

THE MONTREAL HERALD.

TUESDAY MORNING, SEPT. 27.

"THE HERALD" business and editorial offices are at No. 11, first floor, WADSWORTH BUILDING.

CUSTOMERS OF "THE HERALD" who have been billed for subscriptions and job work will oblige the business management of THE HERALD very much by sending in the amount of their accounts without waiting to be called upon. Thanks are due to quite a number of THE HERALD'S patrons who, without waiting to be billed, have sent in checks for what they supposed to be about the sum due THE HERALD.

THE "WORLD" AND THE "MAIL."

The Toronto World devoted over five columns of its space to a savage attack upon the Mail, and the history and characters of the gentleman who is connected with its management. The cause of all this is the attitude the Mail takes on the question of free trade with the United States, a subject which is to the World as a red rag to a bull. Everyone will deplore the fact that the World has descended to use the humble beginnings of the men it attacks as a reproach to them, but in this matter we presume that the Mail may be credited with the ability to take care of itself. As for the change in its position towards Sir John Macdonald and the Government, that is justified by the course which Sir John Macdonald has of late years followed. The Mail in its attitude to Sir John cannot change more completely than Sir John has changed in his attitude to the people of Canada. He was during the greater part of his career a free trader; he is now part and parcel of an extensive ring whose object is to make rip-roaring fortunes out of the tariff. He proclaimed himself in favor of reciprocity with the United States if it could be had, and failing that, for a reciprocity of tariffs; by night and day his friends and organs are endeavoring to discredit the movement for acquiring an extended field for trade in the United States. Sir John Macdonald has talked much of the sanctity of those British constitutional principles which are supposed to exist in Canada, and while doing so has systematized corruption to a degree it has never before acquired under the crown since the days of Sir Robert Wopole. The Mail supported Sir John Macdonald as long as it could do so with decency, but no journal professing to be independent of him could longer continue silent without being guilty of treachery to the Canadian people.

WIGGINS' VAGARIES.

The world knows very little of its greatest men, and with no one is it more imperfectly acquainted than with Wiggins. It has chosen to turn up its nose at him merely because he is a young man and a clerk in the civil service. If he had been an elderly man with strong glasses, ill-disciplined hair, aggressive knaps on his boots, and an umbrella which would be safe even in the porch of a lecture room, things might have been different. But Wiggins has permitted himself to be interviewed by a Free Press reporter at Ottawa, and there is no longer any excuse for ignorance. But we are not altogether satisfied with all that Wiggins says. Of course, we do not pretend to understand storms, and meridians, and parallaxes, and things, but it is impossible to be entirely satisfied with the way in which Wiggins manages these mysteries. He told the reporter that:

It takes a week before or after the specified time in which to give a storm sufficient time to arrive. I divided the present storm into three parts, to occur August 26th, September 19th to 21st, and October 2nd.

In these days of rapid transit, it is unreasonable that Wiggins should require such a length of time to bring on his storms. He discovers it somewhere west of Lake Superior, and wastes a week in bringing it down to New Brunswick. In the olden times, when St. Paul and Chicago was the only route, this might have been excusable, but considering that the Canadian Pacific Railway now does the journey in three days, and that the sleeping cars are unsurpassed by any on the continent, better time ought to be made. And we altogether disapprove of his practice of breaking up his storms into several parts. Did he ask any one's permission to divide the present storm into three parts, or does he think the public have no rights that he is bound to respect. He might, at least, have asked Mr. Foster how it would suit his department. We want our storm in one piece. We want it over and done with, and we trust that for the future Wiggins will not take such a liberty with the public storms, without leave from the Minister of Marine, who is officially concerned in these matters. And besides, this, according to Wiggins' own account, the storm belonged to another gentleman, for he says:—

It is really the great "Saxby storm" of 1869, moved eastward five degrees. The great tidal wave which struck the Pacific coast in 1869 reached the Gulf of Mexico in October of last year. These two tidal waves were the same, which assures me that the Saxby tidal wave has moved eastward. I took the line of the Saxby storm and stuck to it, not only on Saxby's account, but I had the greatest fears that Prince Edward Island would be overwhelmed.

Why did he not permit Saxby to run his own storm? Saxby probably knew how to handle it, and there is nothing more dangerous than monkeying with a storm that is a stranger to you. It is taking considerable chances fooling with a mule or a strange dog, but when it comes to interfering with another man's storm, there is sure to be trouble about it. Wiggins himself admits that he fears he will drown out Prince Edward Island, and if this should happen he is sure to be accused of doing so because the Island returns six grit members to Parliament. In fact, Wiggins lays himself open to this, because he says that:—

He removed the death of this line of a year ago and even went so far as to write a letter to Sir John Macdonald the time, predicting it, and advising the Premier to bring on the general elections before the spring of 1887; otherwise he would have to face a failure of crops and a consequently disappointed people. However, on second thoughts, he did not send the letter lest he might be considered a political partizan, which would not be becoming a Government employee.

We should like to know what next. First the Gerrymander Act, then the Franchise Bill, the revising officer, returning officer Dunn, the corruption fund, and on the top of this a private prophet paid out of the public treasury

to drown out the Opposition constituents in the Maritime Provinces, and to fix the seasons for Sir John to hold the elections. It appears that Saxby told him, that the parallax of something was in conjunction with the apogee of something else; so he knew he could arrange the drought. Why did he not divide it up into three parts as he did the storms, so as to have some of it in winter when the farmers could melt snow? Saxby would have done this in a minute if he had been asked civilly.

And considering Wiggins' relationship with the Government he ought to have told Sir John. The people are disappointed enough as it is, and Sir John has to get out the brass bands and the party heaters and all the rest of the machinery before he ventures to "face" the country, without having one of his own clerks unleashing a drought on him. Saxby would never have behaved like this. Saxby would have known what was expected of him, and would have warned Sir John and broken up the drought into convenient sizes. If Wiggins is not careful the public will be demanding Saxby in his place. And yet he complains that "People are fond of condemning me when the storm does not arrive sharp on time." We should think so, indeed. The public are not going to make preparations for his measly old storm, but he kept waiting about for its arrival long after it is due. They want to attend to their business, to step into Walker's for a moment to brace up a little after the storm, and to get to work again. It may suit Wiggins to break up his storms just as he pleases and let them loose on the community at uncertain times, but the public want regularly in these matters, and we will have it if we have to send for Saxby to get it.

INTERESTING JUDGMENTS.

In another column will be found a summary of several judgments delivered by the Court of Appeal for the province on Friday last. These relate to cases in which our two great railway corporations were defendants.

In the case of the Canadian Pacific Railway and Chalfont, the claim was for damages sustained by an accident near Calumet caused by one or more broken rails. The Company defended on the ground that the break had been caused solely by sudden changes in the weather and was unavoidable. The accident actually occurred on a mild day, which had been preceded by several days of severe cold. The court held that if the breaking of the rail had been occasioned by frost, it would have occurred before and not on the mild day in question, and gave judgment against the Company.

In the case of the Canadian Pacific R.R. Co. and Cadieux the facts were these: A string of wagons was coming in the direction from St. Martin, towards Montreal, and when nearing Mile End crossing of the railway the gates were open, and the gateman said there was time to pass. In front of the respondent, Madame Larose, were two other vehicles; these she attempted to pass while going over the track, and in doing so, got the wheel of her wagon interlocked in that of the one in front. As they began their crossing the train is said to have been about two miles off. The gateman seeing the wagons stuck, went to their assistance to endeavor to free them, but this not being found so easy a matter, he started to signal the train to stop, but turning round and seeing respondent still in her wagon, trying to urge on her horse, he ran back again to tell her to get out and not be killed. There was a curve round which the train had to run before coming to the crossing, which could only be seen about fifty yards off, and the engineer states that he could not have stopped the train had he seen a signal when at the curve, and that a signal would have been of no use at such distance. Several witnesses swear that after the accident one of the men driving the wagons immediately in front of respondent laid the blame solely on her, saying that that was what came of allowing a woman to drive, and that there was plenty of time for her to have passed, but for her action. The company was condemned to pay \$180 for the horse killed, wagon, &c., destroyed.

In the case of the Grand Trunk Railway Company and Dame Cordelle Lebeuf et al., the facts appear to have been that one Isidore Daoust had been for several years in the employ of the Company and on the occasion in question was one of two brakemen on duty on a freight train from Brockville to Coteau station. In the train was a flat car loaded with timber which had been inspected at Toronto and found there properly loaded and in order. At Coteau Station one of the pieces of timber projected from the rear of the car about sixteen to eighteen inches. Some shunting was done at Coteau and this car had to be coupled to a box car, and Daoust was the brakeman to whom it fell to do the coupling. The conductor and the engineer state that it was Daoust's duty to have a general supervision of the train and to report anything that might be wrong; that he did not report the fact of the timber projecting, and that he could easily have done the coupling without exposing himself to the projecting timber by lowering his head a little or using a stick. The engineer further says that he appeared to have been talking to another man just before his attention being thereby taken from his work. The company was condemned in \$800.

The Winnipeg Sun says:—No newspaper in the Dominion has played a more contemptible part in the discussion of Manitoba's rights than the Montreal Gazette, the organ of the Hon. Thomas White. Considering the tortuous course of its guiding hand this is perhaps not to be wondered at, but the effect is to increase the contention in which this long-suffering newspaper is held by the general public.

This is all the thanks the Gazette gets for its great contumacious feat, in which it showed the Manitoba people that he feared the Manitoba people, and if this should happen he is sure to be accused of doing so because the Island returns six grit members to Parliament. In fact, Wiggins lays himself open to this, because he says that:—

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THE CELEBRATED Stanley Dry Plates!

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

3 1/2 x 4	\$0.45	8 x 10	\$2.40
4 1/2 x 5	55	10 x 12	3.50
4 1/2 x 6	75	11 x 14	5.00
4 1/2 x 8	95	10 x 16	6.50
5 x 6	1.15	10 x 20	12.00
5 x 8	1.35	12 x 22	15.00
5 x 10	1.55	20 x 24	15.50

WILLIAM NOTMAN & SON,
17 HURON STREET.
SOLE AGENTS FOR MONTREAL.

NEW ADVERTISEMENTS.

PROOF-READER WANTED.

A Proof-reader wanted. Must be of strictly sober habits. Apply to the Editor of THE HERALD.

Sept. 27. 11/238

FALL AND WINTER UNDERCLOTHING.

THE LARGEST ASSORTMENT OF FALL

MERINO AND WOOL UNDERWEAR!

IN THE CITY TO SELECT FROM,

At PRICES that DEFY COMPETITION.

Heavy Colored Merino Shirts and Drawers, at \$1.00, \$1.50 and \$1.75.

Good quality Scotch Lambs' Wool Shirts, double-breasted, \$1.25 each.

Superior quality Scotch Lambs' Wool Underwear, at \$3.00 per suit.

Extra quality Scotch Lambs' Wool Underwear, at \$3.50 per suit.

Scotch Llama and Saxony Underwear, in all sizes and weights.

For the Largest Assortment of Underwear at Lowest Prices go to

R. J. TOOKE'S,

177 ST. JAMES STREET.

Sept. 27. 230

BELMONT PARK, NO. 43, FOR SALE.

Elegant Stone front residence and Grounds, lot 82 is 160 feet. House 30 feet x 65 feet. The house is in perfect order, heated by hot water. Would sell with or without the vacant lot.

R. K. THOMAS, 50 St. John Street.

September 27. 239

MANUEL GARCIA ALONSO CIGARS!

BOUQUETS, PANETELAS, MANOLES, SPORTS.

One case of the above just received.

PHILIP HENRY, 134 St. James Street.

Sept. 27. 240

New England Paper Co.

21 De Brocres Street, Montreal.

News and Wrapping Papers, all sizes and weights, made to order.

Sept. 27. 197

COAL OIL HEATERS, TO WARM OFFICES AND ROOMS, \$2.25 to \$8.00.

COME AND SEE THEM! GAS HEATERS, \$2.50 to \$10.00.

COLE'S LAMP STORE, 1792 NOTRE DAME ST.

Sept. 27. 242

PARTNER WANTED—in a large and well-established manufacturing business, to take the place of retiring partner; office man preferred, with from \$20,000 to \$50,000 to invest, on which 10 per cent will be guaranteed for a couple of years. Address: Stanley Street.

Sept. 27. 243

WANTED—General agent to handle Williams' copper plate map of the United States, Mexico, etc., size 60x90 inches.

For sale—Hunter for sale, six years old, well trained, 15 hands 2 inches high, good over country. A well-bred mare, chestnut in color. For particulars, address "J. H. Herald Office."

Sept. 27. 244

FAMILIES OR INDIVIDUALS requiring board for the coming winter can be accommodated with choice rooms, at moderate rates, at the Dalmore Hotel.

Sept. 27. 245

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Sept. 27. 247

NEW ADVERTISEMENTS.

JONAS' Flavoring Extracts

—ARE—

UNEQUALLED IN—

CANADA!

Notice to Consignees.

The Thomson Line SS. AVONDA, J. A. Tait, master, from Newcastle, is entered inwards at Customs. Consignees will please pass their entries without delay.

ROBERT REPOUD & CO., Agents, in 230

Sept. 27

Notice to Consignees.

The Allan Line SS. CARTHAGINIAN, A. MacNicol, commander, from Glasgow, is entered inwards at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN, Agents, in 230

Montreal, 26th Sept., 1887.

Notice to Consignees.

The Beaver Line SS. LAKE SUPERIOR, Wm. Stewart, master, from Liverpool, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN, Agents, in 230

Sept. 27

Notice to Consignees.

The Donaldson Line SS. CYNTHIA, John Taylor, master, from Glasgow, is entered inwards at Customs. Consignees will please pass their entries without delay.

ROBERT REPOUD & CO., Agents, in 230

Sept. 24

Notice to Consignees.

The Allan Line SS. POMERANIAN, Wm. Dalziel, commander, from London, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN, Agents, in 230

Montreal, Sept. 23

Notice to Consignees.

The Allan R.M.S. PARISH, W. H. Smith, commander, from Liverpool, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN, Agents, in 230

Montreal, 24th Sept., 1887.

THE Federal Telephone Co'y., 16 ST. SACRAMENT ST.

CAPITAL, \$250,000.

PROVISIONAL DIRECTORS:

Jacques Greuter, Esq., S. H. Ewing, Esq., Jesse Joseph, Esq., L. J. Forget, Esq., Hector MacIntyre, Esq., W. C. Van Horne, Esq., John Cassels, Esq.

The Citizens of Montreal are hereby notified that "The Federal Telephone Company" is about to establish a telephone exchange in the City of Montreal, at the following rates:

\$35 PER ANNUM FOR BUSINESS PLACES.

\$25 PER ANNUM FOR RESIDENCES

The personnel of the Company is a sufficient guarantee of its stability, and it is confidently expected that the citizens of Montreal will show their appreciation of the enterprise by strongly supporting the Company, which guarantees them a reduction of Fifty per cent. in Telephone rates.

CANVASSERS WILL CALL UPON THE CITIZENS TO-DAY.

For further information apply to

JAS. A. WRIGHT.

Montreal, 8th Sept. 1887.

JAMES DUNNE, ATTORNEY AND COUNSELLOR-AT-LAW, 280 BROADWAY, New York City.

October.

FAMILIES OR INDIVIDUALS requiring board for the coming winter can be accommodated with choice rooms, at moderate rates, at the Dalmore Hotel.

Sept. 27. 248

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Sept. 27. 252

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NEW ADVERTISEMENTS.

FOR COLLEGE STUDENTS!

EVERY REQUISITE CHEAP

DAWSON BROTHERS,

233 ST. JAMES STREET.

BRANCH STORE:

2238 ST. CATHERINE STREET.

PIPER HEIDSIECK CHAMPAGNE

THE MOST POPULAR WINE ON THE CONTINENT.

Bisquit, Dubouche & Co., BRANDIES,

The Brandy of this house are favorably known throughout the world. They occupy the second rank among exporters.

Schröder, & Schyler & Co., CLARETS,

This is the oldest and largest house in Bordeaux, and their wine is superior to any other imported, and can be obtained at slightly reduced prices, compared with other leading brands.

Ask your Grocer and Wine Merchant for these Brands, and take no other.

JOHN OSBORN, SON & CO.,

SOLE AGENTS FOR CANADA.

CANADA NORTH-WEST LAND COMPANY, (LIMITED).

Choice Lands for sale in Manitoba and the North-West, without cultivation or settlement conditions.

The Lands reserved for selection by this company have all been carefully inspected and are good agricultural lands.

A great part of the Land is in closely settled districts and near the main line of the Canadian Pacific Railway, and in Southern Manitoba near the branch lines.

The Company's shares, which are now at a discount of nearly Forty per cent. (40 per cent.) are accepted at par in payment of lands.

Price Lists can be obtained at the offices of the various agents in Manitoba and the North-West, or at the Toronto Office of the Company, 15 King Street West, or from

W. B. SCARTH,

Managing Director,

624 Main Street, Winnipeg, Man.

June 25. 11/238

DELBECK!

EXTRA DRY AND VIN BRUT!

The DELBECK CHAMPAGNES are offered with a full conviction that there are no better Wines imported.

NONE EXCEPTED! TRY THEM!

Ask your Grocer or Wine Merchant for them.

LEOPOLD GALARNEAU,

Agent for the Dominion.

January 13

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WHOLESALE DRY GOODS,

13 Victoria Square, Montreal.

THOS. ROBERTSON & CO.

MONTREAL AND GLASGOW.

IRON, STEEL AND METAL MERCHANTS.

Railway Supplies, Plumbers' and Steamfitters' Supplies.

SOLE AGENTS FOR

"CALNET," "DALMELLINGTON," "GARTHERIE," "EGLINTON," and "COLZELL" Steel Boiler Plate, "SHANKS" Sanitary Appliances, "LUBIN" Charcoal Iron Boiler Plate, "THOS. GLOVER" Dry Gas Meters, Manufacturers of WRIGHT LION TUBING, for Gas, Steam or Water. Also, BOILER TUBES, made from Iron or Steel.

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