streets, and Mr. W. Denoon has taken over the property of four acres on St. Ursin, two on Peel and two on McTavish streets. They will cost about \$8,000 each. The Canadian Pacific Railway is also erecting another elevator at a cost of \$100,000. I understand the architects have a good many plans for valuable buildings on hand.

Could you let me have a list of those who applied for permits since the first of January?

I cannot give you a list, but here are the applications, you can take what information you require from them. The inspection of the reporter forty four applications—forty of these were in French and the balance in English. From them we learn that:

W. L. Handman has secured a permit to erect a dwelling at the corner of St. Antoine and Windsor streets, valued at \$1,200.

D. Dugas, on Champlain street, two dwellings, value about \$8,000 each.

W. Denoon, on McTavish, two dwellings, value about \$9,000 each.

C. Aubrey, on Dorel street, two dwellings, \$2,500.

W. L. Handman, on Champlain street, two dwellings, value about \$8,000 each.

W. Denoon, on McTavish, two dwellings, value about \$9,000 each.

C. Aubrey, on Dorel street, two dwellings, \$2,500.

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nac street, St. Mary's ward, is 150 feet front, 150 feet rear and 51 feet deep, framed on 10x12 posts, cased with brick. Estimated cost, \$10,000.

The dwelling of C. F. Fleet, on Ontario avenue, will be 45 feet front, 46 feet rear, 64 feet deep and three stories high. It will have a stone foundation and brick walls.

The Canadian Pacific Railway's elevator B, which adjoins elevator A on the river front. The superstructure will be 206 feet long, 78 feet broad and 152 feet in height, made up as follows: Height from top of standard to bottom of planking, 18 feet 4 inches, composed of clusters of timbers, each cluster being built of four pieces, 12x14, bolted together, said clusters being capped with oak caps, 4 pieces bolted together, measuring 24x28 inches and braced to the main posts—braces 9x9.

From the top of the main posts to the first floor of the cupola is 50 feet made up as follows: The first six feet built of plank 2x12 inches crosswise and lengthwise, 44 feet being built of plank 2x8 inches crosswise and lengthwise, and securely nailed. The cupola will be 64 feet high by 49 feet wide, built of 10x12 material. The walls of the building will be sheathed with corrugated iron of a sufficient strength to be durable. The roof will be slate and the building will be supplied with water hydrants, and gravitation water machinery. The motive power will be supplied by a 200 horse power engine. The cost of the building including labor and material is estimated at \$100,000.

The representative of the HERALD on leaving the Building Inspector's office called on Mr. J. J. Brown, the well known architect.

Can you give me some information regarding the outlook for building this season?

I would be most happy to do so but I have to leave for Ottawa this evening and cannot spare time.

Where should I be most likely to obtain correct information? I have been to the Building Inspector's office and had that the information to be obtained there is most incomplete.

Mr. Brown smiled and said, "I should think so. I never take out permits, I think I only took out two altogether. Few architects give attention to the Building Inspector, as they do not recognize the office. What should be done instead of a useless official is to appoint a Board of competent commissioners to examine the plans of architects, and these commissioners will have to be well paid, as they must be competent men. At present there is no proper inspection.

Then the inspector is unaware of what is going on among architects and contractors?

If you want information you must see all the architects, and you cannot get it otherwise.

Will many costly buildings be erected this summer?

Yes, but I cannot give you particulars just now. There are a number of costly buildings to be erected, and in many residences expensive changes are taking place. Architects have more business than they can attend to, just now, and it is going to be a very brisk summer.

Mr. J. T. Hill informed THE HERALD reporter that arrangements were being made to erect several fine residences above Sherbrooke street, some of which would cost upwards of \$20,000. "Building operations this season will be most extensive," said Mr. Hill, "and I don't know what mechanics and laborers can be obtained. Dorel street, from Drummond street to Mountain, will be built up with fine houses; Bishop street, from Dorchester to Sherbrooke, will be filled, and by parties who intend to reside in them themselves."

In seeking information regarding building operations in this city one would naturally look to the building inspector for information. In doing so THE HERALD representative finds that the records of that office are most incomplete and unsatisfactory, and that building is now and has always been going on without any record being kept in that office. The above list of permits obtained shows a small amount of work going on in buildings in comparison to the volume which can be obtained from the various architects, architects, and laborers can be obtained. Dorel street, from Drummond street to Mountain, will be built up with fine houses; Bishop street, from Dorchester to Sherbrooke, will be filled, and by parties who intend to reside in them themselves."

Another full house, another delighted audience were the distinguishing characteristics of Herrmann's third performance at the Academy last evening. As before stated, the performance given by the great wizard is first-class in every respect and most deserving of support and patronage. The entertainment will be repeated to-night and to-morrow afternoon and evening, when all those who have not as yet seen Herrmann should make it a point to attend.

Theater Royal.

AUSTIN'S AUSTRALIAN NOVELTY COMPANY.

The Austin sisters, in their daring trapeze feats, and Mlle. Aimee, in her wonderful act of walking the ceiling head downwards, will close their engagement to-morrow evening. Alone they are worth much more than the admission fee charged.

SKIPPED BY THE LIGHT OF THE MOON.

This funny play will be the attraction next week. It will be presented by a first-class company and ought to draw well.

The St. Louis Democrat says of it: "Light of the Moon" at the People's last night was given to an audience that thronged the theatre to the very doors, and that was a perfect whirl of laughter for nearly three hours. The farcical comedy of Skipped is nothing more or less than a swift succession of ridiculous laughter-provoking incidents. There is a great deal of good-natured every-day fun in the dialogue, and a first-class company succeed in giving a satisfactory performance. Skipped by the Light