Montreal Herald

AND DAILY COMMERCIAL GAZETTE.

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TRADE & COMMERCE

DEPARTURE OF OCEAN STEAMERS.

Steamers	Date.	From	To.
Hibernian	Sept. 25	Halifax	Liverpool
L. Manitoba	Sept. 27	Montreal	Liverpool
Gallia	Sept. 27	New Rork	Liverpool
Adriatic	Sept. 28	New York	Liverpool
City of Berlin	Sept. 30	New York	Liverpool
Hanoverian	Sept. 30	Quebec	Glasgow
Circassian	Sept. 30	Quebec	Liverpool
Sarnia	Sept. 30	Quebec	Liverpool
L. Huron	Oct. 4	Montreal	Liverpool
Servia	Oct. 4	New York	Liverpool
C. of Richmond	Oct. 5	New York	Liverpool
Waldensian	Oct. 7	Boston	Glasgow
Ontario	Oct. 7	Quebec	Liverpool
Peruvian	Oct. 7	Quebec	Liverpool
Manitoba	Oct. 7	Quebec	Glasgow
Germanic	Oct. 7	New York	Liverpool
Austrian	Oct. 9	Halifax	Liverpool
Scythia	Oct. 11	New York	Liverpool
L. Nepigon	Oct. 11	Montreal	Liverpool
Republic	Oct. 12	New York	Liverpool
Parisian	Oct. 14	Quebec	Liverpool
Buenos Ayrean	Oct. 14	Quebec	Glasgow
City of Chester	Oct. 14	New York	Liverpool
Catalonia	Oct. 15	New York	Liverpool
Bothnia	Oct. 18	New York	Liverpool
L. Winnipeg	Oct. 18	Montreal	Liverpool
City of Brussels	Oct. 19	New York	Liverpool
Celtic	Oct. 21	New York	Liverpool
Parthia	Oct. 25	New York	Liverpool
City of Berlin	Oct. 26	New York	Liverpool
Britannic	Oct. 28	New York	Liverpool
L. Champlain	Nov. 1	Montreal	Liverpool
Gallia	Nov. 1	New York	Liverpool
Adriatic	Nov. 2	New York	Liverpool
L. Manitoba	Nov. 8	Montreal	Liverpool
Germanic	Nov. 11	New York	Liverpool
L. Huron	Nov. 15	Montreal	Liverpool

MARINE INTELLIGENCE.

PORT OF MONTREAL.

ARRIVED — September 23.

Steamship Tangier, 1,240, R Pinkham, master from Sydney, C B, September 17, coal, Kingman, Brown & Co, agents.

Steamship Sheldon, 912, R Roope, master, from Sydney, C B, September 16, coal, J G Sidey, agent.

Barque Vanse, 445, C Tannenen, master, from Barbadoes August 19, sugar and molasses, Canada Sugar Refining Co, agents.

Schooner Etoil du Matin, 71, C Lablance, master, from Caraquet September 12, wood and oysters, Brock & Co, agents.

CLEARED—September 23.

Steamship Titania, 1,405, A McLean, master, for Glasgow, general, R Reford & Co, agents.

Steamship Fiado, 640, W Innes, master, for Cow Bay, light, Bogue, Dixon & Co, agents.

Schooner Beatrice, 99, J Purdy, master, for North Sydney, CB, general, Magor Bros & Co, agents.

Brig Ocean Belle, 283, J Laughlan, master, for Three Rivers, sea ballast, J. G Sidey, agent.

Steamship Melrose Abbey, 800, H H Leng, master, for Port Caledonia, ballast, Lord & Munn, agents.

Schooner Foederis Arca, 123, J B Masson, master, for Brigus, general, Lord & Munn, agents.

Brigantine Corinne, 122, H McGough, master, for St John's, Nfld, general, Lord & Munn, agents.

VESSELS IN PORT.

Steamships

Tangier, 1,240, Kingman, Brown &co.
Lucerne, 1,252, H & A Allan.
Sarnia, 2,421, D Torrance & co.
Desirade, 969, W D Bentley & co.
General Roberts, 936, Kingman, Brown & co.
Lake Manitoba, 2,159, Canada Shipping Company.
Palmerian, 725, Bogue, Dixon & co.
Sheldon, 915, J G Sidey.
Circassian, 2355, H & A Allan.
Standard, 1,074. J. G. Sidey.

Barques.

Vanse, 445, Canada S R Co.
J L Harway, 959, Anderson, McKenzie & co.
Cathella, 391 Anderson, McKenzie & co.
Maria M, 375, Canada S R Co.
Parejero, 345, J Baird & co.
Milo, 684, Kingman, Brown & co.
Ivy, 578, D Shaw.
Agnes, 342, Wulff & co.
Cap, 605, Cox & Green.
Strathay, 1,023, H Dobell&co.
Amer, 770, Anderson, McKenzie&co.
Piskatagua, 509, Anderson, McKenzie & co.
Eleanor, 714, Anderson, McKenzie & co.

Barquentine.

Mary Ann, 235, Gillespie, Moffat & co.

Brigs.

Limpio, 266, Wulff & co.

Brigantines.

Orleans, 207, C. A. Boucher.
E P Sherwood, 399, W E Boyd.
Ida, 299, Anderson, McKenzie & co.

Schooners.

Etoil du Matin, 71, Brock &co.
C J Brydges, 77, Brock & co.

PORT OF QUEBEC.

ARRIVED—September 23.

Barque Caledonia, Lorentzen, Limerick, J Burstall&co, ballast.
Barque Gylfe, Mogr, London, Ross&co, ballast.
Ship Kalliope, Olsen, Liverpool, Hanshagens& Son, salt.
Steamship Cynthia, Eaton, Glasgow, John Ross&co, general.
Barque The Craigs, Hughes, Grangemouth, Allans, Rae&co, coal.
Barque Hortensia, Simonsen, London, Order, ballast.
Steamship Tintern Abbey, Tindale, Pictou, for Montreal.
Steamship Sowerby, Millard, West Hartlepool.

September 23.

Steamship Peruvian, Ritchie, Liverpool, Allans, Rae&co.
Steamship Lake Huron, Bernson, Liverpool, H H Sewell&co, general.
Steamship Erl King, Christie, London, Ross& co, general.
Steamship Quebec, McCaulay, Liverpool, Wm Macpherson, general.
Barque Rosa Anderson, London, Price Bros, ballast.
Steamship Polino, Delisle, Cow Bay for Montreal
Steamship Thornhill, Wetherell, Cow Bay for Montreal
Steamship Tirante, Sowle, Port Caledonia for Montreal.
Brig Nautilus, from Barbadoes for Montreal.
Steam barque Commodore from Labrador for Montreal.
Ship Rinde, barques Dunrobin Castle, Anna and Zambesi.

CLEARED—September 23.

Barque Garibaldi, Ravonsburg, Liverpool, R R Dobell&co.
Brig Acadian, Terrio, Waterford, Price Bros& co.
Brigantine New Dominion, Dechene, Pabos, King Bros.
Schooner Marie Louise, Kennedy, Esquimaux Point, master.
Schooner Vineyard, Terrio, Arichat, Lennon &Pennee.
Barque Kong Oscar II, Winsenes, London, R R Dobell&co.
Steamship Cynthia, Eaton, Montreal, John Ross&co.

ITEMS--September 22.

Capt. Clarke, of the steamship Fountains Abbey, reports having passed the German barque O C G T, bound for Montreal, all well, 70 miles below Cape Gaspe on the 20th inst at 10 a.m.

Capt. Hughes, of the ship The Craigs, reports having, on the 16th inst, signalled a Norwegian barque off SW point of Anticosti with loss of foretop mast and main topgallant mast, bound for Quebec.

The steamship Sowerby, Capt. Millard, from West Hartlepool, arrived to-night with rudder broken, having been struck by a heavy sea. She goes on to Gridiron to-morrow.

The steamship Cynthia proceeded to Montreal this morning.

The steamship Tintern Abbey left for Montreal at 6.30 this afternoon.

The steamship Nettlesworth arrived from Montreal last night and proceeded at day light.

The barque Edina, from Montreal and brig Dato from Batiscan, arrived down this afternoon in tow of the tug Beaver and anchored.

The steamship Mississippi arrived from Montreal at 10 this morning.

The steamship Wearmouth arrived from Montreal at 4.30 this afternoon and proceeded.

The barque Grida and some canal boats arrived from Montreal at 6 p. m. in tow of the tug Champion and anchored. The tug reports having left the brig Limpio at Three Rivers to load.

September 24.

Captain Guldmundsen, of the Norwegian barque Anna, at this port to-day, for Montreal, reports, on the 15th inst., between St. Pierre and St. Paul, a seaman named Carl Netsin, a native of Christiana, was lost overboard. About half-an-hour afterwards, the vessel's foretopmast snapped asunder, carrying away the main gallant mast and rigging attached. It was comparatively calm at the time, and he cannot account for the accident.

Captain Ritchie, of the mail steamship Peruvian, at this port to-day, reports having experienced strong headwinds and heavy head seas. Passed the following vessels:—Sept 17th, lat 56.10 N, long 18.40 W, steamship Toronto, bound east; 18th, lat 56.23 N, long 18.40 W, steamship Hanoverion, bound west; 20th, lat 54.45 N, long 42.50 W, steamship Buenos Ayrean, bound east; lat 54.38 N, long 43.45 W, steamship Polynesian, bound east; lat 54.02 N, long 47.04, a Dominion Line steamship, bound east; 23rd, eight miles west of South Point, steamship Lake Huron, bound west; 18 miles east of Cape Magdalen, barque Hero bound west.

The Government steamship Druid, in coming into the Queens wharf yesterday, fouled the steamship Napoleon and carried away some of her spars.

The brig Farewell, in getting under way this morning, fouled the brig Acadia at anchor in the stream. The vessels were after some time separated with the assistance of a tug. No damage of any consequences was done.

The steamship Minerva arrived from Montreal at 8 p.m. and anchored.

The steamship Melrose Abbey arrived from Montreal at 5 p.m. and proceeded.

The tug Ranger, which arrived up from below this afternoon, reports barque Rutland inward bound at Pilgrims and barque Mersey at Brandy Pots.

The tug Rival left for Montreal last night with a tow of barges.

The tug Beaver left last night for Three Rivers to tow down the barque Signe.

The steamships Lake Huron, Peruvian, and Erl King, and brig Nautilus will leave for Montreal to-morrow.

The following vessels left for Montreal today:—Steamship Quebec at 11.30 a.m.; steamship Polino at 5 p.m.; steamship Thornhill at 6.30 p.m.; steambarque Commodore at 10 p.m.; steamship Tirante at 8.30 p.m.

The steamship Fiado arrived from Montreal at 9 p.m. and proceeded.

The tug Lake is reported inward with two vessels in tow, one of them supposed for Montreal.

RAFTS ARRIVED—September 23.

D & J Maguire, deals, Cape Roug.

RIVER AND GULF.—September 24.

FATHER POINT—Lake Huron inward at midnight with 90 passengers; steamship Mississippi outward at 1 15 a m; steamship Wearmouth outward at 9 a m.

Later—Steamship Hanoverian, from Glasgow, inward at 2.30 p m with 200 passengers. SS Sardinian outward at 11.05 p.m.

A brigantine rigged steamer inward at noon

RIVIERE DU LOUP — A three-masted steamship of the Beaver Line inward at 5 p m; steamship Polino inward at 8 a m, wished to be reported; another two-masted steamship inward at 8 30 a m.

Two barques, in tow of the steamer Lake, inward at 10 a.m. Steamer Rhoda inward at 6 a.m., towing two vessels.

LOW POINT, September 24.—Signalled the barquentine Ulster, of Belfast, bound in.

HALIFAX, NS. September 23 — Arrived — Steamers Carroll, from Charlottetown; Alhambra, from New York; Newfield, with H M S Charybdis in tow, from St John, NB.

The steamer Canima sailed for New York.

The steamer Hibernian arrived to-night from Baltimore and sails for Liverpool via St John, Nfld, on Monday,

September 24—Steamer George Shattuck arrived from St Pierre, Miquelon, via Cape Breton ports.

Austrian arrived from Liverpool, G B, via St Johns, Nfld.

PORT COLBORNE.

UP—September 23.

Schooners J T Mott, Oswego to Chicago, coal; Baugalow, Kingston to Detroit, Barwick, Port Metcalf to Detroit; prop Ocean, Montreal to Chicago.

DOWN—September 23.

Schooners E B Maxwell, Chicago to Kingston, rye; G B Sloan, Chicago to Ogdensburg, corn; M L Breck, Ashtabula to Hamilton, coal; G M Cose, Chicago to Ogdensburg, corn; Sligo, Chicago to Kingston, wheat; props Lake Michigan, Toledo to Montreal; Nashua, Toledo to Ogdensburg; Belle Wilson, Buffalo to Toronto.

The dismasted vessel Mystic Star on her way to Buffalo for new spars, arrived up through the canal last night in tow of the tug Laughlin, having made the passage through the canal in 11 hours. This is the quickest time that has yet been made through the new canal.

FOREIGN PORTS.

NEW YORK, September 23.—Arrived Pollix from Amsterdam.

NEW YORK, September 24.—Arrived—Pavonia and City of Berlin, from Liverpool; Schiedam, from Amsterdam.

PLYMOUTH, September 24.—Arrived—Wieland.

HAVRE, September 24.—Arrived—Amerique.

QUEENSTOWN, September 24.—Arrived—City of Chester.

QUEENSTOWN, September 23.—Arrived Bothvia.

DETROIT, September 23. — Up — Steam barges H Chisholm, Mary Mills, and barges, schooners Alvine Cobbs, H Kimball, Grace Murray.

Down — Propellor Commodore, steam barge Let and schooners Pathfinder, Alice, B Norris, Golden Fleece, steamer Pearl.

OSWEGO, September 23.—Arrived—Schooners H M Ballou, Desronto, lumber; Marie Annette, Toronto, lumber; Wave Crest, Port Hope, lumber.

Cleared—Schooners Bullock, Belleville; Monitor, Decter, Flora, Emma, Oskawa, coal; Rainbow, Gananoque; barges Kent, Montreal; Argo, Montreal, coal.

CHARLOTTE, N.Y., September 24.—Arrived—Steamer Norseman, Port Hope, supply; steamer Haze, lighthouse supplies; schr Agnes Hope, Port Hope, shingles and lumber; Partheon, Port Hope, lumber.

Cleared—Steamer Norseman, Port Hope; Haze Sodus; schr W. Elgin, Sodus; Mille Cooke, Sodus, lumber; E K Hart, Port Hope. Nellie Teresa, Partheon.

MONTREAL, September 23.

—The brig "Anna P. Odell," reported ashore, has arrived at St. John, N.B., slightly damaged.

—The Allan's Mail SS "Peruvian," from Liverpool for Quebec, passed Fox River at 7.30 a.m. on Saturday.

—The Ross London Line SS. "Erl King," from London on the 8th September, passed Father Point inwards at 11 p.m. on the 22nd.

—The Beaver Line steamship "Lake Huron," from Liverpool, the 14th inst., passed Fame Point inward at 8 a.m. Saturday.

—The Beaver Line SS. "Lake Huron," from Liverpool, 14th inst., passed Father Point inward at 1 a. m. Sunday with 90 passengers.

—Mr. George Murdock, of St. John, N.B., is reported to have assigned, and a grocery house in St. John street, Quebec, is also said to be in financial difficulty.

—The management of the Toronto Bolt Works have decided not to remove the works to Montreal. Satisfactory terms as to the purchase of property west of the city have been arrived at.

—The Great Western Steamship Line steamship "Cornwall," hence on the 9th inst., and Father Point on the 12th inst., arrived at Bristol to-day, and landed all her cattle in good condition.

—The Allan line of steamships will offer their lighters, Cyclops and Vulcan at public auction on the 5th proximo. Their tug "Rocket" will also be disposed of at the rooms of Mr. T. J. Potter.

—The following gentlemen have been elected officers of the Morton Dairy Farming and Colonization Company (limited) of Manitoba: President, Mr. Thos. H. Hodgson; Secretary-Treasurer, J. D. Crawford. Directors—Messrs. A. M. Foster, Geo. Bishop, A. J. Brice. G. K. Morton (St. Thomas, Ont.), and Chas Huston.

FINANCIAL.

There was the usual quietude of Saturday reigning in the markets to-day. During the early part of the week, dearer money had a somewhat dull effect on the operations of the Stock Exchange, but towards the close bankers eased up a trifle, consequent on a lessened demand, and stocks became more animated. Outside orders are still moderate and are likely to be so until there is a more decided tone, up or down, given to the market. The present uncertainty keeps the public from doing any trading, so the "bulls" and "bears" have the campaign to themselves. The rates to commercial borrowers are unchanged at 6½ to 7 for prime mercantile paper and 6 to 6½ on call and short dated loans. The market for sterling exchange exhibits no change on previous day. Bankers' 60 day bills are negotiated at 8⅝ to 8 11-16 and 8⅝ to 9 to the public. Demand bills are 9¾ and currency on New York ⅛ premium.

In New York the market for sterling continues dull and weak. The posted rates for a majority of the prime bankers' sterling are 4.84 and 4.88½; the actual rates are 4.82½ to 4.83 and 4.87½ to 4.88, with cables 4.88½ to 4.89, and prime commercial 4.81½ to ½. The actual rates for Continental are as follow: Francs, 5.22½ to 5.21⅞ and 5.18⅜ to 5.17½; marks, 94½ to ⅝ and 95⅜ to ½; and guilders 40 and 40¼.

Consols in London are higher at 100 1-16 for money and 100 3-16 for account. United States bonds firm, 4's at 121¾, 4½'s at 115¼, 5's at 102⅛, and American railroad securities lower. Atlantic and Great Western first mortgage trustees certificates 54½; do second mortgage, 22¼; Erie 43½; Illinois Central, 143½; Pennsylvania Central, 65⅝; New York, Ontario and Western 23¼; Milwukee and St. Paul common, 112.

The Bank of England gained on balance yesterday £85,000.

Hudson Bay Stock sold in London at 36.

Paris advices quote 3 per cent rates at 81f. 82 centimes for account and exchange on London at 25f. 29½ centimes for cheques.

We observe by our exchange the Port Hope *News* that the Midland Banking Co., has filled its statutory declaration of partnership. Dated and filed on the 28 inst., at the registry office in Port Hope. The persons composing the company are Stanley Paterson and John Jas. Paterson. The company is to continue for a period of ten years from the first day of March last.

The Canada Bank Note Engraving & Printing Co., with a capital of $100,000, has been incorporated. The first directors are W. C. Smillie, President; G. F. C. Smillie, Vice-President, and Messrs. Henry Lyman, H. Marston and T. J. Gilliland.

The money market in New York is very stringent and has demoralized the stock market. Money on call loaned yesterday up to 12 per cent.; the best names occasionally get it at 7. The *Stockholder* says that greater activity both in money and stocks was the only changed feature of the market yesterday, if we except the plainer evidence furnished by the transactions that Mr. Gould is not only willing for a decline, but is actually forcing such a condition. That he has succeeded, at least in part, the trading of the week shows. The Vanderbilt stocks, while still strong, show that if any effort is being made to mark them up it is not meeting with much success, and the situation, therefore, narrows itself down to this—that Mr. Gould, if he so desires, can put prices still lower. After the decline that the market has had, however, it is only reasonable to expect a rally, and this may occur at any time. The short interest, while quite large, scares easily, and any sudden advance is liable to result in a covering movement that will almost eliminate that interest from the market. That prices will go lower there can be scarcely any doubt, and should the money rate be kept at anything like the figures of yesterday, it will go very fast.

The weekly return this week of the New York banks is not a satisfactory one, and is likely to further unsettle the stock market. The following is the statement:—

Loans	Dec.	$ 881,700
Specie	Dec.	1,614,200
Legal tenders	Dec.	754,400
Deposits	Dec.	4,435,000
Circulation	Inc.	266,200
Reserve	Dec.	1,259,850

The following were the fluctuations in New York to-day:—

STOCKS.	Closing Prev day	Opening.	1.30	Closing.	Sales
Western Union	88¾	89	....	90⅞	.....
Lake Shore	115⅝	115⅝	....	116⅜	.....
Pacific Mail	....	....	....	45¾	.....
Erie	42	42⅜	....	42⅞	.....
Do. 2nd	....	....	....	....	.....
Do. Pref	87	....	....	87	.....
Ohio & Miss	....	39	....	39½	.....
North-West	145¾	....	....	148	.....
Do. Pref	....	....	....	....	.....
St. Paul	109⅞	109¾	....	110⅝	.....
Do. Pref	....	125¼	....	125½	.....
Michigan Central	103¼	103½	....	104¼	.....
Jersey Central	79¼	....	....	80⅞	.....
N. Y. Central	133½	133¾	....	134⅜	.....
Del., Lack. & West,	144⅜	144¾	....	147	.....
Del. & Hudson	114⅞	115	....	115⅞	.....
St. Joseph	....	....	....	....	.....
Do. Pref	....	....	....	....	.....
Rock Island	135¾	136¼	....	137¼	.....
Ill. Central	....	....	....	....	.....
C. B. & Q	133½	133½	....	....	.....
C. C. & I. C	....	....	....	....	.....
Wabash	36⅛	....	....	37⅛	.....
Do. Pref	67	67¼	....	68¾	.....
Union Pacific	110⅝	111	....	112¾	.....
H. & Tex	....	....	....	....	.....
Manhattan & Elv	....	....	....	....	.....
Reading	63¼	63¾	....	64⅝	.....
Kansas & Tex	38⅞	39⅜	....	40⅜	.....
Chesh & O	....	....	....	....	.....
Canada Southern	65¼	65¼	....	66½	.....
St. P. & Omaha	53	52¼	....	53¼	.....
Do. Pref	111	111¼	....	112	.....
D. R	59⅞	59⅜	....	61¼	.....
N Pacific	50¼	50⅛	....	51⅝	.....
Do. Pref	96⅜	96⅞	....	98	.....
Ont. & Western	27⅜	....	....	28	.....
Ohio Central	17⅜	....	....	....	.....
Erie & Western	40	....	....	....	.....
Mob. & Ohio	22	....	....	....	.....
Lou. & Nash	72⅛	72	....	73¼	.....
C.C. C. & I	....	....	....	....	.....
San Francisco	....	....	....	....	.....
Tex. Pacific	49¼	49⅝	....	50⅞	.....
Cent. Pacific	92¼	92¾	....	92¾	.....
Exchange	....	483½	....	....	.....
Money	....	....	....	3	.....
St. P & M	158	....	....	....	.....

THE SS. "SARNIA."

The new Dominion line steamer of the above name arrived in port on Friday afternoon, after having experienced exceedingly tempestuous weather, from which she emerged with as high a reputation for seaworthiness as could be attained by a new ship. Both the builders and owners of this fine vessel are in every way to be congratulated on her decided success. More than ordinary interest is attached to this steamer, as she is the largest afloat belonging to the company. On the arrival of the "Sarnia" at Quebec an address was presented to Captain Lindall and the other officers, of which the following is a copy:—

To Captain Lindall and Officers of the SS. "Sarnia."

We, the undersigned, passengers on board the SS. "Sarnia," on this her first voyage across the Atlantic, desire to express our thanks for the kind attention we have received at your hands. The trip has been an unusually stormy one, but your thorough seamanship and personal experience has done all you could to the mitigation thereof. We therefore desire to convey to you our appreciation of the same, and wishing you all the success obtained by such efforts, subscribe ourselves, yours very respectfully.

(Signed)—Nellie Drske, George Frederick Rooper. J. Jordan, M.D., for cabin passengers

BRITISH MARKETS BY CABLE.

Cotton.—LIVERPOOL, September 22, 5 p. m.—Cotton—The sales of the day included 6,450 bales American. Futures—Uplands, low middling clause, September delivery, 6 58-64d. Futures closed steady

Sales of the week	bales.. 40,500
American	26,500
Speculators took	450
Exporters took	4,800
Forwarded from ships side direct to spinners	4,600
Actual Exports	9,000
Total Receipts	27,000
American	24,500
Total stock	539,000
American	229,000
Amount of cotton afloat	157,000
American	35,000

Groceries—LONDON, September, 22.—Mincing Lane sugar has been extremely dull; refining West India declined 6d to 1s. Coffee—The result of the Netherlands Trading Company's sale was better than was expected. Tea—Foochow and Congou were easier. There was a large supply of Indian. Prices were irregular.

Yarns—MANCHESTER, September 22.—The market for yarns and fabrics is dull; 39 inch, 60 reed, gold end shirtings, 37½ yards, 8 lbs. 4 ounces at 8s. 3½d. to 8s 5d.; 26 inch, 66 reed, printer, 29 yards, 4 lbs. 2 ounces at 4s. 0½d. to 4s. 1½d; No. 40, mule-twist fair second quality, 10½d. to 10⅝d.

LONDON, September 22.—The Manchester *Guardian*, in its commercial article, says the market has been inactive, but with more demand for goods and yarns for Cuba.

Petroleum—LONDON, September 22, 4 p.m.—American refined, 6¼ per gall.

BREMEN, September 22.—American refined, 7 marks 50 pfennings.

THE BRITISH GRAIN TRADE.

LIVERPOOL, September 22.—A leading weekly grain circular says:—"Grain continues quiet. English wheats are again is lower at the provincial markets. Foreign sorts are not materially altered. Cargoes off coast are rather weaker. Both white and red wheats are cheaper. At to day's market there was an average attendance. A moderate business was transacted in wheat at a decline of 1d to 2d from the prices of Tuesday. Flour was dull and unchanged. Corn was in fair request; mixed was somewhat lower; other kinds were unaltered."

PRODUCE AND PROVISIONS.

MONTREAL, September 23.

FLOUR—The flour market, in the absence of important demand, necessarily rules dull. Most dealers abstain from reporting transactions, especially of round lots, of which several have been moved lately that would appear to warrant a lower range of prices for superiors and extras. Irrespective of these sales, however, values must be considered unchanged for 100 to 200 brl lots; but, at the same time, these circumstances prove that concessions are absolutely necessary to tempt large buyers to operate. Old wheat flour commands, relatively, full rates, while new flour is freely offered at and below our inside quotations. Sales reported on 'Change were 200 brls superior extra at $5.60; 100 brls extra at $5.40; and 125 brls medium at $5.60. The stock in store to-day shows a decrease of 4,159 brls compared with last Saturday, and an increase of 1,472 brls compared with the corresponding date last year. The following are the quotations:—

Superior Extra, per brl	$5.52½ @ $5.60
Extra Superfine	5.35 @ 5.40
Fancy	0.00 @ 0.00
Spring Extra	5.25 @ 5.35
Superfine	4.70 @ 4.80
Strong Bakers (Canadian)	6.00 @ 6.50
Strong Bakers (American)	7.00 @ 7.50
Fine	4.00 @ 4.25
Middlings	3.75 @ 3.90
Pollards	3.50 @ 3.60
Ontario bags, (medium)	2.75 @ 2.80
" (spring extra)	2.70 @ 2.75
" (superfine)	2.40 @ 2.50
City bags (delivered)	3.50 @ 3.55

GRAIN.—The dull situation in the local grain remains practically unaltered, business being restricted to car lots of Canadian winter wheats at $1.16 for red and $1.11 for white. The movement of the crop hitherto has been very limited, but it has been hinted that a more extensive movement would soon be inaugurated if any demand were forthcoming. It is also admitted that the market this month has been the most inactive experienced for a term of years, and it is not unlikely that considerably lower prices will have to be faced before matters relinquish their present unsatisfactory aspect. We quote prices nominally as follows:—No. 1 white Michigan wheat $1.13 to $1.13½; No. 2 Toledo red $1.09; Canada red winter $1.16 to $1.17; Canada white $1.11 to $1.12; peas 95c; oats 37c to 37½c; barley 65c to 70c; and rye 70c. Compared with last week the amounts of grain in store here show a decrease of 10,000 bushels wheat, 500 corn, and 1,300 peas, while compared with the corresponding day last year there is shown a decrease of 183,000 bushels wheat, 99,500 corn, and 1,100 oats. The following table exhibits the stocks of grain and flour in store in Montreal on the dates mentioned:—

	Sept. 23, 1882.	Sept. 16. 1882.	Sept. 15. 1881.
Wheat, bush	62,008	72,287	245,718
Corn, bush	1,500	2,000	101,203
Peas, bush	2,065	3,322	2,001
Oats, bush	3,907	3,907	5,055
Barley, bush	493	493	......
Rye, bush	......	......	2,226
Flour brls	38,389	42,548	36,917
Oatmeal, brls	78	76	383
Cornmeal, brls	4	4	410

Wheat in Chicago was firmer and a more confident feeling was apparent at least on the remoter futures. September was unchanged at $1.02½. The other options advanced ⅛c to ⅜c from yesterday, closing at 94⅜c October, 93⅞c November. Corn was steady with only minor changes in value, closing at 64½c September, 63⅜c October, and 61⅝c November, a decline of ⅛c on September, an advance of ⅛c on October, and a decline of ⅛c on November compared with yesterday. Oats showed no material change, closing at 31⅛c September, 31⅛c October-November. Rye was ⅛c to ⅜c lower at 59⅛c September, 60c October, and 62½c November. Engagements to day were 207,000 bushels wheat, 152,000 corn, and 30,000 oats. Freights were unchanged at 2½c on corn per bushel to Buffalo. The estimated receipts for Monday were 148 cars wheat, 215 winter, 384 corn, 103 oats, 89 barley, and 17 rye. Receipts by canal were 40,500 bushels corn, and 1,100 oats. The following grain charters are reported from Chicago—per Sarnia, schooners Pensaukee 37,000 bushels corn, and "Lottie Wolf," 22,000 bushels corn; for Kingston, schooner "Pulaski," 23,000 bushels wheat, and propellor "Glenfinlas," 23,000 bushels wheat; for Midland, schooner "Christine Nilsson," 30,000 bushels oats. The rate to Kingston was 6½c per bushel on wheat.

Wheat in New York was easy, closing ⅛c to ⅜c lower at $1.06¾ September, $1.07⅛ October, $1.08⅝ November, $1.10⅛ December, $1.06¾ year, and $1.11½ January. Corn was fairly active at an easier range of values, closing ⅛c to ⅛c lower at 74½c cash, 73c September, 73⅛c October, 70½c November, 66⅜ December, and 66½c year. The sales on the last call were 650,000 bushels wheat and 600,000 corn. Ocean grain freights recovered yesterday's decline of one farthing, and are now quoted at 4¼d per bushel by steam to Liverpool.

Beerbohm's cable advices of to-day's date report the British markets as follow:—Floating cargoes—Wheat, weak; corn, nothing offering. Cargoes on passage and for shipment—Wheat and corn neglected; no business doing. Red winter wheat off coast, 42s 6d. Liverpool wheat, spot, very flat. Liverpool American Western mixed corn, 6s 9d; do. Canadian peas, 7s 6d.

The exports of breadstuffs from the United States for August, 1882, as compared with the month in 1881, were as follows:—

	1882.	1881.
Barley	$ 18,172	$ 5,279
Corn	248,101	4,050,355
Meal, barrels	82,694	91,109
Oats	19,127	28,121
Rye	72,962	45,818
Wheat	24,289,332	17,761,165
Flour, barrels	4,139,599	3,562,674

The noteworthy feature of the return s is the great increase in the exportations of wheat and wheat flour compared with last year.

PROVISIONS—The volume of business in hog products in this market has again been of narrow scope, even the jobbing demand keeping within very moderate bounds. Pork meets with a slow sale at $24.50 for western mess, and lard sells in small lots at 15c to 15½c for western, and 14½c for Canadian. We quote as before:—

Western Mess	24.50 @ 00.00
Thin Mess	22.00 @ 22.50
Lard, western, per lb	00.15 @ 00.15½
do Canadian, per lb	00.14½ @ 00.00
Hams, uncovered. per lb	00.16 @ 00.00
Hams, canvassed, per lb	00.00 @ 00.00
Bacon, per lb	00.00 @ 00.00
Tallow, per lb	00.10 @ 00.10½
Mess Beef, per brl	00.00 @ 19.00
India Mess, per tierce	33.00 @ 34.00

Lard in Liverpool declined 6d, other provisions remaining unchanged. At 5 p.m. quotations were: pork, 102s 6d; lard, 62s 3d; bacon, 72s 6d to 74s 6d; and tallow 45s.

A more buoyant feeling characterized the Chicago pork market to-day, which advanced 10c to 30c on yesterday, closing strong at $21.50 September-October, $21 November. Lard was very strong and somewhat excited, the market closing 25c to 35c higher at $12.55 September-October, $12.35 November. Ribs closed at $13.87½ September, $13.25 October and $11.50 November. The hog market was strong and advanced 10c. Light grades sold at $7.50 to $8.50; mixed packers at $7.65 to $8.40; and heavy shipping at $8.58 to $9.10. The estimated receipts to-day were 4,400, against yesterday's official 10,493, with shipments of 5,370. On the corresponding day last year the estimated receipts were 8,000, against the preceding day's official 14,574 and shipments 3,991. The number of hogs packed in Chicago from March 1 to date is 1,421,000. The Cincinnati *Price Current* of last Thursday says:—"The total number packed in the West during the week is scarcely more than one of the larger houses in Chicago handles in one day in the busy season. The extremely light receipts of hogs at all points indicates pretty conclusively that the country has been drained of stock which is marketable, and the generally poor quality of those which are coming forward gives emphasis to this supposition. It is an anomalous condition of the trade that when such high prices prevail the receipts steadily fall off from week to week, but it is doubtless the legitimate result of last year's short crop of corn and other feed, and it may take a year or more to enlarge the basis of supply to what it was two years ago. The market for the product has taken a strong turn upward and yet there is no apparent reduction in the consumptive demand at the higher prices current. The Eastern markets are taking live hogs very freely and rather more than two-thirds of the receipts at Chicago were bought by shippers during the week ending to-day. The packing at all points for the week barely reaches 30,000 hogs, against 50,000 last week and 145,000 for the corresponding week last year, making the total since March 1 to date 2,600,000 against 3,690,000 for the corresponding time last year, showing a decrease of 1,090,000 in number. Special reports show the number of hogs packed from March 1 to date and latest mail dates at the undermentioned places, with comparisons as follows:—

September 20—	1882.	1881.
Chicago	1,434,000	2,200,000
Kansas City	260,200	368,840
Cincinnati	43,500	101,500
St. Louis	157,000	258,000
Indianapolis	106,000	113,000
Milwaukee	99,000	96,780
Cedar Rapids	149,410	163,520
Total at above and all other places	2,600,000	3,690,000

The following was the movement of hog products in Chicago to-day, compared with the corresponding day last year:—

	Receipts. 1882.	Receipts. 1881.	Shipments. 2881.	Shipments. 1881.
Pork, brls	......	380	507	627
Lard, lbs	2,515	54,580	1,690,475	642,707
Cut meats	498,240	231,875	1,966,956	1,998,909

The receipts in New York to-day were 20 brls pork and 7,587 tcs lard, against 115 brls pork, and 1,158 tcs lard, on the corresponding day last year.

BUTTER—The position of the market has undergone no actual change to-day, the outward appearance being very calm. In some quarters an anxious disposition is manifested to talk the market up, without however producing the desired effect, as far could be learned. There is no influence at work which by any process of reasoning could in any way substantiate such opinions, if we except the acknowledged scarcity of choice grades; but the support which may be given to ordinary goods from that fact is entirely of a reflected nature and could not possibly stand much straining, save in the eyes of those sanguine people whose ideas this season have been doomed to repeated rebuffs of a very decided character. Choice fresh made creamery would bring 23c to 23½c if offered, and early makes are quoted at 20c to 22½c. A lot of 100 packages good Eastern Townships sold to-day at 20c, and more was taken for shipment at the same figure. Former quotations are adhered to as follow:—

Choice creameries fresh make, pr lb.	23c @ 23½
Do. early makes	21c @ 22½
Eastern Townships, fresh make.	21c @ 00
Do. early make	18c @ 20
Morrisburg and Brockville	18c @ 19
Western	15c @ 16

CHEESE—The market to-day possessed more of weakness than of strength, with very little inclination to buy in the present weak and unsettled condition of the English market. Our quotations are nominally unchanged at 10½c to 11c for fine to finest, but the outside figure would be extremely difficult to obtain here.

EGGS—The market rules quiet, although better prices were realized to-day. Sales were made at 19c for ordinary, and 20c for fresh.

ASHES—Pots are unsettled, with little business doing. We quote ordinary tares, $5.80 to $5.90. Pearls are purely nominal.

CHICAGO GRAIN AND PROVISION MARKETS.

(Reported by E. McLennan.)

CHICAGO, Sept. 23.

	Opening.	Highest.	Lowest.	Closing.	Same day last year
	$	$	$	$	$
WHEAT.					
Sept new	......	1 02½	.....	1 02½	1 31¾
Do old	......	......	......	......	......
Oct. new	94	94½	93⅞	94⅜	1 33
Do old	......	......	......	......	......
Nov new	93½	93⅞	93½	93⅞	1 35⅞
CORN.					
Sept	......	......	......	64½	68¼
Oct	62½	63⅜	62½	63⅜	69
Nov	60¾	61½	60¾	61⅝	69½
OATS.					
Sept	......	......	......	31½	41⅛
Oct	......	31½	31⅛	31⅛	41⅜
Nov	31¾	31⅛	31⅛	31½	42½
PORK.					
Sept	......	......	......	21 50	19 22½
Oct	21 25	21 50	21 27½	21 50	19 25
Nov	20 90	21 00	20 90	21 00	19 50
LARD.					
Sept	......	......	......	12 55	12 20
Oct	12 45	12 55	12 42½	12 55	12 20
Nov	12 00	12 35	12 15	12 35	12 37½
RIBS.					
Sept	......	.....	......	13 87½	......
Oct.	......	......	......	13 25	10 35
Nov	......	......	......	11 50	10 25

NEW YORK, Sept. 23, 1882.

Wheat, No. 2 Red closing $1.06¾ September, $1.07⅛ October, $1.08⅝ November, $1.10⅛ December, $1.06¾ year, $1.11½ January. Corn, 74½c cash, 73c September, 73⅛c October, 70½c November, 66⅜c December, 66½c year.

The following was the movement of breadstuffs at the points mentioned to-day compared with the corresponding day last year:—

CHICAGO,	Receipts. 1882.	Receipts. 1881.	Shipments. 1882.	Shipments. 1881.
Flour, brls	9,797	20,220	12,820	17,280
Wheat, bush,	120,000	28,373	51,000	38,493
Corn, bush	203,000	460,303	1,475	321,109
Oats, bush	84,000	73,124	184,000	118,510
Barley, bush	36,000	29,194	66,000	14,261
Rye, bush	8,000	8,243	9,000	4,410

NEW YORK.	Receipts, 1882.	Receipts, 1881.	Exports, 1882.	Exports, 1881.
Flour, brls	24,962	14,651	7,878	.....
Wheat, bush	86,000	155,044	273,580	.....
Corn, bush	43,000	322,265	14,732	.....
Oats, bush	70.000	50,800	60	.....
Barley, bush	.....	1,650	.....	.....

MILWAUKEE.	Receipts. 1882.	Receipts. 1881.	Shipments. 1882.	Shipments. 1881.
Wheat, bush	20,000	11,500	2,000	800

TOLEDO.	Receipts. 1882.	Receipts. 1881.	Shipments. 1882.	Shipments. 1881.
Wheat, bush	118,000	17,000	94,000	13,000

DETROIT.	Receipts. 1882.	Receipts. 1881.	Shipments. 1882.	Shipments. 1881.
Wheat, bush	28,000	16,000	5,000	1,000

RECEIPTS OF PRODUCE—September 23rd, 1882.

	G.TR.	C.P.Ry.	N.S.Ry.
Wheat, bush	2,200	....	16
Peas, bush	....	....	70
Oats, bush	....	....	408
Ashes, pots	16	....	4
Butter, kegs	....	390	263
Cheese, boxes	3,139	1,489	31
Pork, brls	316	....	....
Dressed hogs	....	10	27
Leather, rolls	200	33	288
Tobacco, lbs	....	....	3,940

LIVERPOOL PRODUCE MARKET.

	Sept. 22, 5 p.m. s. d.	s. d.	Sept. 23, 5 p.m. s. d.	s. d
Flour per cwt	10 0 @	12 0	10 0 —	12 0
Spring wheat	8 6 —	9 0	8 6 —	9 0
Red Winter	8 4 —	8 6	8 4 —	8 6
White Winter	9 2 —	9 4	9 2 —	9 5
Club	9 6 —	9 8	9 6 —	9 8
Corn(new) per cwt.	6 10½ —	0 0	6 10½ —	0 0
Corn (old) per cwt.	0 0 —	0 0	0 0 —	0 0
Oats, per cental	6 6 —	0 0	6 6 —	0 0
Barley	5 6 —	0 0	5 6 —	0 0
Peas	7 6 —	0 0	7 6 —	0 0
Pork	102 6 —	0 0	102 6 —	0 0
Lard	62 9 —	0 0	62 3 —	0 0
New beef	00 0 —	00 0	00 0 —	00 0
Bacon (new)	72 6 —	74 6	72 6 —	74 6
Tallow	45 0 —	0 0	45 0 —	00 0
Cheese(new)	56 6 —	0 0	55 6 —	00 0

MARKETS BY TELEGRAPH

TO THE MONTREAL HERALD.

CANADIAN.

TORONTO, September 23.

GRAIN.—Wheat, Fall No. 1 $0.00 to $0 00; No. 2, $1.14 to $1.15; No. 3 $1.11 to $1 12; Spring No. 1, $1 20 to $1 21; No. 2, $0 00 to $1 19; No 3, $0 00 to $0 00. Barley, No. 1, 75c to 76c; No 3, extra, 55c to 56c. Peas No. 2, 00c to 00c. Oats, No. 1, 42c to 44c.

FLOUR—Superior, $5.00 to $5.10; Extra, $4 90 to $0 00.

BRAN—$00 00 to $14 00.

BUTTER—12½c to 19c,

BARLEY [Street]—50c to 80c.

Market quiet from small offerings. Flour seems easier, old grade Superior Extra has sold at $5 to $5 05, and lots made from new wheat offered at $5 10. Wheat not offered, new No 2 Fall worth $1 04. Oats easier, Eastern offered at 43c. Barley inactive, choice No 2 old offered at 80c. Peas nominal. Eggs scarce and wanted at 18½c to 19c.

HAMILTON, Ont., September 23.

GRAIN—White wheat, 98c to $1 00; treadwell, 98c to $1 00; red winter, $1 00 to 1 03; spring, $1 00 to 1 03. Peas, 75c to 80c; barley 50c to 66c. Oats, 36c to 38c. Corn, 90c to 95c.

SEEDS—Clover seed, $4 00 to 4 50; Timothy, $2 50 to 2 60.

APPLES—25c to 40c.

POTATOES—50c to 55c.

FLOUR—White wheat flour, $5 50 to $5 75; strong bakers, $5 60 to $5 75.

BUTTER—Rolls, 20c to 22c; firkins, 15c to 18c.

EGGS—18c to 19c.

DRESSED HOGS—$9 00 to $9 50 per cwt.

EUROPEAN.

LIVERPOOL, September 23.

COTTON, 1.30 p.m.—Moderate inquiry; freely supplied; Uplands, 6 15-16d; Orleans, 7⅛d.

LONDON, September 23.

MONETARY—11.30 a. m.— Consols, 100 1-16 money; 100 3-16 account; 4½'s, 115¼; 5's 102⅛; Erie, 43½; Illinois Central, 143½. 5 p m—Consols, 100 1-16 money; 100 3-16 account; 4½'s, 115¼; 5's, 102⅛; Erie, 43½; Illinois Central, 143½.

UNITED STATES.

CHICAGO, September 23.

LOOSEMEATS—S C, $14 50; S R, $14 12½; L C, $14 00; Shoulders, $10 25 D S S C, $14 75; S R, $14 35; L C $14 25; Shoulders, $10 50; S P H, $13 37½

NEW YORK, September 23.

GRAIN—10 30 a m—Wheat, No 2 Red $1 07½ October; $1 09¼ November; $1 10⅝ December; $1 11⅜ January. Corn, 72½c September; 72⅝c October; 70⅝c November; 65⅝c December; 65⅛c year. 11 20 a m—Wheat, No 2 Red, $1 07½ to $1 07⅜ October. Corn, 73⅛c October; 66⅛c December; 66⅛c year. 11 55 a m—Corn, 72⅞c to 73c cash; 72⅞c to 73c September; 24,000, 72⅞c October; 32,000, 70⅛c to 70¼c November; 66c to 66⅛c December; 65⅞c to 66c year. 12 noon—Wheat, easy; No 1 White, $1 12 to $1 13 September; $1 08⅞ to $1 09¼ October; No 2 Red, $1 06½ to $1 07½ cash; $1 06½ to $1 06⅞ September; 64,000, $1 07 October; $1 08⅝ to $1 08⅞ November; $1 10 to $1 10¼ December; $1 06⅝ to $1 06⅞ year. 1 10 p m—Wheat, steady; No 2 Red, $1 07½ cash; $1 07½ October; $1 08⅞ November; $1 11½ January; $1 10¼ December. Corn, quiet at 74½c to 76c cash; 70⅝c November. Oats, quiet. 1 45 p m—Wheat, No 1 White, $,000, $1 12⅝ September; $1 08⅞ to $1 08⅝ October; No 2 Red, $1 06⅝ to $1 06⅞ September; 8,000 $1 07½ October; 24,000, $1 08⅝ November; 32,000, $1 10⅛ to $1 10¼ December; $1 06⅝ to $1 06⅞ year. Corn, 8,000, 73c September; 48,000, 73⅛c October; 32,000, 70⅛c November; 66⅛c to 66½c December; 8,000, 66⅛c year. 2 00 p m—Wheat, close, No 2 Red, $1 06⅞ September; $1 07½ October; $1 08⅝ November; $1 10 December; $1 06⅞ year; $1 11½ January. Corn, close, 74½c cash; 73c September; 73⅛c October; 70½c November; 66⅜c December; 66½c year. Oats, quiet.

FREIGHTS—4d to 4¼d.

COTTON—1 pm—Steady at 12 5-16c.

TALLOW—8⅛c to 00c.

DRESSED HOGS—$11 00 to $11 12½ per cwt.

PORK—11 15 a m—$21 50 asked cash, September and October.

LARD—11 15 a m—$12 45 to $12 50 October; $12 27½ to $12 30 November; $11 95 to $12 00 year.

CATTLE—U S Yards, 12 30 a m—Cattle slow at 12c to 13c; receipts, 900. Sheep, slow at 4⅛c to 5⅛c; receipts, 2,091 Calves, active at 8c to 10c; receipts, 25.

EAST BUFFALO, September 23.

CATTLE—12 45 p m—Hogs, receipts, 40; shipments, 29; cars 11; New York sales Yorkers, light to good, $8 25 to $8 60, choice, $8 80; good medium weights, $8 70 to $8 90; choice maximum weights, $9 00 to $9 05.

TOLEDO, September 23.

GRAIN—10 30 a m—Wheat, No 2 Red 99c cash; 98⅞c bid September; 98⅞c October; 99c November; 99½ bid December; 96⅞c year. Corn, 66½c bid cash; 66c bid September; 64c October; 59c November; 52½c year. Oats, 36c September; 33c bid October; 32½c bid year. 12 noon—Wheat, No 2 Red, 98⅞c cash; 98⅞c bid September; 99⅞c October; 95c November; 99½c December; 98⅞c year. Corn, high mixed, 70c; No 2, 69c cash; 69c nominally September; 64½c October; 53c year. Oats, 35½c cash; 35½c asked September; 33½c October; 33½c nominally year.

DETROIT, September 23.

WHEAT—10 30 a. m.—No 1 White, $1 02⅞ cash; $1 02⅞ September; 95½c October; 99½c bid November; $1 00 bid December; $1 00 bid January. 12 35 p m—Wheat, No 1 White, $1 03 cash September; 99½c October; 99c November; 99c December; $1 00 January; 98½c year; No 2, $1 00.

BOSTON, September 23.

FLOUR—Steady. Fine $3 50 to $3 75 per brl; superfine $3 75 to $4; common extras $4 50 to $5; choice extras $5 25 to $5 50; New York roller, $6 00 to $0 00; Canada Superior $6 10 to 6 12½; Minnesota bakers' $6 75 to 7 25; Ohio and Indiana, $5 50 to $5 75; Michigan $5 50 to 5 75; St. Louis and Southern Illinois $6 00 to $6 50. Cornmeal quiet at $3 80 to $3 85 per brl; rye flour dull at $4 25 to $4 50 per brl. Oatmeal quiet, $6 25 to $6 75 per brl ground, $7 50 to $8 cut.

OATS—Firm. No 1 white, 51c to 00c per bush; No 2 white 49c to 00c; No 3 white, 45c to 00c; Mixed 37c to 42c.

BRAN—Quiet. We quote bran, $19 00 to $20 per ton for spring and winter wheat. Middlings, $24 to $28 00. Cottonseed meal nominal for spot, sales of new to arrive at $32 per ton.

MALT—Quiet. Two-rowed State $1 10 to $1 12½ per bush; six-rowed State $1 15 to $1 20; six-rowed C W $1 25 to $1 30 per bush.

RYE—Quiet, 90c per bush.

BUTTER—Unchanged. We quote choice freshly-made Western creameries 29c to 30c per lb; Northern creamery 30c to 31c; choice New York and Vermont dairy, 26c to 27c; fine Franklin County [Vt] dairy 27c to 28c; fair to good 24c to 25c; common, 21c to 23c; choice Western dairy, 21c to 23c; choice fresh Western factory 17c to 17½c; common to good, 16c to 17c; bakers'. 15c to 16c; choice June factory, 19c to 20c.

EGGS—Shade easier. We quote fresh Eastern 24c to 25c; Northern, 22c to 23c; Vermont, Aroostoook and New York, 24c; Island, 22c to 00c per doz.

BEANS—No change. We quote choice hand-picked pea beans $3 40 to $3 50; screened $3 25 to $3 35; medium screened, $2 25 to $2 35; hand-picked, $2 40 to $2 45; choice improved yellow-eyes, $3 35 to $3 45; old-fashioned yellow-eyes $3 30 to $3 35; red kidneys $2 25 to $2 50. Canada Peas firm, 95c to $1 05 per bush common roasting, $1 20 to $1 30 choice. Split Peas unchanged, $6 to $6 25 per bush, green peas $1 60 to $1 65 per bush choice Western; $1 20 to $1 45 Northern.

SEEDS—Active and steady. Western timothy, fair to good, $2 30 to $2 35; prime $2 45 to $2 50; choice, $2 60 to $0 00; Northern, $2 80. Western clover, 9c to 9½c; Northern, 9⅞c to 10c per lb; New Jersey red-top, $5 00 to $0 00; Western $5 00 to $0 00 per sack; millet $1 35 per bush; German $2 50.

TRUCK—Active. We quote cabbage, $6 00 to $10 00 per 100; lettuce, 25c to 40c per doz; beets, 90c to $1 00 per bush; turnips, $1 00 to $1 25 per bush; native cucumbers, 75c to $0 00 per 100; native tomatoes, 90c to $1 per bush; shell beans, $1 75 per bush; squash, $2 75 per brl marrow; $3 50 to $4 turban; green corn, $2 to $2 25 per brl.

POTATOES—Unchanged. Bulk stock 65c to 75c per bush for Northern; 80c to 85c per bush for Eastern; barrels, $2 37 to $2 62. Norfolk sweets $2 50 to $2 75 per brl; New Jerseys $3 to $3 25.

HAY—Firm for choice. We quote choice prime hay, $20 00 to $21 00; medium and ordinary, $16 00 to $19 00; poor, $12 to $13; Eastern swale, $9 to $10; rye straw, $14 to $16 00; oat straw, $9 to $10 per ton.

POULTRY—Easy. We quote green

geese 18c; ducks, 20c to 00c. Fresh-killed chickens, 20c to 23c; choice fresh-killed fat fowls 16c to 18c; fair to good do 14c to 16c; freshly-killed turkeys, 20c to 22c per lb. Philadelphia squabs, $2 50 to $2 75 per doz.—*Advertiser.*

IMPORTS.

FROM SEA.

Per SS Desirade, 989, Crompson, master, from Brazil, W D Bentley&co, agents—W D Bentley 42 cs rubber 85 pkgs 700 logs wood 16 bags nuts 562 bags sugar 1 cs 43 brls goods.

Per SS Shildon, 912, R Roope, master, from Sydney, J G Sidey, agent—Can S R Co 1685 tons coal.

Per schooner Canadienne, 128, C Rivard, master, from Quebec, C A Boucher, agent—Verret, S&co 500 bags salt, in bond, ex-ship Caspian.

Per SS Palmerin, 725, L R Conner, master, from Pictou—Bogue, Dixon&co, agents—Kingman, B&co 1,312 tons coal.

Per steamship Quebec, Gibson, master, from Liverpool to Montreal, D Torrance & Co, agents—Peck, Benny &co 1,878 puddled bars; Gillespie, Moffatt &co 65 qr casks wine; order 500 sacks excelsior salt; B Cooke 2 horses; Cooper, F&co 256 rings wire; Prevost, Herbert & Prevost 11 casks chain; Verret, Stewart&co 1,650 sacks salt; Bellhouse, Macpherson&co 13 casks ash; H & J Russell 18 chains; Ont Metallic Spinning Co 93 bdls wire; Crathern &C 34 bars steel; S Waddell&co 22 wheels; Frotheringham & W 597 bars iron; Montreal Rolling Mills Co 2,047 pud bars; A Savage & Sons 24 brls olive oil; McArthur, Corneille&co 25 do; Beuthner Bros 70 casks com color; Peck, Benny&co 2,797 bars pudd iron; Canada L&E Co 569 bars iron 3 do steel; Copland&McLaren 75 brls l oil 4 bdls steel; Tiffin Bros 36 casks epsom salts; order 3.298 bars iron; T Robertson &co 500 bxs t plates 6 pkgs g ware; Order 50 brls sil soda 1 truss can hose; C H Cunningham 150 casks o oil; Wulff &co 2 do color; J Hop&co 150 brls b beer 50 do ginger ale; J A Mathewson 1,100 sacks c salt; C T Bate&co 2,229 do; A C Leslie & co 1,315 bars b iron; Silverman, Boulter&co 1 case hats; Poisseau Freres 2 cs yarn.

Through goods—Order 7 csks chains; Plumer Waggon Co 50 bdls bar iron; Order 1 cask; Order 15 chains; J Wright&co 442 bdls hoop iron, 30 kegs 8 csks nails; Rice, Lewis&Son 1,909 bars, 603 bdls bar iron, 22 bdls sheet iron; Thomson Bros 61 csks s ash, 26 csks c lime; Bertram&co 28 bars iron 5 kegs rivets; A Hope &co 408 bdls bar iron; S Shepard&co 285 bxs tin plates, Canada Paper Co 30 cks China clay; A Hope&co 11 chains; 27 kegs chain; S May 1 cs ivory; A C Dallas 5 bds wire, 52 bdls bar iron; Order 8 cs; Rawbone Gun Co 1 cs cartridge shells; A C Leslie&co&co 200 tubes; D F Jones & co 75 bdls steels steel; A C Hope&co 214 lots iron wire; Crathern&Caverhill 286 bdls b iron; Kingston Car Works Co 1,326 bars iron; Order 800 sacks f f salt; Watnock&co 39 bdls, 35 bars steel; G Gale&Sons 24 bdls wire; Order 2,125 bars 884 bdls bar iron 20 bdls sheet iron; Elliot &co 19 bars zinc; 8 brls raw oil, 5 cs drugs; J Robertson&co 757 tubs; Drafton&M 4 csks; Order 10 bales, 233 chests tea.

Per steamship Erl King, Capt. J. D Christie, from London, Robrt Reford & co agents:—A Gennari & co 30 cases; Order 16 do; Order 50 cases; Order 11 cases; Order 15 brls; Order 50 bxs; Order 4 cases, Order 2 do; Order 25 bxs; Order 25 do; Order 1 case; Order 3 do; Order 4 do; Order 10 do; Order 5 do; Order 65 do; Order 50 do; Order 5 do; Order 17 do; Order 10 do; Order 9 do; Order 100 bxs; Order 2 do; Order 1 do; Order 9 cases; Order 5 do; G D Dawson 66 ckgs; John Hope & co 5 punch.; Copland & McLaren 50 casks; Magor Bros & co 4 cases; C H Binks & co 43 csks; B & S H Thompson 2 cases; Perrault & co 1 case; Herry Watson &co 6 cases; J & F P Currie&co 1 500 casks; H Morgan & co 1 case; Lyman, Sons &co 4 packages; Order 9 cases; Mr Stacey 2 cs; A Joyce 2 cs; W F Lewis & co 30 qr casks; Order 1200 cask 8 bales 20 cases; G Childs & co 3 cases; J M Douglas & co 1 case; J & P Dick 2 packages; Andrew Allan 5 packages; James Guest 3 cases; D Crawford 22 packages; Tiffin, Bros 58 boxes; Tees, Costigan & W 132 hf chsts tea; Kinlock, Lindsay & co 42 boxes; Wm Donahue 100 boxes; Tees, Costigan & W 159 pkgs; Order 49 boxes 59 packages; Glover & C Brais 1 case; Order 10 hampers; Lightbound Ralston 29 half chests; R Miller, Son & co 539 packages; Rev L P Tucker 2 cases; L Chaput, Fils & co 150 boxes; J E Mullin & co 100 boxes; N Qnintal 130 boxes; W Donahue 100 boxes; C J Bate &co 150 boxes; D C Brosseau 59 boxes; A Prevost& co boxes; J Hudon &co 300 boxes; Lyman, Sons & co 2 cases; Order 100 cases; John Hope & co 50 cases; Order 224 bales; Order 50 cs; do 76 casks bottled beer; Johnson, R &co 12 casks blacking; Ramsay, D&co 7 brls; T Robertson &co 10 cs; Johnson, R&co 6 cases; Tiffin Bros 22 bags; Perkins, L&co 100 cks; W H Schipfermann &Son 30 do; J Hope & co 100 do; Magor Bros &co 16 cs; Bourgeau, H&co 10 casks; Grand Trunk Railway 5 pkgs; Hodgson; S&co 6 cases; J Palmer & Sons 2 cs; B & S H Thompson 2 cs; Shaw & G 2 cs; Gault Bros & co 1 cs; De Zouche &co 1 cs; Grand Trunk Ry 4 cs; Sutherland, L &co 1 cs; Order 2 cs; Liggett & H 28 pkgs; Grand Trunk Ry 8 cs; A L C Merrill 1 bale; H Blackwell 1 cs; John Hope &co 2 cases; Gillespie, M&co 1 bale; Order 86 pckgs; Order 49 cs; Order 87 pkgs; Order 25 cs; Order 75 cs; Order 5 hdds; Order 15 qr casks; Order Order 150 cs; Order 80 pkgs; Order 100 cs; Order 10 pkgs; Order 5 hhds; Order 15 pkgs; Order 1000 pkgs; Order 100 cs; Order 30 cs; Order 55 pkgs; J C Mullin & co 380 do; Order 269 do; Order 55 cs; C H Binks &co 92 pkgs; Order 504 bales hemp; Canada Pacific Ry 1 pkg; J A Mathewson 15 pkgs; A Buntin &co 34 do; Robt Miller, Son &co 27 do; K Campbell &co 16 do; E Snelling 3 do; Order 30 tcs; John Forman 217 casks; J M Douglass&co 100 bags; G Childs &co 50 cases; Order 250 do; J Hope&co 2 do; J Bignold 1 pkg; Waite&co 250 chests tea; McLachlan Bros 1 cs; Canada Co Supply Ass 31 pkgs; Order 16 do; Lyman, Sons&co 8 do; J Rattray&co 23 csks; Order 120 bales; J &F Currie&co 450 casks; W Urquhart&co 35 pkgs; Lyman, Sons & co 1 cs; J Hope&co 1 bx; R Miller 1 cs; F King 1 do.

Through goods—O Chapman 2 cs; J Hope &co 2 cs; G H Gillard &co 5 brls; Order 50 do; A Bradford 1 cs; B Edwards 1 do; G Constable 1 do; G Coleman 1 cs; G S McConkey 1 do; H & M S Crothers 1 do; Mr Young 6 do: A G Ramsay 1 do; J Craig &co 2 rolls; J Lobb 50 cs; McKinnon & M 2 cs; Order 15 do 2 casks 10 cs 6 do; Lucas, P &co 18 pkgs; Order 115 cs 25 brls 20 cs; The C Harris Co 142 pkgs; Order 50 do. R Duncan &co 1 cs; E Adams &co 97 hf tea; Hon A Mackenzie 1 cs; Elliott &co hf pkgs; Lowden &co 1 cs; F Smith &co 10 do; Col Take 1 do; J G Cowan &co 10 chests tea; T Kinwear &co 100 bxs; G & Duncan Bros 34 pkgs; John Morison 43 bxs; Order 387 do; Sloan, J & M 136 pkgs; Warren Bros 23 hf; G, & Duncan Bros 58 do; Order 20 brls; Minto Bros 27 hf-chsts tea; W J Ramsay&co 50 bxs; Lyman Bros&co 3 pkgs; Govt Stationery Office 6 cs; Lyman Bros&co 6 pkgs; M W Davies 1 bale; Order 7 cs; T Edgar & Son 4 pkgs; Dupuis & P 5 cs; Hearn, McC& McN 1 cse; Duncan & D 3 do; G F Sproule 8 do; Buntin Bros&co 2 do; B & S H Thompson 2 bales; Brignall & Thompson 1 case; Hart&co 2 cs; Elliott&co 93 pkgs 20 ingots; J L Biggar 2 pkgs; John Morrison 50 bxs; Order 30 brls; L C Leonard 13 pkgs; Brown, B&co 25 bxs; Order 15 pkgs; Eby, B&co 274 do; D Robertson & Son 62 hf-chsts tea; Morgan Davis 34 do; Smith & K 183 do; Elliot&co 11 pkgs; H Watts&co 50 bags; Smith & M 20 pkgs; J Turner&co 5 csks; Smith & K 25 bags; Copp, C&co 39 pkgs; Order 286 pkgs; Order 39 brls; Order 95 pkgs; Order 17 cases; Elliott&co 7 pkgs; Order 2 cases; G Robertson&Son 11 pkgs; Bridgeport Organ co 1 case; J Lobb 25 half hhds; J&W P Dick 1 bale; F Smith&co 5 puncheons; W Kyle&co 1 case; F Smith&co 1 do; Kyle&co 1 do; G Gorrie&co 1 bale; Order 200 cases; Order 100 casks; Frank Smith&co 10 hhds; Order 15 pkgs; A Gunn&co 50 bales; G D Dawson&co 88 pkgs.

LACHINE CANAL.

Per barge Lancaster—R Simms & co 16,300 bush wheat

Barge Harvest—Order 15,000 bush wheat.

Barge Wheat Bin—Order 14,645 bush wheat; R Simms&co 5,973 bush wheat.

Barge Montreal—Order 18,271 bushels wheat.

Propellor Scotia—Order of Bank of Montreal 688,238 lbs wheat.

Propeller Argyle—W P Howland & co 11,000 bush wheat.

GRAND TRUNK EAST.

Ogilvie&co 2209 bush wheat; Z Lapierre 2 brls ashes; J C Sinton 12 do; Tees, C & W 2 do; Order 925 bxs cheese; Order 136 do; J L Grant 223 do; J O'Connors 126 do; M Hannan & co 294 do; A A Ayer &co 1065 do; A Hodgson & S 469 do; D Reise&co 150 brls pork; Irwin, Orr & co 166 do; Shaw Bros & do 200 rolls leather.

NORTH SHORE RAILWAY COMPANY.

M Lafortune 16 bush wheat; M Lafortune 14 bush oats; G Lafortune, 62 pkgs butter; M Lafortune, 5 do; M Piche 1 do; G Lafortune 16 bxs cheese; J A Clemont 1 do; A Poirier 1 roll leather; Beliveau Hotel 300 lbs tobacco; G Lafortune 2 dressed hogs; M Lafortune 1 do;

VERMONT JUNCTION.

Cor S M Co 1 cs; V. McBride&co 57 boxes lemons 10 brls; Hart&T 725 bags coco; K, Watson&co 5 flasks quicksilver 11 cs 7 bags drugs 2 kegs do; Mont Mfg Co 1 mach; R Miller&co 1 wheel; C Viger hf car hh goods; Merchants Mfg Co 40 bales cotton; E D Thunelin 6 pkgs hh goods; J Grenier&co 40 bales wadding; R Linton 20 do; Denoon&M 20 do; J G McKenzie&co 1 cs flannel; J Johnson &co 1 do; R Miller&co 1 do paper; B, McPherson&co 1 cs; J Eveleigh&co 1 brl shoes; T Doherty&co 40 bxs tea; T H Carter 1 cs; J W Tester&co 50 skins dates; K Edy&co 1 bx hware; Tiffin Bros 3 cs; W D Stroud 40 hf chests tea; J Taylor&B 2 pcs pipe; F&Workman 3 bxs bolts; P, Hersey&co 3 kegs do; S H Miller&co 5 bxs hware; Heney&L 1 cs do; C W Williams 4 cs; Butterfield&S 3 bxs; D Hatton&co 145 do fish; Heney&L 1 cs; R Mitchell&co 2 brls.

EXPORTS.

Per steamship Mississippi, 1,370, F B Bouchette, master, for Liverpool, D Torrance&co, agents—R Simms&co 16,328 bus wheat; Crane &Baird 11,088 do do; R Warren&co 22,509 do do; J M Bucknall&co 25 brls pot ash; R Dalglish 38 do do; H Dobell&co 63 do do; J C Sinton 12 do do; F H Warrington 549 bxs cheese; M Hannan&co 1,046 do do; A A Ayer&co 189 do do; Can Pac Ry 349 do do; Stroud Bros 40 do do; J Barry 139 brls apples; C&E Hart 81 do do; G Wait 18 do do; Johnston & Nimmo 11 6 do do; Vipond, McBride&co 100 do do; Anderson, McKenzie&co 8,439 pcs deals; G T Ry 1,663 bxs cheese, 36 brls apples, 83 pkgs bacon, 6 kegs tongues, 67 pkgs butter; D Torrance&co 707 bxs cheese, 198 head cattle, 250 sheep.

STATEMENT OF BANKS ACTING UNDER CHARTER,

For the months ending 31st of AUGUST, 1882, and 31st of JULY, 1882, according to the returns furnished by them to the Department of Finance.

CAPITAL. — LIABILITIES.

Columns (each for July and Aug.): Capital Authorized; Capital Subscribed; Capital Paid Up; Notes in Circulation; Dominion Government Deposits payable on Demand; Dominion Government Deposits payable after notice, or a fixed day; Dep. held as security for execution of Dom. Gov. contracts and for Insurance Companies; Provincial Government Deposits payable on Demand; Provincial Government Deposits payable after notice, or on a fixed day; Other Deposits payable on Demand; Other Deposits payable after notice, or on a fixed day; Loans from or Deposits made by other banks in Canada Unsecured; Due to other Banks in Canada; Due to other Banks or Agents in Foreign Countries; Due to other Banks or Agents in United Kingdom; Liabilities not included under foregoing Heads; Total Liabilities.

BANKS: ONTARIO. 1 Toronto; 2 Hamilton; 3 Commerce; 4 Dominion; 5 Ontario; 6 Standard; 7 Federal; 8 Ottawa; 9 Imperial. QUEBEC. 10 Montreal; 11 British North America; 12 Peuples; 13 Nationale; 14 Jacques Cartier; 15 Ville-Marie; 16 St. Jean; 17 St. Hyacinthe; 18 D'Hochelaga; 19 Eastern Townships; 20 Exchange Bank of Canada; 21 Molsons; 22 Merchants; 23 Mechanics; 24 Quebec; 25 Union. Total, Ontario and Quebec. NOVA SCOTIA. 26 Bank of Yarmouth; 27 Bank of Nova Scotia; 28 Ex. Bank of Yarmouth; 29 Merchants, Halifax; 30 People's B. Halifax; 31 Union Bank Halifax; 32 Bank Liverpool; 33 Pictou Bank; 34 Halifax Banking Co.; 35 Com. Bank, Windsor. NEW BRUNSWICK. 36 Bank of N. Brunswick; 37 Maritime Bank; 38 People's Bank; 39 St. Stephen's Bank. GRAND TOTAL.

	Capital Paid Up, Aug.
GRAND TOTAL	52,831,320

ASSETS.

Columns (each for July and Aug.): Specie; Dominion Notes; Notes and Cheques on other Banks; Balances due from Banks in Canada; Balances due from other Banks or Agents not in Canada; Bals. due from other Banks or Agents in U. Kingdom; Loans of all kinds; Notes and Bills Discounted, overdue and not specially secured; Other overdue debts not specially secured; Notes and other overdue debts secured; Real Estate the property of the Bank (other than the Bank Premises); Mortgage on Real Estate held by the Bank; Bank Premises; Other Assets not included under the foregoing heads; Total Assets; Liabilities direct and indirect of Directors; Average amount of specie held during the month; Average amount of Dominion Notes held during the month.

BANKS: ONTARIO. Toronto; Hamilton; Commerce; Dominion; Ontario; Standard; Federal; Ottawa; Imperial. QUEBEC. Montreal; B. N. A.; Peuples; Nationale; Jacq. Cartier; Ville-Marie; St. Jean; St. Hyacinthe; D'Hochelaga; E. Townships; Ex. B. of Can.; Molsons; Merchants; Mechanics; Quebec; Union. Total, Quebec and Ontario. NOVA SCOTIA. B. of Yarmouth; B. of N. S.; Ex. B. of Yar.; M'rchants H'fax; People's B. H'fax; Union B. H'fax; Bank Liverpool; Pictou Bank; H'fax B'king Co.; Com. B., Windsor. NEW BRUNSWICK. Bank of N. B.; Maritime Bank; People's Bank; St. Stephen's B'k. GRAND TOTAL.

Railways.

CENTRAL VERMONT AIR LINE.

Old Reliable Short Route.

Three Express Trains daily to New York with Pullman and Wagner Sleeping Cars attached. Two Express Trains daily to Boston with Pullman's Elegant Parlour and Sleeping Cars attached.

TRAINS LEAVE MONTREAL.

7.15 a.m.—Day Express for Troy, Albany, New York, Springfield, New London and Boston via Fitchburg. Also to Waterloo.

9.00 a.m.—Limited Express for Boston, Concord, Manchester, Nashua and Lowell, arriving in Boston at 7.00 p.m., and New York via W. R. Junction and Springfield at 10.30 p.m.

3.20 p. m.—For Waterloo and Magog.

3.20 p. m.—Night Express for New York, via Troy, arriving in New York at 6.45 the next morning.

6.30 p. m.—Night Express for Boston, via Lowell and Fitchburgh, and New York, via Springfield.

GOING NORTH.

The Night Express via Troy, leaves New York at 6.30 p.m., arriving in Montreal at 8.25 a.m.

Day Express leaves New York at 8.00 a.m., arriving in Montreal at 10.15 p.m.

Day Express leaves Boston, via Lowell at 9.00 a.m., arriving in Montreal at 7.20 p.m. Leaves Boston via Fitchburg, at 8.00 a.m., and Troy at 1.30 p.m: a.m., arriving in Montreal at 10.15 p.m.

Night Express leaves Boston at 7.00 p.m., via Lowell at 6 p.m., via Fitchburgh, and New York at 4.30 p.m., via Springfield, arriving in Montreal at 8.25 a.m:

For Tickets and Freight Rates, apply at Central Vermont Railroad Office, 136 St. James Street.

A. C. STONEGRAVE, Canadian Passenger Agent.
New York Office, 271 Broadway.
Boston Office, 260 Washington Street.
S. W. CUMMINGS, Gen'l. Passenger Agent
J. W. HOBART, General Supt.
July 13, 1882. 168

CANADIAN PACIFIC RAILWAY,

Eastern Division.

The Only Direct All-Rail Route TO OTTAWA,

The Capital of the Dominion,
And the Boundless Lumber Districts of the Upper Ottawa River,
THE GREAT SCENIC ROUTE OF CANADA.

Perfect Roadbed, Steel Rails, Iron Bridges, Elegant Coaches, Luxurious Parlor Cars and Quick Time, with an ever shifting Panorama of Lake, Mountain and River Scenery, render a trip over this road a perfect holiday excursion.

Leaving Montreal:

8.30 a.m.—Morning Fast Express with Parlor Car attached for the Celebrated Caledonia Springs, Ottawa, Pembroke, Mattawa and all points on the Upper Ottawa.

5.40 p.m.—Evening Lightning Express fo Ottawa, Brockville and all point West. Parlor Car for Ottawa and Sleeping Car for Toronto, Detroit and Chicago.

6.00 p.m.—Accommodation Train for St. Lin, St. Jerome, St. Eustache and all the other fashionable suburban Summer Resorts East of St. Jerome.

2.00 p.m.—Saturday Afternoon Express for the country to St. Rose, Lachute and intermediate stations.

The time given above leaving Montreal is from Hochelaga Depot. Ten minutes later from Mile End.

For Tickets, Rates, Seats in Parlor Cars Time Tables, and all information regarding passenger business, apply at the Company's Ticket Office

103 St. JAMES St.

GEO. W. HIBBARD, Asst. Gen. Pass. Agent.
W. C. VAN HORNE, Gen. Manager.
ARCHER BAKER, Gen. Supt.
Montreal, July 14, 1882 168

SOUTH-EASTERN RAILWAY —AND— MONTREAL & BOSTON AIR LINE

The only Line running through the White Mountains to Portland.

THE ONLY DIRECT AND BEST ROUTE —TO— WHITE MOUNTAINS

Concord, Manchester, Nashua, Lowell Worcester, Providence.

BOSTON,

and all points in NEW ENGLAND, also to the EASTERN TOWNSHIPS, NEWPORT, LAKE MEMPHREMAGOG, &c.

LEAVE MONTREAL.

9.00 a.m.—Day Express running through to Boston, with Parlor Car attached, stopping only at principal stations, also to Portland, with Parlor Car attached.

6.30 p.m.—Night Express, with Pullman Sleeper through to Boston.

5.00 p.m.—(Except Saturdays) Local Train Richford, Knowlton, Frelighsburg, Stanbridge and intermediate stations.

2.00 p.m.—(Saturdays only) Local Train to Newport, Knowlton and intermediate station

Passengers taking the 9 a.m. train arrive at Portland at 8.30 the same evening—passing through the Celebrated White Mountain Notch.

Elegant Parlor Cars on Day Trains between Montreal and Portland and Montreal and Boston and Pullman Palace Sleeping Cars on night trains between Montreal and Boston.

Night Express leaving at 6.30 p.m. will stop only at Chambly Canton, Marieville, West Farnham and Cowansville, between St. Lambert and Richford, except on Saturdays, when this train will stop at all stations.

Express Train arriving at 8.15 a.m. will stop daily at Richelieu, Chambly Canton and Chambly Basin.

ALL CARS AND TRAINS run between Bonaventure Station, Montreal, and Boston WITHOUT CHANGE. Baggage checked through to all principal points in NEW ENGLAND.

BAGGAGE PASSED BY THE CUSTOM AT BONAVENTURE STATION, thus saving all trouble to Passengers at the Boundary Line.

For Tickets apply to 202 St. James street Windsor Hotel and Bonaventure Station.

T. A. MACKINNON, Asst. Mgr.
BRADLEY BARLOW, Pres. & Gen. Mgr.
June 1 130

Delaware & Hudson Co's Railroads.

The Saratoga Line

—TO—

Saratoga, Troy, Albany, Boston, New York, Philadelphia,
AND ALL POINTS SOUTH AND EAST
28 Miles the Shortest Line between Montreal and New York.

Fast Trains leave Montreal:

7.15 a.m.—Day Express, "Wagner Drawing Room Car attached," for Saratoga, Troy and Albany, arriving in New York at 9.00 p.m.

3.20 p.m.—Night Express—Wagner's Elegant Sleeping Car run through to New York at 6.45 a.m. next morning. This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.20 a.m.

New York Through Mails and Express carried via this Line.

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

143 St. James Street, Montreal.

D. M. KENDRICK, General Pass'r Agent, Albany, N. Y.
CHAS. C. McFALL, Agent, Montreal
May 6

LOCAL NEWS.

By Request, the Pirates will be given at Nordheimer's Hall To-night.

FANCY trousering, very choice.—Robinson's.

THE harvest festival of the Church of the Redeemer, Cote St. Paul, in connection with the Church of St. James the Apostle, will be held this week.

THERE'S style and character in the suits made by L. Robinson. His makes are readily distinguishable for their artistic merit, while the prices are most reasonable.

VISITING GOVERNORS.—The visiting Governors to the Montreal General Hospital for the week commencing Monday, 25th September, will be Messrs. Alex. Ramsay and Walter Drake.

MESSRS. H. & A. Allen, have instructed Mr. Potter, auctioneer, to sell the fine Clyde built iron tug steamer "Rocket," and iron lighters "Cyclops" and "Vulcan" by auction on Thursday 5th October.

ST. GEORGE'S SOCIETY.—This Society intend giving a grand concert in the Queen's Hall on the 12th October next. Among the performers will be Mr. Tom Hurst, who is so well and favorably known in musical circles here.

PACE'S CUT PLUG TOBACCO is the only tobacco that gives satisfaction, and to get it pure and unadulterated you had better go to the Vice-Regal Tobacco Emporium. You can depend on the tobacco you buy there. After having bought it once you will always get it again.

APOLOGIES.—Mr. P. Lanctot, who caused somewhat of a sensation in the Circuit Court on Friday by insulting the presiding Judge and assaulting the crier, publicly apologized to the Hon. Justice Rainville on Saturday, who accepted his apology with a warning.

AN INVITATION.—I shall be pleased to show my fall and winter selection of suitings, trouserings, overcoatings, &c., to anyone calling, being sure they are superior to all others in variety and general excellence. L. Robinson, 31 Beaver Hall Terrace.

CATALOGUES for the sale of the library of Hugh Taylor, Esq., and the late Chief Justice Reid are now ready at our office, St. James street. A very good collection of greenhouse plants will be sold at the same time as the books on Wednesday. Shaw & Gowdey, auctioneers.

WOUNDED. — On Saturday afternoon Sergeant St. Pierre, of the Central Station, had to send for medical attendance for a man named Frederick Gilot who was brought to the station with a bad wound in his head. The doctor pronounced the wound not dangerous.

CANADA AND AUSTRALIA. — Mr. Wood, Commissioner of the Australian Government, has given a large order for railway supplies of various kinds, including two palace cars, fittings for railway shops, etc., to Montreal manufacturers. The order will amount to upwards of $70,000.

NOTICE. — The season at Caledonia Springs being now over for this year, all requiring the waters for medicinal or table use can be supplied by any of the principal grocers or by Gurd & Co., the bottlers, or by addressing orders direct to the Grand Hotel Company, Caledonia Springs or Ottawa.

REAL ESTATE.—Mr. Potter held a very successful Auction Sale on Saturday, of lots and lands situated at Calumet and Grenville, P. Q. The buyers were all residents of the above places. Considerable enthusiasm was manifested and the sale passed off very pleasantly. The sale was for the Estate of Cawt. Dawn, of England.

YOUTHFUL PRISONERS.—At the Police Court on Saturday morning three small lads, named respectively Thomas Lyons aged 8, Henry Hart aged 9, and Denis Murphy aged 6, were charged with shoplifting from the outside of the doors of the St. Joseph street dry goods stores. Sentence was suspended in their cases.

A JEWISH SERVICE.—The Jewish Day of Atonement was celebrated in the various Jewish Synagogues with impressive services. The feast ends the season of the solemn ten day's fast since the commencement of the Jewish new year. It is always observed with the strictest solemnity by the members of the Jewish fraternity.

A THOMPSON PIPE, or any other pipe is not much good unless you use good tobacco. A foul pipe is generally caused by the bad tobacco so often used. If you want to enjoy a good sweet smoke use Hyman's cut plug; it does not bite the tongue or parch the throat. We strongly recommend all smokers to try it. Sold only by S. Hyman, 308 Dotre Dame street.

BODY FOUND.—Early on Saturday morning Constable Boegnet, while on duty on Dorchester street, found the body of a newly born infant wrapped up in a newspaper and part of a woman's dress. The child had evidently been born quite recently and had probably lived only ten minutes after birth. The Coroner was notified and the body removed to the Morgue.

MONTREAL YACHT CLUB.—The annual ball of the Montreal Yacht Club took place at the Town Hall, Longueuil on Friday evening, and was a most successful affair. The hall was beautifully decorated for the occasion, and the best of music was provided for the dancers. Dancing was kept up with zest until three o'clock on Saturday morning, when there was a steamer waiting to bring them over to the city, all returning well satisfied with the success of the ball. This ball closed this season with the Montreal Yacht Club.

The St. George's Society intend giving a Grand Concert on Thursday, 12th October next, at the Queen's Hall, when Mr. Thomas Hurst, who was so favorably received at the last Concert, will again appear.

ELECTION OF OFFICERS.—The following gentlemen have been elected officers of the Societe des Artisans: President, Mr. Louis Archambault; Vice-Presidents, Messrs. A. Bourbonniere and F. E. Valois; Secretary-Treasurer, Mr. F. Hurtubise; Marshals, Messrs. F. Grondin and J. B. La montagne. Directors—Messrs. O. Frappier, S. Boucher, L. Demers, and J. Bourbonniere. Censors—Messrs. L. Lamontagne, P. Giguere and J. R. Savignac. Physicians—Drs. Lachapelle, Lamarche, and Dagenais.

PRESENTATION.—On Saturday evening the employes at the St. Lawreuce Hall presented Mr. T. Kenna, the room clerk, with a handsome silver water pitcher, bowl, goblet and tray, and fish knife and fork, on the occasion of his marriage with Miss McGrail, which takes place to-day. The present was accompanied by a beautifully illuminated address, to which Mr. Kenna, briefly but feelingly replied. Mr. Kenna was also presented with a silver tea service by some of his numerous friends, outside of the Hall and still another circle of friends presented him with a handsome silver epergne.

GIVING HIMSELF UP.—A man stating his name to be Joseph Fawkes walked into the Central Station and stated that he was a deserter from the British army and wished to give himself up to the authorities. His story was a strange and it may seem an incredulous one. He said he formerly belonged to 23rd Welsh Fusilieries, that in 1849 he deserted from them, but was recaptured, but that he again made his escape in 1856 and has never seen England since. Now, after 26 years have passed away, he steps into a Police Station in Montreal and gives himself into custody. The man was locked up to await examination before the Court to-day.

ACCUSED OF ROBBERY.—John McGuire, 55, of Ottawa; Patrick Clifford, 33, of Minnesota, and Francis M. Walsh, 33, of Louisiana, were brought before the Police Magistrate on Saturday on a charge of robbery. The complainant in the case is Thomas Wiseman, hotel-keeper, St Jean Baptiste Village, whose story was that the three men, who had been running sideshows during the Exhibition had been boarding at his hotel. Lately he missed a watch and chain, ear-rings, and other jewellery to the value of some $300. He at once suspected the accused, and had them arrested on suspicion. The men were searched, and $1,389 found on their person, but there was no trace of any jewellery. The accused were remanded.

THE "RICHELIEU" DISASTER.—The investigation into the cause of the fatal disaster to the steamer "Richelieu" is causing considerable interest and the efforts of Coroner Jones and Mr. C. P. Davidson, Q.C., acting for the Government, to have a thorough investigation made, are meeting with general approval. The Coroner, accompanied by Messrs. Chanteloup, Brush, Laurie and Champagne, went out to Lachine by the twelve o'clock train on Saturday and an inspection of the machinery was made. The funerals of the deceased took place on Saturday. The late Mr. Pierre Amyot was buried in the Cote des Neiges cemetery; Captain Duquette and young Richardson were interred at Chateauguay. The wounded are progressing favorably. The search for the body of the Captain's missing son was continued on Saturday but was not successful.

AN IMPORTANT DECISION.—Hon. Justice Rainville rendered judgment on Saturday morning in the case of Louis Beaudry *vs.* the Montreal Rolling Mills Company. The action was for arrears of wages, which the plaintiff claimed to be due him, but the Company pleaded that the rules of their establishment were that men intending to leave should give due notice beforehand and that as the plaintiff had not given such notice, he was not entitled to his wages. The Hon. Justice, in rendering judgment, said that it should be understood that employes could not deal lightly with their employers, and leave whenever they liked. If the rules of the establishment were not kept employes could not get any arrears of wages by means of the Courts. Much money had been lost by men leaving their work without giving notice, and employers and manufacturers must be protected. He would therefore dismiss the action, but without costs.

THE LATE MR. WILLIAM HARPER.—The many friends of Mr. William Harper, Secretary of the Road Department, will regret to hear of his death, which occurred at his residence in Montcalm street on Friday evening. Obliging and courteous in disposition, the deceased gentleman was one of the most popular officials in the employ of the Corporation. During his early life he took great interest in the volunteers, and served for several years in the Prince of Wales Rifles as Drum-Major. He went to the front with his regiment during the troubles of 1866 and 1870. For some time he was engaged on the staff of the Montreal *Gazette*, but relinguished a journalistic life about six years ago for the position of Secretary of the Road Department. The deceased gentlemen has been in poor health for some time past, and at the time of his death he had been absent from his post for several months, owing to the illness, which has just proved fatal. Before his health began to fail he was well-known in snow-shoe and lacrosse circles, and was an active member of the Montreal Lacrosse and Snow-Shoe Clubs. As a member of the Dominion Club he was winner for two years successively of the Tecumseh and Ottawa Challenge Cups, and several other prizes for one-mile and two-mile races. He was also a member of the Young Men's Christian Association.

THE MONTREAL HUNT CLUB.

BRILLIANT MEET AT THE KENNELS.

On Saturday last the master and members of the Montreal Hunt Club embraced the occasion on the opening of their new buildings at the Kennels to have a grand "meet" with the usual hunt breakfast. With the proverbial hospitality which animates all true crosscountry riders invitations were sent out to some two or three hundred ladies and gentlemen to join the members in their breakfast, inspect the additions to the Kennels and see the throw off of the hounds in the field. Nearly all those invited put in an appearance and were more than agreeably surprised at the sight which met their eyes. The buildings are situated just past Papineau road and are handsome brick structures. The main building is on the left as the gate is entered. Along its front is a large roomy piazza, from which the friends of the members can see the start out of the pack and the hunters. Entering the door the visitor finds himself in a large square and lofty hall, with oak pannelings. The fire-place is a regular old fashioned one, after Queen Anne style with brass dogs, and porcelain tiles at the back part, with sketches of hunting scenes painted on, the whole looking most picturesque and homelike. From the left the ball or banqueting room is entered, wherein the breakfast was held. This will seat comfortably 200 persons, and for a ball-room cannot be surpassed. It is very nearly square, lofty and very chaste in its simplicity. The only decoration about it is its oak wainscoating and moulding. To the right from the main hall are a small dining-room handsomely furnished with pictures and emblems of the chase, then from this the visitor is shown the oriental plunge bathroom all inlaid with white porcelain tiles, the borders set off in colours. Next to this are a few private rooms for the use of those members who go out over night in the cub hunting season. The whole suit of rooms are beautifully furnished and are a credit to the Club. In the basement are the caretaker's rooms most comfortably arranged. The main building is not yet completed, and we hear there is to be a billiard and reading room attached. Crossing the spacious courtyard one finds himself amidst the yelping hounds, lodged in houses that are kept so clean and sweet that only praise can be awarded to the keepers. The dogs and bitches have separate kennels and enclosed yards, the latter having solid composite bottoms. Everything has been provided which time and experience has shown to be necessary for the care and comfort of fox-hounds. Patent cooking machines and baths are there for these valuable animals. Facing the canine houses are stables, solidly built with the most perfect ventilation in every part. The flooring is concrete and the stalls roomy, the head part being inlaid with porcelain tiles. The health of the animals stabled there was easily seen in the clearness of their eyes and the glossiness of the coats. To the rear of the stables is the large court-yard for the exercising of the horses and used on meeting occasions for the carriages of visitors. The whole of the property is surrounded by a large wooden fence. Certainly those acquainted with the many disadvantages which lovers of fox-hunting have to encounter in this country were more than gratified at the pluck and energy which has overcome all obstacles and placed Montreal and the Dominion in possession of a first-class pack of hounds and kennels second to none on this continent. The trouble has been great and the expense heavy to accomplish this, and much of its success is due to the untiring efforts of the old master, Mr. John Crawford, a noble specimen of the daring cross country rider, Lt.-Col. Campbell, the present master, Lt.-Col. Whitehead, Messrs. Baumgarten, Hugh Paton, and about sixty of our leading citizens, whose love of the sport rose superior to all monetary considerations. This noble British pastime has a facination about it, before which yachting, racing, and all other sports pale. For centuries it has held the lead in the motherland, and has been the grand training school for all of England's boldest and most dashing cavalry leaders. Wellington so loved the chase with the hounds, that even amidst the anxieties and dangers of a hard campaign in Spain, he had a pack sent out to him and with his officers regularly hunted, in sight at times of the enemy. We congratulate the Montreal Club upon now being in such a position as to have the "meets" with regularity and comfort and on being able to give a hearty welcome to any huntsman from the other side the Atlantic. True the runs here are not so exciting as in the old country, for Renard soon gets to cover, but a few years from now the brush will be pretty well cleared away and then longer runs will be in order.

THE BREAKFAST.

About half-past nine the guests bidden to the "meet" began to arrive in all kinds of rigs, and about ten o'clock there were no less than 250 present. Mrs. J. R. Hutchins received the guests on behalf of the Club. There was a good sprinkling of "pinks and cords," which with the handsome costume of the ladies made the scene a pretty one. The morning was bright and clear, just the one for a "hunting morn" and everybody took advantage of it. Among the lady equestrians we noticed Misses Sweetapple, Ogilvie, Angus, Arnton, Bethune and Mrs. G. Stephen. The breakfast was an excellent one, and did infinite credit to the taste and judgment of Messrs. Hall & Scott, the caterers on the occasion. The gentlemen of the Hunt with the master looked after the guests, and not until everyone was seated and served did one of them look to his own comfort. The *menu* was all that a most critical connoisseur could wish for, and was in every essential a hunt breakfast. The tables were beautifully decorated with smilax and choice hot-house plants, and presented a lovely appearance. The following is a list of the invited guests, nearly all of whom were present:—

Mr and Mrs John Allan, of Boston, Sir Hugh and the Misses Allan, Mr Andrew Allan, Mr William Allan, Mr James Allan, Mr Andrew Allan, jr., Mr and Mrs Alex Allan, Hon J J C Abbott, Mrs Abbott, the Misses Abbott, Mr Robert Archer, Mr and Mrs G D Ansley.

Mrs Blackwood, Mr, Mrs and the Misses Bowen, His Worship Mayor Beaudry, Mr and Mrs A Boyer, Hon Louis and Mrs Beaubien, Mr and Mrs H Baby, Miss Baby, Mr Burrows, Hon Mr Bouchie, Mr and Mrs Edmund Barnard, Mr and Mrs E T Brooks, Miss Brooks, Mr Alfred Brown, Mr and Mrs L A Boyer, Mr and Mrs W D Bentley, Mr and Mrs R Beaufield, Lieut-Col and Mrs Bond.

Mr Arch Campbell, Mr Bruce Campbell, Mr Colin Campbell, Mr & Mrs E S Clouston, Mr Chas Clouston, Mr & Mrs J P Cox, Mr Copeland (Toronto), Mr and Mrs Chas Cassils, Mr, Mrs and Miss Crathern, Hon Judge and Mrs Chambers, Mr Selkirk Cross.

Mr F W David, Mr D Ducharme, Mr H Dorion, the Misses Dorion, Miss Donner, Mrs and the Misses Dow, Mr and Mrs Dennistoun, Mr and Mrs F G Desrivieres, Miss Drummond, Mr N M Delisle, Mr and the Misses Doucet, Mr E King-Dods, Mr and Mrs C P Davidson, Sir A A Dorion, the Misses Dorion, Mr W J Dundas.

Mr Wm Evans, the Misses Evans.

Mr and Mrs Anthony Force.

Mr and Mrs M H Gault, the Misses Gault, Mr, Mrs and the Misses Gillespie, Ald and Mrs Grenier, Mr and Mrs Jas Alex Gordon, Mr Frank Hilton Green, Mr, Mrs and the Misses Greenshields, Mr and Mrs E B Greenshields, Mr and Mrs C A Geoffrion, Mr and Mrs Robt Gault.

Mr and Mrs Geo Hamilton, Mr and Mrs Philip Holland, Mr R and the Misses Hubert, Mr Wm Holland, Mr F C Henshaw, Mr and Mrs Hutchinson, Mrs and Mrs E P Hannaford, Mrs Howe, Mr and Mrs Holden, Mrs Harvey, Miss Gertrude Harwood (Vaudreuil).

Mr and Mrs H R Ives, the Misses Ives.

Mr and Mrs J H Joseph, the Misses Joseph, Mr Jeantars.

Mr, Mrs and the Misses Killy.

Mr and Mrs Fred Lyman, Mr Chas Lamothe, Mr and Mrs G Lamothe, the Misses Lamothe, Mr E Laframboise, Miss Laframboise, Mr and Mrs John Lithgow, Capt. and Mrs Laurence, Mr. Laurence, Mr and Mrs D Law, Miss Law, Baron and Baroness de Longueuil, Mr Laird, Hon R Laflamme, Q. C., Miss Langlois.

Mr and Mrs G H Mathews, Hon D A Macdonald, the Misses Macdonald, Mr and Mrs Duncan McIntyre, Mr Frank May, Mr Mrs and the Misses Magor, Mr H V Meredith, Mr and Mrs D Lorn Macdougall, the Misses Macdougall, Mr and Mrs Hartland Macdougall, Mr and Mrs John Macdougall, Mr and Mrs Geo E Marler, Mr and Mrs W de M. Marler, Hon Peter Mitchell, Mr and Mrs J G McLennan, Mrs Joseph May, Miss May, Mr W Murray, (Toronto), Mr Jas Marshall, Mr T R Marshall, Mr Chas Meredith, Mr and Mrs Leonard Marler, Mr Frank McLennan, Mr W McLennan, Mr C Mackenzie, Mrs Mercer, Mr R D McGibbon, Dr Mills, (New York); Mr John Nelson, jr.

Miss O'Brien, Mr, Mrs and Miss Odell, Mr and Mrs L S Olivier, Mr and Mrs J K Oswald, Mr A Prevost, Miss Prevost, Mr Pangman, Mr Panneton, Mr, Mrs and Miss Paton (Sherbrooke), Mr and Mrs A T Patterson, Miss Patterson, Mr Robt Patterson, Mr Alex Patterson, Mr and Mrs P A Peterson, Mr and Mrs Peck, Mr, Mrs and Miss Porteous, Mr C O Perrault, Miss Perrault, Mr Louis Perrault, Mr and Mrs Pruyn, His Honor Lieut.-Governor Robitaille and Madame Robitaille, Hon. Thos and Mrs Ryan, Mr and Mrs M P Ryan, the Misses Ryan, Mr and Mrs Andrew Robertson, the Misses Robertson, Mr and Mrs Duncan Robertson, Miss Robertson, Mr and Mrs. Richardson, Mr and Mrs O T Richardson and the Misses Richardson (Quebec), Mr and Mrs Alexander Robertson, Miss de Rocheblave.

Mr and Mrs W J Spicer, Miss Spicer, Mr and Mrs P S Stevenson, the Misses Stephenson, Mr and Mrs A Smith, Toronto; Miss Symmess, Mr Philip Scott, the Misses Scott, Miss Smith, Mr and Mrs Russell Stephenson, Mr and Mrs James Stewart, Miss Stewart, Mrs Smyth, Mr and Mrs C F Smithers, the Misses Smithers, Mr and Mrs Wm Simpson, Hon Henry and Mrs Starnes, Mr Robt Smith, Mr and Mrs Chas Stimson, Mr and Mrs G W Stephens, Mr and Mrs Geo Stephen, Mr and Mrs L J Seargent, Mr and Mrs Frank Stephen, Mr A D Steele, Mr and Mrs Gordon Strathy, Hon Justice and Mrs Stuart, Miss Sicotte, Miss de Salaberry, Miss Sadlier, Mr and Mrs Chas Silly, Mrs and Miss Sweetapple, Mr and Mrs C F Sise, the Misses Sise, Mr and Mrs J Stephenson, Comte and Comtesse de Sesmaisons, Mr and Mrs Schwob, Capt Sheppard, A D C.

Mr and Mrs Joseph Tiffin, jr, Miss Tiffin, Hon J R Thibaudeau and Mrs Thibaudeau, Mr and Mrs F Wolferstan Thomas, Mr Alfred Thibaudeau, Mr L A Tilley, Mr and Mrs J Taylor, Capt Try-Davies, Mr S C Thomson.

Mr J T Vanneck.

Mr Jas R Wilson, Mr and Mrs R White, Mr and Mrs Thos White, Dr, Mrs and Miss Wheeler, Mr and Mrs W Wainwright, Mr and Mrs H Wallis, Col and Miss Wily, Miss Whitehead, Dr Wanless.

THE START.

About half-past eleven the old huntsman and his assistant whips, assembled the pack in the yard, and in cheery tones called to the hounds, who, with tails erect, clustered close round his hunter and moved out a merry lot for a day's enjoyment not only to themselves but others. The gentlemen of the club who intended following, soon began to mount their horses, and a fine lot they were, fit to go, some of them, for a man's life. We noticed "Allandale," "Xerxes," "Frank," "Tom," "Bluebelle," "Tearaway," "Barrister," "Forrester," "Birdcatcher," and others. The visitors followed the huntsmen and soon there was a long line of carriages, pedestrians, equestrians, following close on the heels of the pack. About two miles from the kennels, at the Beaver Meadows, the hounds massed in an old garden for a short time to allow all the members to come up and also the visitors to see the throw off. The sight was a most picturesque one and reminded us of Ronald Grant's few verses on "Tally-Ho! Hark away!"—

All firm in the saddle, we're waiting the sound
To ring through the covert and echo around;
The mare she is fretting, she longs for the fray,—
Yes, yes, 'tis the shout, Tally-ho! hark away!

One grip of the pigskin, one touch at her head,
And quick through the ruck of the field we have sped;
Neither brook, fence, nor bullfinch our course may delay,
She's over them all, Tally-ho! hark away!

Whoa, steady my girl, there's younger than you,
And if you would beat 'em you've something to do.
"Ware wire!" What a rasper! she takes is as play;
Hark forward, old girl, Tally-ho! hark away!

There's none other in it, we lead by a field,
And even the pick of the bunch have to yield.
We've run him to death, and we're fresh for next day,
To answer the shout, Tally-ho! hark away!

The field of huntsmen being all up, with only one lady to represent her sex, the horn was sounded and once the pack went for a covert a little to the east,—after beating round it for a quarter of an hour it was found that old Renard, had slipped out unnoticed and was hard near another covert before "Tally-ho" was raised, and then away went the pack with the field in full cry. Those on the roads and in carriages could now see nothing for a time, so thinking that the run was all the other way, the majority drove back to the city well pleased with their morning's trip. We have since learned that after a little hunting up, the hounds raised another fine fox, and after a smart run of nearly an hour, in which Renard doubled on the pack twice, they finally killed him in the open at Beaver Meadows at the end of the Petite Cote road. The field was well up, Miss Sweetapple showing well to the front. Mr. J. R. Hutchins secured the brush, and Mr. Alex. Strathy the pate. There were a few spills at the start, but both men and horses got home without any great damage. The next meeting, it is understood, will be next Saturday at Longue Point.

AMUSEMENTS.

ACADEMY OF MUSIC.

"A DAUGHTER OF THE NILE."

The above original drama will be produced on Tuesday evening by Miss Laura Don and her company. We observe that *Music and Drama* speaks of the piece and its presentation in the following terms:—A new creation is always a notable event. Something fresh from the human brain is always grateful to the human mind, and when a poetic vision comes before us, we should stop and prize it. Laura Don's play, "A Daughter of the Nile," is a new kind of composition, more a dramatic fantaisie than a drama, wfth a poetic, graceful vision in it, which, perhaps, even to the authoress herself, is an undefined, half-unrecognized creation. The construction of the play is not on severe dramatic principles, but has taken the license of a dramatic combination, which can only be characterized by the title of "Dramatic Fantaisie." The box office is now open at 264 St. James street.

THEATRE ROYAL.

BAKER AND FARRON.

The Baker and Farron Company concluded a successful engagement at the Royal on Saturday evening.

"FURNISHED ROOMS."

Smith's "Furnished Rooms" Company opens at the Theatre Royal in the above play this evening. The Providence *Press* speaks of it as follows:—"Every seat and every inch of standing room from which the stage can be seen was taken last evening, the attraction being C. H. Smith's "Furnished Rooms" Company. Our "Furnished Rooms" every one laughs heartily, and then wonders what he has been laughing at. The play is of the "Belle of the Kitchen" order. Miss Topsy Venn's "Raxana" was spiritedly given, and enabled her to display her charming soubrette powers to advantage. The entire company was exceedingly well balanced, each making a hit in her or his character."

NORDHEIMER'S HALL.

The New York Opera Company, which has appeared in various operas in Nordheimer's Hall during the past week with much success, have been induced to remain a few days longer. To-night they will present the "Pirates of Penzance," when there should be a good house.

PERSONAL.

Mr. Max G. Boehm, of New York, is at the Windsor.

Dr. W. D. Ross, of Pembina, is registered at the Windsor.

Mr. and Mrs. Rouguairol, of Paris, are guests at the Windsor.

Mr. J. de Navain, of Madrid, Spain, is stopping at the Windsor.

Mr. S. X. Cimon, M.P. for Charlevoix, is at the St. Lawrence Hall.

Hon. J. A. Mousseau, with Mrs. and Miss Mousseau, left for Quebec yesterday afternoon.

Mgr. Lorrain, the Bishop of Pontiac, has left for Pembroke, the Episcopal See of his new diocese.

Dr. Norman L. Snow, of Albany, and Dr. and Mrs. J. T. Warneck, of Atlanta, Ga., are at the Windsor.

Among the arrivals at the St. Lawrence Hall are Messrs. Robert Hay, Glasgow, Scotland; Geo. A. Wall, Henry Wall, E. H. Hammell, London, Eng.; Capt. Antrobus, Sherbrooke.

Rev. Abbe L. A. Marechal has been appointed Vicar-General of the Diocese of Montreal, succeeding Mgr. Lorrain, the recently appointed Bishop of Pontiac, who held the position of Vicar-General since the death of the late Father Moreau.

Dr. Webb, son-in-law of Mr. W. H. Vanderbilt, the New York millionaire, who has been staying at the Windsor Hotel during the past few days, left on Saturday morning for New York, travelling in the private Vanderbilt car, which was sent expressly to meet him.

Mr. George Jacob Holyoake, the eminent political economist and writer, with Miss Holyoake, of London, Eng., have arrived in the city, aud are stopping at the Windsor. Mr. Holyoake will lecture in the Synod Hall tomorrow evening on "Co-operation; a new Social force in Commerce and Morality."

Among the arrival at the Windsor are Messrs. J. D. Milne, C. D. Milne, Manchester, Eng.; F. H. Oddy, Bradford, Eng.; John E Gibbons, L. Waldron, Ireland; Alex. McEwan, Alfred Boys, J. Thorold Carter, London, Eng.; Mr. and Mrs. Andrew Hall, Mr. W. N. Hally, Scotland; Mrs. Jas. N. Robertson, Miss Robertson, Liverpool, Eng., Mr. and Mrs. Jos. Taylor, London, Eng.

LEGAL INTELLIGENCE.

COURT OF QUEEN'S BENCH — CROWN SIDE.

MONTREAL, September 23.

The Court opened this morning at ten o'clock.

Present—Chief Justice Sir A. A. Dorion. Mr. J. A. Ouimet, Q.C., M.P., representing the Crown.

THE POISONING CASE.

The case of Julie Boisvert, charged with poisoning the child of Telesphore Noel, was continued.

Dr. Filiatrault testified that he had carefully analysed the contents of the tin cup which had been given him for that purpose. He found the substance to consist of pure carbonate of soda, which is a strong corrosive poison. The contents of the tin, if applied to the tongue would act like a hot iron. The witness then described the appearance of the throat and mouth of the child after death, as it appeared to him when he made the *post mortem* examination. The tongue, throat and tharynx were badly burned. The external appearance of the child was good; it was of a good constitution. The burns in the mouth and throat were the result of the action of some corrosive substance, and could not have been caused by disease.

In cross-examination the witness stated that he did not know the medicine sold by Lamoureux, and could not tell what would be the result of a dose. The child had been taking Lamoureux's medicine for months without producing any bad results. He could not tell from the appearance of the burns what sort of a poison had caused them, but it must have been of a corrosive nature.

Dr. Fafard testified that at the request of Dr. Cleroux, he had visited the child, whom he found suffering from the effects of a corrosive poison. He then described the appearance of the body after death, corroborating the testimony of Drs. Cleroux and Filiatrault.

After the hearing of some further evidence, the Court took recess.

AFTERNOON SESSION.

The Court resumed at two o'clock, when Mr. Turgeon addressed the jury on behalf of the prisoner, and Mr. J. A. Ouimet for the Crown. The Chief Justice then charged the jury, who, after a short deliberation, returned a verdict of "Gilty of administering, with intent to commit murder, a certain poison unknown to the Jurors."

Patrick Canniff was brought to the bar and withdrew his plea of "not guilty" to a charge of felony, substituting therefor a plea of "guilty" to a charge of common assault on Daniel Gallery. The Chief Justice sentenced him to pay a fine of $10.

The Court then adjourned till Monday morning.

FOR novelties in fine overcoatings see Robinson's new stock.

SHAMROCKS VS. TORONTOS.

The Great Lacrosse Match of the Season.

THE SHAMROCKS VICTORIOUS

A Match Between the Garry Club and the Shamrocks Arranged for To-day.

Rarely before on any ground in this city we venture to say has such an assemblage of humanity been gathered together as that on the Shamrock Lacrosse Grounds on Saturday afternoon to witness what was expected to be the greatest sporting event of the season—the match between the Shamrocks and Torontos for the championship of the lacrosse field. The attendance was simply unparalleled. The grand stand was packed from end to end, so that another seat could not have been obtained at any price, and every inch of the high fence surrounding the field was occupied with spectators. But not even did it end here, for the roof of the refreshment booth and the top of the grand stand itself were lined with onlookers, while the space between the grand stand and field was crowded, and the back of the field contained not a few. The south side of the field was equally full, the space alloted to spectators being black with humanity from end to end. To estimate the number of persons that were present would have been difficult, but there must have been fully 7,000 people present. So great in fact was the crush that many had to be turned away from the gate. This vast assemblage of people, it is pleasing to state, were fully repaid for their attendance, for rarely in recent times has such a splendid exhibition of lacrosse been given in any field and the match was besides a very closely contested one lasting as it did for over two hours. There was no delay in commencing the match as there rarely is on the Shamrock grounds and shortly before 3.30, the hour announced for the match to commence, both teams appeared upon the field the champions in their merino and brown and the Western men in their blue and white. The weather at this time was cloudy but cool and very suitable for a game of lacrosse. The field was in rather slippery condition from the recent rain and here and there puddles of water remained. The teams as they came upon the field amid the cheers of the spectators looked remarkably well. The Shamrocks, it could be seen at a glance, were with one or two exceptions heavier than their opponents but both teams looked to be as they were in splendid condition. The teams were composed as follows:—

Shamrocks.—W. Kay, goal; F. Lally, point; J. Morton, cover point; T. Butler, C. J. Maguire, E. Hart, P. McKeown, centre; T. Meehan, P. J. Murphy, E. Kennedy, J. Heelan, M. Creegan. Captain, M. Polan.

Torontos.—Ross McKenzie, goal; W. Hubbell, point; Logan, coverpoint; W. Bonnell, F. W. Garvin, J. Garvin, F. Martin, centre; S. Struthers, W. Donaldson, S. Hughes, Smith, F. Hayes. Captain J. Massie.

The umpires chosen were Messrs. Harland Macdougall and W. L. Maltby and Dr W. G. Beers acted as referee. A better choice of a referee could not have been made, for Dr. Beers, with his intimate knowledge of lacrosse, performed his duties in an admirable fashion, giving satisfaction to all, while the umpires were equally fair and impartial.

THE FIRST GAME.

The Shamrocks won the toss and chose to play down the field. The match was started about 3.45, McKeown of the Shamrocks, and Martin of the Torontos, going to the face. The Shamrocks drew the ball and sent it up to home, where Heelan got it and took it in to the Toronto goal, around which playing centered for some minutes, the Torontos playing mostly on the defence. Heelan secured the ball several times and took a quick shot for goals, but Ross McKenzie, the goal-keeper, who proved throughout the match the stronghold of the Toronto team, was at his post, and sent the ball flying for the time being out of danger. In a few seconds it returned and a tussle ensued in front of the Toronto flags. McKenzie at last drew the ball and threw it down to centre field, where Hart, of the Shamrocks, caught it and attempted to run down field. He was closely followed, however, by a Toronto man, who finally overtook him, and securing the ball, sent it in the direction of the champions' goals. The ball travelled the length of the field several times, and a struggle ensued in front of the Toronto goals, in which Maguire and Logan took part. When the scrimmage had lasted a few minutes Logan called foul, which was allowed and the ball faced. Down it came directly to the Toronto goals, on which an assault took place. Time and time again shots were taken for the Toronto flags, but Ross McKenize was always ready and in every case saved the game from being taken sooner than it was by the champions. At last a determined onslaught on the goals took place, and Murphy securing the ball took a quick shot for goals and succeeded in sending the ball through after about 20 minutes' playing.

THE SECOND GAME

was started after a few minutes' rest. The ball went from the face down to the Shamrock goals, but was quickly got out of danger and sent flying up to the Toronto goals. Heelan secured it, but, acting in a rather slow manner, lost it, and a Toronto man securing the rubber sent it down the field, By a neat series of "tobies" the ball was gradually brought down to the Shamrock end. It immediately came back to centre, where a Toronto man again secured it and lobbed it into goals. A throw was taken for the flags, but missed, and the ball was sent up to the Toronto goals by Lally, who played a splendid game on the Shamrock defence. The play centered around the Toronto goal for some time. The irrepressible Ross McKenzie, however, at last got the rubber on his stick and sent it soaring down the field, Lally, the Shamrock cover point, who proved to be the Ross McKenzie of the Shamrock team, got it and after some fine dodging sent the ball by one of his magnificent long throws to centre field. Here Hart secured it, and, after showing some fine playing, sent it into the Toronto goal. Ross McKenzie again saved the game, and sent the ball flying down the field. The Toronto home worked rather slowly, but a shot was finally taken for goal, but was saved by the goal-keeper. Maguire got the ball, and a race took place between him and a Toronto man up the field, in which Maguire got the best of it, and sent the ball into the Toronto goals. Down it came again, but Lally, the stronghold of the Shamrocks, was ever ready, and amid cheers, sent the ball flying up the field. Time and again it came back, but Lally every time was sure to get it out of danger. The rubber next appeared on centre field where some fine playing was done by the Torontos and down it came again to the Shamrock flags for which a shot was taken but missed. The ball was quickly back around the Toronto goals, on which another onslaught was made by the Shamrocks. Ross McKenzie, however, a whole team in himself, was on the alert and though several desperate shots were taken for the flags he once more saved the game for the Torontos amid loud cheers. Butler next secured the ball and sent it somewhat wildly up the field, but it soon returned and Lally catching it made a splendid pitch up the field, where an equally splendid catch was made by Bonnell of the Torontos who played throughout a splendid game. The ball returned and a tussle ensuing around the Shamrock goal foul was claimed and the ball faced. The Shamrock man secured the ball and sent it flying out of danger up the field. Hubbell, of the Torontos, who as point played a particularly good game, secured it, and made a splendid run down the field, and lobed it into the Shamrock goals. Struthers caught, but acting in an over-confident manner, had it taken from him by Maguire, who sent it up the field again. Heelan securing it on the home, made a sharp throw for goals, but Ross McKenzie again saved the game, and sent the rubber out of danger. A tussle ensued behind the Shamrock goal, a foul was again claimed, and the ball faced. Butler got the rubber and sent it up to Hart on centre field, who sent it into home. Hubbell again got it out of danger, and it came to the Shamrock goals, around which a sharp struggle ensued, and Hayes, of the Torontos, securing the ball, sent it flying between the flags. Time, 20 minutes.

THIRD GAME.

This game was a short one, only lasting some eight minutes. The ball was taken by the Shamrocks right to the Toronto goals, for which several quick shots were taken but stopped by Ross McKenzie. Thrown from one to another the ball was taken out of danger from the Toronto flags. The ball having travelled the length of the field several times and game being more than once saved by McKenzie, a sharp struggle took place around the Toronto goals, and Creegan securing the ball sent it between the flags.

THE FOURTH GAME.

It was 5.15 when the fourth game was commenced, the Torontos again playing down field. The Shamrocks took the ball and sent it quickly up to the Toronto goal, but it came down into centre and a struggle ensued between Butler and one of the Torontos, Butler got the best of it and sent the rubber to the Toronto flags. Ross McKenzie secured it and put it out of danger by a long throw. It came back by a throw from Lally, and a struggle took place behind the goal, in which body-checking was the principal feature. Ross McKenzie, who previous to this had had it all his own way, was worsted and fell for once amid the cheers of the fickle multitude of spectators. Bonnell had the ball however and sent it down the field, Lally caught it and by a long throw sent the ball almost the length of the field. After some tussling the ball returned and a shot was taken for the champions' goals. Here some fine playing was shown by Kay, the Shamrock goal keeper, who after saving the game, followed the ball up, took it from one of the Torontos and sent it flying up the field. Another tussle ensued in front of the Toronto goals, but McKenzie saved the game again and the ball was soon seen in the vicinity of the Shamrock goal. A struggle taking place one of the Torontos called foul, which was allowed, and the ball again faced. The rubber came down again to the Shamrock goals. Butler, who, during the match, showed some of his old-time spirit on the field, got the ball, and passing a Toronto man, ran up the field with the rubber amid loud cheers. The ball returned again and again and Struthers took a shot for the Shamrock goals, but the ball was stopped by Morton. Here two unfortunate accidents took place. The ball went behind the goal and Kay, running for it, fell down and was accidentally struck by one of the Toronto men on the back of the head. Struthers, in running for the ball, at the same time, received a bad blow on the face. The two men, however, remained on the field and playing was resumed shortly afterwards. After a few minutes playing the ball returned to the Shamrock end of the field, and, after some quick playing, Donaldson, of the Toronto's, sent it between the flags, after about twenty-five minutes playing.

FIFTH GAME.

Each team had now two games. The playing on both sides had been very equal, and the excitement over which team would win the match became intense. The champions' admirers were fully confident in the result, and freely backed their friends. It was nearly six o'clock when the fifth game was started, and it was just beginning to grow dark. The game was short and decisive. The ball went from face to Butler, who sent it down to the Toronto goals, and Creegan receiving it took a quick shot, and the ball was sent between the poles in little less than a minute's playing. The result was greeted with loud cheers from the vast crowd of spectators, while the Shamrocks with another victory added to their long record cheered heartily for their worthy opponents' the cheers being as heartily returned.

THE MATCH AS A WHOLE.

It is seldom that such a fine match as the one of Saturday afternoon is witnessed. Both teams were in splendid condition and both seemingly equally determined to win or keep the championship. The Shamrocks were somewhat weakened by the omission of Daly and Greene from their list of players but their substitutes, taking everything into consideration, played well, and the team as a whole did splendidly. The strength of the Toronto team lay in great part in Ross McKenzie their well-known goal keeper. A tower of strength in himself, it was difficult to find a man to match him and time after time he saved the game for the Toronto's when it otherwise could have been more quickly scored by the Champion's. The Toronto's defence was very strong and they played well as a team. It is very pleasing to note that the match throughout was characterized by the best of feeling and entirely free from rough playing of any description. The accidents that did occur were to be deplored, but accidents are unavoidable. The games, rather strangely it may seem, were all taken down at the lower end of the field. The Western boys were warmly congratulated for their fine playing on all hands after the match and not the least warmly by the Shamrocks and their admirers. They left by Saturday evening's train for home.

A great deal of money changed hands on the match, the Torontos being heavily backed.

THE TORONTO'S DEPARTURE.

There was a large number of persons at the Bonaventure Depot on Saturday evening to witness the departure of the Western boys for home. The number included many members of the Shamrock Club. Previous to leaving of the train, friendly speeches were indulged in by both parties. Messrs. Edward Hanlan M. F. H. Quinn, Capt Polan, of the Shamrocks, Capt. Massie, of the Torontos, and Mr. Cox, of Toronto, speaking among others. The best of good feeling existed, and as the train left the Depot, the Torontos were given a hearty cheer from their many Montreal admirers, as the train steamed up the Torontos struck up "Auld Lang Syne." The Shamrocks will leave on Friday evening next for Toronto, where they will play their return match with the Torontos on Saturday, the 30th inst.

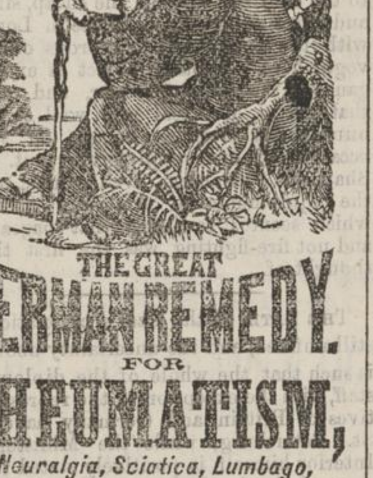
SHAMROCKS VS. GARRY CLUB, OF WINNIPEG.

The Garry Lacrosse Club, of Winnipeg, who are now on a visit to Montreal, have arranged to play a match this afternoon at 3.30 with the champions on the Shamrock Lacrosse Grounds. The Garry's are a fine looking lot of fellows, and from all appearances can handle the stick with credit. The names of the team are Messrs. W. H. Cullen, T. H. Walker, C. A. Grainger, J. H. Edmonson, J. B. Henderson, C. Henderson, C. A. B. Sheerwood, J. A. McNaughton, H. McMurty, Stuart Johnson, A Matthews, and Fred Crown. Captain, James Shea. The principal attraction of the Garry team's visit to Montreal will be their match with the Champions, where they will have an opportunity of meeting a first-class team and showing what they are worth. The game will doubtless be a fine one and well worthy of being sean.

Miscellaneous.

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THE GREAT GERMAN REMEDY. FOR RHEUMATISM,

Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals ST. JACOBS OIL as a *safe, sure, simple* and *cheap* External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.

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A victim of youthful imprudence causing Premature Decay, Nervous Debility, Lost Manhood, etc., having tried in vain every known remedy, has discovered a simple self cure, which he will send FREE to his fellow-sufferers, address J. H. REEVES, 43 Chatham St., N. Y.

For Sale or to Let.

FOR SALE,

That beautifully finished Cut Stone Front House No. 747 Dorchester Street 30x44. Four stories and basement; with an extention Dining-room. The whole in complete order; heated by furnace; range in kitchen, and all other modern improvements. Large Coach House and Stable. Lot 40x150. Lane in rear. The location is unexceptionable, looking upon Mr. J. H. Joseph's fine grounds in front, and the Mountain in rear. It is also in close proximity to the Dominion Park, Windsor Hotel, the Churches, Schools, and business portion of the City. A large portion of the purchase money can remain on the property at 6 per cent interest if desired.

For further particulars apply to O.W. STANTON, Real Estate Agent. 191 St. James Street.

September 18 du 223

TO LET,

A Large Airy Office,

CENTRE OF ST. JAMES ST.

First Floor,

Beautifully Decorated and Painted.

Rent moderate, including taxes and heating. Apply

169 St. James Street.

August 24 202

TO LET,

Nos. 253 and 255 on St. Antoine Street, West of Mountain. Both houses have been thoroughly painted and renovated. For a five years' lease nominal rent will be asked to next May.

Apply to
A. PREVOST & CO.,
266 and 268 St. Paul Street.

August 24 Tst 202

TO LET,

A STABLE, and Ground attached. Apply at No. 97 Upper St. Urbain Street. Rent low.

June 19. 145

TWO SHOPS TO LET

In Kingston, opposite Market Square, 33 feet x 16 feet 6 inches, with good cellars. One rear fire proof vault. Apply to

RAWDEN, & MACHAR,
Kingston.

April 19

FOR SALE.

In a good locality and good position in the East-End of the city, a small property with three frontages, forming the corner of Dorchester and Maisonneuve Streets and Munro Lane. Apply to J. McQUEEN, HERALD Office.

FOR SALE

COTTAGE, 46 FORT STREET, in fine order, containing eight apartments, bath-room and pantries; very easily heated. Situated in one of the healthiest streets of the city. Size of lot 21 x 122. Fruit trees in garden. Apply on premises.

May 30 130

FOR SALE.

Upon St. Antoine street, the dwelling houses known as Nos. 63, 65, 67 and 69 of said street, with large lot in rear.

Large lot, corner of Craig and Sanguinet streets, now occupied as a coal and lumber yard.

That handsome villa residence, formerly occupied by E. A. Dubois, Esq., with about forty acres of land; large cut-stone dwelling house, out-buildings, garden, etc. This desirable property is situated almost opposite "View Mount," the residence of the late Donald Ross, Esq. Title perfect. Terms easy. Apply to

G. R. S. DEBEAUJEU,
or to 196 St. Denis street.
E. C. MONK, Esq., Advocate,
182 St. James street.

February 5 31

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The subscriber offers for sale most desirable City and Country property, amounting in value to one Million Five Hundred Thousand Dollars ($1,500,000), which being too numerous to publicly particularize, intending purchasers are invited to call and examine the list. No Commission charged to purchasers.

Parties desiring to sell their property are respectfully requested to communicate with the undersigned, who will charge no Commission, or for Advertising if a sale is not effected.

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This important branch of the business where values vary from five cents to ten dollars and upwards per square foot, and where the giving or obtaining of even one cent per foot more or less may cause a loss or gain of several hundred dollars to the party concerned—cannot safely be engaged in by inexperienced parties or mere nominal agents. Therefore all valuations and other informations respecting this important business, emanating from this agency, will not be a matter of mere theory or supposition, but based upon hundreds of sales negotiated by the subscriber, and a careful record of all other changes in Real Estate that have taken place during the twenty years that he has devoted his sole attention to the business.

The undersigned is prepared to advance from $1,000 to $50,000 on first-class city property. Only first mortgages and perfect titles negotiated.

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REAL ESTATE AND FINANCIAL AGENCY.
207 St. James Street, Nordheimer's Hall

SUMMER, 1882.



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Popular Tourist Route

Between MONTREAL, CORNWALL, MASSENA SPRINGS, MORRISBURG, OGDENSBURG (opposite Prescott), MORRISTOWN (opposite Brockville), ALEXANDRIA BAY, THOUSAND ISLANDS, CLAYTON, NIAGARA FALLS, and all points West.

NEW AMERICAN LINE,

formed by the "Palace Steamers," operated by the St. Lawrence Steamboat Company, in connection and under special contract with Utica and Black River Railroad and the great four-track New York Central and Hudson River Railroad, running a special through Steamboat Express Train, with Wagner Palace Sleeping Cars, between Clayton, Niagara Falls, add all points West.

On and after JUNE 12th, Steamers of this Line will leave CANAL BASIN every MONDAY, WEDNESDAY and FRIDAY, and on and after JUNE 26th, daily (except Sunday), at 7 p.m., for all above-named Ports.

Far tickets apply to LEVE & ALDEN, 202 St. James Street, Montreal, and 28 St. Louis Street, Quebec, nearly opposite St. Louis Hotel; Patterson's Ticket Office, corner St. James and McGill Streets; and at the Windsor Hotel Ticket Office.

G. LEVE, Gen'l Pass. Agent. R. G. LUNT, Gen'l Manager

General Offices—181 ST. JAMES STREET.

June 9 mwf 137

The Montreal Herald.

MONDAY MORNING, SEPT. 25.

APPOINTMENTS.

Nordheimer's Hall—Performance at 8 p.m.

CONTENTS OF TO-DAY'S PAPER.

First Page—Marine Intelligence; Commercial Items; Financial; Produce and Provisions, etc.

Second Page—Commercial continued, and the Monthly Return of Banks, etc.

Third Page——Local News; The Montreal Hunt Club; Shamrocks vs. Torontos, etc.

Fourth Page—Editorial; Notes, etc.

Fifth Page—The Increased Subsidy, etc.

Sixth Page—Huntingdon—Chataugnay, etc.

Seventh Page—The Provincial Exhibition, etc.

Eighth Page—Telegraphic News, etc.

PASSENGERS

Per Allans steamship Peruvian, Captain Ritchie for Quebec, September 14:—Mr W D Ballantyne, Mrs Ballantyne, Mr T G Bell, Mrs Bell, Mr G E Bell, Mr O A E Blyberg, Mr John Booth, Mrs Booth, Lady Gertrude P Bouverie, Hon Rev B T Bouverie and maid, Mr E Bowen, Mr Burstall, Mrs Burstall, Miss T J Burstall, Miss E Burstall Miss A Burstall, Miss M K Burstall, Miss A Burstall, Master H Burstall and maid, Mr Wm A Carley, Miss S M Clark, Mr Alfred K Coles, Mrs Collins, Master W A Collins, Mr Colthurst, Mrs Crane, Surgeon Major C Douglas, Mrs Douglas, Master George Douglas, Master Lionel Douglas and maid, Mr A Faulkner, Mrs Faulkner, Capt Fawkes, R A, A D C, Miss Forsyth, Miss Freyschmidt, Major-General D J Gamble, Mrs Gamble, Mr Gill, Mr R P Gill, Mr James S Grieve, Master Wm T Hall, Mr T C Hollander, Mr Vaughan Hughes, Mr Wm J Ingram, Mr Kaiser, Mrs Kaiser and infant, Mrs A Kent and two children, Mr C H W King, Mrs Kingchurch, Miss Klempp, Mr A Leverett, Mrs Longley and 2 children, Mr J Mackett, Mr C A and Mrs Middleton, Miss Myers, Rev James F McClaren, Master Bryce McMaster, Miss May McMaster, Mr G Padmore, Mr L A Parkinson, Miss Paton, Mr R J Pentecost, Mrs Pentecost, Dr Pike, Mr John Poe, Mr V Prower, Mrs Robertson, Miss Robertson, Mr Geo A Ross, Miss Rule, Mr Gilbert Scott, Miss Scott, Miss Scott, Mrs C Selby, Mrs Matilda Selwyn, Mr Skavlem, Mr Tipper, Mrs Geo Wait, Miss A Wait, Mr F K Ward, Mrs Ward and child, Miss Webb, Mr W A Weeks, Mrs Weeks 96 cabin, 56 intermediate, and 299 steerage.

A POOR COUNTRY FOR RAILWAYS.

It seems absurd to put the mule into competition with the locomotive as a means of transportation, but that is how the question of railway developement in Mexico stands at present. The country has a foreign commerce of between $70,000,000 and $80,000,000. This is considerable, but hardly sufficient to justify the numerous projects which have been started. What are the prospects, it is asked, of a considerable expansion of this volume of trade? The view which a recent well informed magazine writer takes is not, in some respects, flattering. Climatic considerations are unfavorable to the settlement of large portions of the country, the greater part of which is now five to six thousand feet above the sea level, while most of the remainder skirts the coast, is very hot, and seldom, if ever, free from malarial disease. Three-fourths of the twenty millions of population are Indians, who cannot read, never sleep in a bed, or are accustomed to fare which, *per diem*, would, in point of cost, keep a New England horse alive. The propensity to revolution, in which the Mexicans take great delight, is named among the drawbacks to the railway progress of the country, as capital will naturally shrink from the risks to which such property is exposed when things are in a disturbed state. It is held that very little may be expected in the way of a copious white immigration consequent on the improved means of communication, for scarcely any land remains on which Europeans or natives of the northern part of this continent could settle, which would not require costly irrigation works. The people themselves are not wishful of greater facilities, and, as a rule, would rather take up every rail that has been laid between the City of Mexico and the American frontier than see any more placed down; out of all the millions expended already, it is doubted whether Mexicans have contributed $50,000. All these facts, if they are such, point directly to the conclusion that capital can find much more profitable scope for employment elsewhere than in Mexico, and especially in Mexican railways.

THE FORESTRY ASSOCIATION.

The late Convention of the American Forestry Association has not been long in bearing fruit which it is to be hoped will be much to the profit of this Province and of Canada generally. Its earliest and almost immediate result has been the organization of "The Forestry Association of the Province of Quebec," the object of which will be to secure the efficient protection of our standing forests; to promote the re-wooding of denuded districts, and to encourage the selection and cultivation of the most valuable kinds of forest trees that will suit our climate and circumstances. Members of the Association owning suitable land will be expected to engage annually to plant twenty-five forest trees, take care of them and furnish the Secretary with an annual report of their progress. It is proposed to establish branch societies in all the municipalities of the Province. The machinery of the organization is very simple as befits a body which is intended for work and not mere fuss and display.

HON. MR. AIKINS' APPOINTMENT.

Announcement is made of the appointment of the Hon. J. C. Aikens to the Lieut.-Governorship of Manitoba in succession to the Hon. Mr. Cauchon whose term expires on the 8th of next month. Mr. Aikins is of Irish parentage, but was born in Peel county, Ont., on the 30th of March, 1822. He entered public life in 1854, when he was elected to represent his native county in the Assembly of Canada, a seat which he retained until 1861. From 1862 to 1867 he sat for the Home Division in the Legislative Council, and on Confederation was called to the Senate. His first Cabinet position was that of Secretary of State under Sir John A. Macdonald, holding that portfolio from 1860 to 1873, and later on the return of the Conservatives to power. In November 1880 he took Mr. Baby's place at the head of the Department of Inland Revenue, resigning it in May of last year.

THE HUNTINGDON DEMONSTRATION.

The political pic-nic at Huntingdon on Saturday was a great success. The address of Hon. Edward Blake was listened to by about three thousand people, gathered from all parts of Huntingdon and Chateaugay counties. Mr. Blake's speech was clear, able, argumentative and convincing. The enthusiasm displayed by his hearers shows that the people of these fine agicultural counties appreciate the worth of Canada's leading statesman, a gentleman of unquestioned honor and integrity, and to whose name no scandal attaches. To the ladies of Huntingdon and the gentlemen forming the reception committee great credit is due for the admirable arrangements made for the occasion.

Under the heading "A New Departure" the Quebec *Chronicle* takes note of the following circumstance:—

It is a rare thing, unfortunately, for Quebec to have an ocean steamer coming to this port with a cargo entirely for Quebec, and loading her return cargo here without proceeding to Montreal. Such a thing has, however, occurred lately. The steamship "Circassia," from Cardiff, arrived here a few days since with a cargo of steel rails for the Lake St. John Railway. She discharged these here and then took in a cargo of deals, loaded by Messrs. Benson Bros., for Havre, so that her cargoes both ways consisted entirely of Quebec goods.

We would not say a word to disturb the complacency with which our contemporary regards the incident referred to, or to belittle what significance it may have as indicating a revival of Quebec's interests as a port. But will the *Chronicle* tell us on what grounds it bases its hopes outside the bare facts related? Surely there is nothing astonishing in a vessel freighted with steel rails ordered for the St. John Railway discharging at Quebec instead of bringing them all the way up the river to Montreal, whence they would have to be carried back, or in her taking on freight which was ready for her after having discharged. This cannot be all that has to be told us of this "new departure," and we would much like to be put in possession of what is being held back, and which justifies our contemporary in remarking:—"If our people had a little more confidence in themselves, and would work together with a will to develope the resources of the district, such instances of enterprise would not be of so rare occurrence. All honor, we say, to the spirited gentlemen who have shown us in this instance what Quebec enterprise can do."

Capt. Shaw, the head of the London Fire Brigade, has not minced matters when asked, during his extended tour on this side, to say what he thinks are the local and general defects of the Canadian and United States systems. He seems to have gone on the common-sense supposition that when his opinion was professedly asked it was that and not mere adulation that was looked for. Among the shortcomings which he has found on both sides of the line is extravagance of administration. He has repeatedly drawn attention to the contrast between the cheap, simple and effective appliances in use in London with the costly and cumbrous ones in vogue here. Another defect is extravagance in the use of water, and about that we in Montreal may well concern ourselves as there is danger on some occasions of our supply giving out. Mr. Shaw was outspoken, even caustic, as to the equipments of American firemen, which seemed to imply that pageantry and not fire-fighting was the first thing thought of.

The date of the Czar's coronation is still unfixed, and the uncertainty about it is such that the whole of the diplomatic staff, with the exception of the representatives of Britain and Germany, have left St. Petersburg, while the Minister of Interior himself is positively stated to be as much in the dark as any one else as to the day on which the pageant is to come off. The successive postponements are attributed to the extreme nervousness of the Empress who dreads the perils which will attend the crowning. It is not a fortunate circumstance that hosts of Nihilists are now awaiting their trials which will be conducted privately, and the results of which are not likely ever to be made known.

The death is announced of the Right Hon. Charles Stuart Aubrey Abbott, Baron Tenterden, Under Secretary of State for Foreign Affairs of Great Britain, an office whichhe has filled since 1873. He was a nephew of the second Lord Tenterden and grandson of the first lord, who was for many years Lord Chief-Justice of the Common Pleas and afterwards Chief-Justice of England. He was born in the year 1834.

The mails by SS. "Peruvian," of the Allan Line reached the city yesterday afternoon, and will be distributed this morning. Among her passengers are Mr. Gilbert Scott, the Misses Scott, and Mr. W. J. Ingram, of the Federal Bank here.

Our despatches from Halifax announce the probability of the "Charybdis" being sent to Bermuda. She might just as well, as she is of no use to us. It was an act of folly ever to have had anything to do with her.

Sir Edward Archibald, K. C. M. G., and Lady Archibald arrived on Friday on the "Adriatic." Sir Edward resumes his duties as British Consul-General at New York.

Mayor George Fraser, of Halifax, N.S., has been re-elected, and Councillors J. L. Mackintosh, Francis O'Connor and J. R. Graham have also been returned.

The first number of the *News*, a weekly to be published at Pictou, N.S., has been received. It is liberal in sentiment, and vigorous in spirit and tone.

Dr. Schultz has been called to the Senate. We think Sir John might have made a happier selection, but the Dr. may yet render himself useful.

William Richards has been convicted, at Sweetsburg, of the murder of Joseph Jackson, and will be hanged on the 24th November next.

Deacon William Richardson, of Brooklyn, has been expelled from Hanson Place Baptist Church, for questionable conduct.

Our readers will find the first of a series of letters on "Scotland As It Is," by Tam O'Shanter, in this morning's issue.

Seven colored and three white men were publicly flogged on Saturday by the sheriff of Newcastle, Del.

Saturday was the 20th anniversary of the entrance of Prince Bismarck to the Prussian Government.

SCOTLAND AS IT IS.

JOTTINGS OF A TOURIST.

Towards the close of June I found myself an unimportant particle in the great stream of tourists, which at that season annually inundate the Scottish metropolis. For some time previously I had been a resident of the "Green Isle," and was consequently looked upon and treated as a native of that now dubiously famous country. Askant glances and surreptitious manœuvring palpably indicated that while decorous and eminently courteous the Edinburgh folks have senses and faculties always on the alert; nor need I add that an Irishman is eyed much in the same manner that a man of war would watch a sloop suspected of privateering. It is not too much to say then I was the object of very marked and particular care. Any little display on my part of Hibernian characteristics elicited immediate and sometimes unique response. I am certain the people would not have been surprised at discovering a blunderbuss or bludgeon dangling under my coat tails—nay it would but have confirmed many preconceived ideas of my character. I might have dynamite concealed about my person, or a revolver with an infinite number of chambers showed away in a convenient pocket, or I might be a spy reconnoitring the castle with a view to its displacement, or graver still I might be the agent or instrument of Nihilistic or revolutionary purposes. Any or all of these are perfectly compatible with the Edinburgh conception of an Irishman. They apparently could comprehend that my visit was the outcome of motives the friendliest and most peaceable. They would hardly be convinced that I am concerned with myself only, that all the crowned personages in Europe, and all the landlords in Britain, the most exacting and tyrannical, might strut about without guard or escort quite in safety; that I live in the greatest dread of dynamite, have much too high a respect for my person to risk any such murderous agent in its proximity; and that as to revolvers any injury likely to arise from their use would infallibly be to myself as I have never been the owner of that class of firearms and consequently could not be a masher in their use. I found too that the peculiarly blighting effective principles and tenets of Fenianism and Socialism had succeeded in debarring the visitor to Edinburgh from examining one, at least, of the most interesting and historically important places in the world—I mean Edinburgh Castle. It is rumored that another of Edina's places of interest is also likely to be closed to the public, namely, Holywood Palace. I had on many previous occasions loitered amid the romance crowded halls and galleries and dungeons, and was not consequently in the position of a mere stranger; but who, whether stranger or not, that is familiar with British history, but would wish to ramble even for an hour in places that were once the cynosures of the world? The one witnessed the triumphs, the defeats, the infatuations, the brief joys and the prolonged sorrows of Scotland's beautiful Queen, Mary Stuart, at once perhaps the most beautiful and the most wretched Sovereign that ever lived or reigned. The other, secure on its mountain of rock, laughed to scorn many an attempt to wrest it from its sturdy Scottish holders. I regretted the urgent orders of the Government all the more, because the 42nd Royal Highlanders, the famous Perthshire "Black Watch," were quartered in the Castle, and as a Scottish Highlander I would fain have paid them a visit. But although I had many friends among them, I dared not have ventured, and they dared not have allowed me inside their precincts. Such circumstances, at all times exasperating, are doubly so when arising from the conduct of a few disloyal and crazed political tatterdemalions. If Mr. Gladstone's principle of bag and baggage were applied to Messrs. Parnell, Dillon & Co., and disturbers of the peace generally, even tourists and holiday-makers would be highly benefitted, not to speak of the advantage that would accrue to Great Britain, and I venture to add to Ireland. As matters stood then in that free, loyal and enlightened country called England, one could admire public buildings from a distance (and the distance must be very respectable), but vulgar curiosity could not be gratified by throwing the interiors open to inspection or even to view. But notwithstanding all these drawbacks, inimical as they are, Edinburgh is full of charms. Nature and art combined have made it the queen—at once the most picturesque and splendid city in the kingdom. It cannot, it is true, compare with either London or Glasgow in commerce, nor can it compare with either of those cities in degradation, dirt or smoke. It is pre-eminently select. Haughty, proud, cold to a degree. Supercilious in its notions, aristocratic in its tendencies, it is yet generous beyond measure when generosity is deserved, and has the rare tact of being fashionable without the glaring vapidness or impertinence generally accompanying fashion. Nor is it less remarkable externally than socially. Its streets laid out with chess-board regularity, its mingling of all the extant specimens of architecture from the Grecian to the Arabesque, its statues, its monuments, its public places of resort, the Forth fanning it with gentle breezes and Arthur's seat protecting it from storms. Prince's street, with all the wealth, the grandeur, the style, the refinement of Oxford or Regent streets, London, on one side; and, on the other, the magnificent gardens which find no parallel, or find it in the capital of France only. A few yards connect city and country, yet without a trace of incongruity.

It is something of a fine summer afternoon to witness the rank, the fashion, the beauty that frequent these gardens to hear the band and pipes of the Highlanders discourse military airs. These broad-shouldered, stalwart, handsome fellows, straight as rushes, with independence marked on every feature, carrying Scotia's national musical instrument, with ribbons flying and mounting gleaming in the sun, are, it is little wonder, prime favorites with the people. These are the colors that flaunted o'er many a red field of victory, these the sounds that roused to desperation Scotland's martial sons from Waterloo to Coomassie, that gave strength to arm and energy to limb in every quarter of the globe where England wanted men to fight. Great, however, as is the attraction of that portion of the city known as the "New Town," the old has far greater for me. What lover of song or story but has wandered in imagination through the narrow streets, the lanes and the alleys of the old town of Edinburgh. I visited an old and somewhat dilapidated quarter, which a decade less than a century ago was the gayest, the politest, the most learned and the most literary centre in the British Isles. When Burns and Blacklock and Blair and Adam Smith and Dugald Stewart led the intellectual world; and the elegant, the peerless, the all accomplished Duchess of Gordon led the fashionable. When wit and erudition came into genial contact with rank and wealth and these alieus found a common meeting place. And going farther along in the same direction I passed the house in which, at one time, dwelt one of the best known goddesses of song. I refer to Burns' Clarinda. Of all Burns' love affairs—and their number baffles computation—that with Clarinda was the most mysterious, the intensest, and withal the most characteristic of the poet—the only instance in which a soul kindred and congenial to his own came forth in the intensity of its passion to meet him and revelled in the depths of his sentiment and the gorgeousness of his genius. Clarinda was a poetess herself, was beautiful, was accomplished, was unfortunate—deserted by those whom law and nature bound to protect her—had fine sensibilities and keen appreciation; was not above the weakness of her sex for flattery; and what more was necessary to entrap the empyreal and ever wakeful fancy of Burns. There is nothing in the English language, with which I am acquainted, at all to be compared with Burns' letter to Clarinda that so thoroughly analyses the whole character and nature of love or that breathes a nobler, purer feeling. He has variously been accused of profligacy, drunkenness, irreligion, want of delicacy and true feeling, and to the superficial reader all these charges might not seem incorrect, but those who knew (or know from his writings) the heart of Burns, know how false the indictments are. But Burns was not the only Star in the intellectual firmament of the Modern Athens. Following him there came in quick succession a long array of names, any one of which was sufficient to shed a lustre on the literature of any country or any age. Adam Smith the founder of our political economy; Sir Walter Scott, the greatest novelist in our language, or perhaps in any language; Carlyle, about whom the world is yet so agitated, whose name is on every tongue, whose writings are quoted as axioms as infallibly as the Bible, the "wise man of the day," the fieriest literary brand of the nineteenth century; Macaulay, the prince of essayists, the most graphic of historians; Jeffrey, the slaying reviewer, who nearly annihilated Byron, the keenest critic and one of the most polished writers of the day; Sydney Smith, the moralist and humorist, the Dean Swift of Scotland, whose panky utterances gave amusement and instruction to millions; the terrible Brougham, whose thunderings in the *Edinburgh Review* silenced all opponents. But, why go on digressing? The list could scarcely be completed; besides, my purpose is to present Scotland as it is, not as it was. If my readers, therefore, have patience with me, in a proximate letter I shall take my subject more closely by the throat.

Tam O'Shanter.

DEATHS.

Harper—In this city, on the 22nd inst., William Harper, Secretary Road Department, aged 36 years.

Friends and acquaintances are respectfully invited to attend the funeral, from his late residence, No. 10 Montcalm street, to Mount Royal Cemetery, at 2.30 p.m., on Tuesday, the 26th inst. u

Amusements.

NORDHEIMER'S HALL.

TO-NIGHT,

THE NEW YORK COMIC OPERA COMPANY,

IN

Pirates of Penzance

TO-MORROW EVENING,

PINAFORE!

Box Plan at Nordheimer's.

September 25 229

New Advertisements.

MONEY TO LOAN

ON MORTGAGE.

Apply to

O. W. STANTON,

191 St. James Street.

September 18 1m 223

TRAVELLER,

To represent a well-established Dry Goods House on Grand Trunk, West of Stratford, Great Western main line, and Canada Southern. To a good man liberal inducements will be offered. Apply, in strict confidence, to Box 199, *Globe* Office, Toronto.

September 25 b 229

IN THE MATTER OF

LOUIS TOUCAS,

ST. ISIDORE.

Sealed Tenders, at so much on the dollar on the price set in the Inventory, will be received by the undersigned, at No. 20 DeBresolles Street, until 12 o'clock TUESDAY, 26th INST., for the purchase *en bloc* or separately of the following assets:

Dry Goods and Boots and Shoes, about	$ 3,845.39
Hardware, Crockery and Groceries, about	1,257.88
Shop Fixtures, Horse and carriage, about	484.20
Book Debts, about	3,206.21
Real Estate	3,150.00
	$11,943.68

If the tenders are not found satisfactory by the undersigned, the whole assets will be sold at auction at St. Isidore, at 12 o'clock, Thursday, the 28th inst. Price in either case to be paid cash or on terms with satisfactory security.

A. LAMARCHE,
A. DESCHAMP,
Trustees.

Montreal, Sept. 20, 1882 e 228

Marmalade and Sardines!

Just Received per SS. "OCEAN KING,"

A Consignment of

FRENCH SARDINES

AND OF

JOHN MOIR & SONS'

CELEBRATED MARMALADE.

Prices on application to

WM. DARLEY BENTLEY,

317 St. Paul Street, Montreal.

September 18 223

Amusements.

ACADEMY OF MUSIC.

HENRY THOMAS - - - Manager.

Tuesday Eve'g., Sept. 26,

Special Engagement for FIVE NIGHTS and SATURDAY MATINEE, of the Brilliant Comedienne, MISS

LAURA DON,

Who will appear (supported by an admirable Company) in her own original Romantic Comedy Drama,

A DAUGHTER OF THE NILE!

Transferred direct to the Academy of Music from the Stage of the Standard Theatre, New York.

Box plan open Saturday morning.

COMING WEEK—October 2nd.—J. W. COLLIER'S

LIGHTS O' LONDON COMPANY!

September 25 229

THEATRE ROYAL.

J. B. SPARROW, - - - Manager.

Four Nights Only and Saturday Matinee, Commencing

WEDNESDAY, SEPT. 27,

C. H. SMITH'S

Furnished Rooms Company,

HEADED BY THE FAVORITE SOUBRETTE

MISS TOPSY VENN,

In Scott Mabler's Master Work, in 4 Acts, the Funniest play ever written, entitled

FURNISHED ROOMS.

FUN, SONGS, MUSIC & LAUGHTER.

Popular prices. Seats at Prince's Music Store.

September 23. 228

Province of Quebec TURF CLUB.

Fall Meeting

TO TAKE PLACE AT THE

FASHION COURSE,

BLUE BONNETS, MONTREAL,

ON

Thursday and Saturday, Sept. 28 & 30.

STEWARDS:

CAPT. CAMPBELL, M.F.H.
JOSEPH HICKSON, Esq.
JAS. P. DAWES, Esq.
DR. CRAIK.
LIEUT.-COL. OUIMET.
E. T. BROOKS, Esq., M.P.
JOHN CRAWFORD, Esq.
H. S. MacDOUGALL, Esq.
JAS. O'BRIEN, Esq.
C. V. TEMPLE, Esq.
HUGH PATON, Esq.

JUDGE:

CAPT. CAMPBELL, M.F.H.

STARTER:

LIEUT.-COL. E. A. WHITEHEAD.

CLERK OF THE SCALES:

D. McEACHRAN, Esq.

FIRST DAY,

THURSDAY, SEPTEMBER 28TH.

No. 1.—"Maiden Plate," for a purse of $150—$125 to first horse; $25 to second horse. Maidens allowed (if three years), 5 lbs.; (if four years), 10 lbs.; (if five years or over), 14 lbs. Distance, one mile. Entrance, $7.50.

No. 2.—"Autumn Plate," purse of $250—$200 to first horse; $50 to second horse. For horses foaled and raised in the Dominion. Winners of Queen's Plates, 5 lbs. extra. Weight for age. Distance, two miles. Entrance, $15.

No. 3.—"Hurdle Race," for a purse of $200—$150 to first horse; $50 to second horse. Distance, two miles, over eight hurdles three feet six inches. Welter weights. Entrance, $10.

SECOND DAY,

SATURDAY, SEPTEMBER 30TH.

No. 4.—"Ladies' Purse," of $150—$125 to first horse; $25 to second horse. For horses the property of members of the Province of Quebec Turf Club. Welter weights for age. Gentlemen riders. Distance, one mile. Entrance, $7.50.

No. 5.—"Merchants' Plate," purse of $250—$200 to first horse; $50 to second horse. An open handicap. Distance, one and a half miles. Entrance, $12.50.

No. 6.—"Handicap Steeplechase" for a purse of $200—$150 to first horse; $50 to second horse. Distance, about three miles. Entrance, $10.00.

No. 7.—"Consolation Handicap." purse of $150—$90 to first horse; $40 to second horse; $20 to third horse. For horses that have run at this meeting and not won first or second money. Distance, one mile. Entrance, $5.00.

RULES AND REGULATIONS.

Three horses, *bona-fide* the property of different owners, to start, or only half the money to be given.

All riders must be dressed in proper Jockey Costume. Any rider appearing in wrong colors to be fined $5.00.

Mares and Geldings allowed 3 lbs.

All entries must be in writing, with the name, color, age, sex, sire and dame of horses, and colors of riders, addressed to the Secretary of the Province of Quebec Turf Club, at the St. Lawrence Hall, Montreal, on or before Monday, 25th September.

Handicaps will be declared after first day's racing.

Stewards' decisions to be final in all cases.

The races to be run under the American Jockey Club Rules.

Races commence each day at 2.30 p.m.

ADMISSION.

To the Course	$1.00
One-horse Carriage	.25
Two-horse Carriage	.50
Grand Stand Ticket	.50
Paddock Ticket	1.00

☞ Badges for the Meeting, admitting one gentleman and ladies accompanying him, to be had from the Stewards.—Price, $5.00,

HUGH PATON,
Hon. Treasurer.
DUNCAN ROBERTSON,
Secretary.

September 12. 218

ART ASSOCIATION

OF MONTREAL.

GALLERY of PAINTINGS, &c.

PHILLIPS SQUARE.

Admission—Gallery and Reading Room Free to Members and their Families. Non-Members, 25 cents to Gallery only.

SATURDAYS FREE.

September 25 229

New Advertisements.

IN STORE AND TO ARRIVE:

Sal Soda
Soda Ash
Bleaching Powder
Roll Sulphur
Flowers of Sulphur
Alum
Copperas
Sulphate of Copper
Borax
Bichromate of Potash
Dry Red Lead
T. D. Pipes

COTTON, CONNAL & CO.

39 St. Sacrament St.

MONTREAL.

September 23 228

DOMINION LINE



FIRST-CLASS PASSENGER SERVICE.

The fine new Iron Steamship "SARNIA," 3,850 tons, CAPTAIN LINDALL, is intended to sail from

QUEBEC for LIVERPOOL, 30th Sept., inst.

This very superior vessel is built with water tight compartments. Her Saloon and Staterooms are amidships, and she has been specially fitted for the accommodation of

First-class Passengers.

WITH EVERY MODERN IMPROVEMENT

No Live Stock Carried of any Description.

RATES OF PASSAGE FROM QUEBEC:

Cabin, $65 and $80, Return $117 and $144; Intermediate, $40; Steerage, $25.

DAVID TORRANCE & CO.,

Agents.

September 21. a-226



GRAND TRUNK RAILWAY COMPANY

OF CANADA.

Special Arrangement Saturday Night Express Train for the West.

COMMENCING ON SATURDAY, the 23rd of SEPTEMBER, and ON EVERY FOLLOWING SATURDAY, until further notice, the Express Train for the West will leave Montreal at 11 P.M. instead of at 10 P.M. On other days the train will leave at 10 P.M.

JOSEPH HICKSON,
General Manager.

Montreal, Sept. 20, 1882. b 226



GRAND TRUNK RAILWAY.

PROVINCIAL EXHIBITION, KINGSTON.

Return tickets to Kingston will be issued from G. T. R. stations between Montreal and Toronto inclusive at

SINGLE FARE

from the 13th to the 23rd September inclusive, good to return up to September 23rd.

The tickets will be good on regular passenger trains and passenger cars attached to train leaving Brockville at 7.15 a.m., arriving at Kingston 10.45 a.m. returning from Kingston at 5.00 p.m., arriving at Brockville at 9.30 p.m.

Also, Trains leaving Belleville 8.00 a.m., arriving at Kingston 11.20 a.m., returning from Kingston 5.55 p.m., arriving at Belleville 9.15 p.m.

Judges and exhibitors can obtain return tickets to Kingston at single fare from the 14th to the 23rd September, good to return to September 26th.

JOSEPH HICKSON,
General Manager.

Montreal, September 1, 1882 mt r 211

Assessments 1882!

NOTICE!

Notwithstanding any Alteration which may appear in the ACCOUNTS of the PRESENT YEAR, the term of the Assessment will be from

MAY to MAY, as heretofore.

JAMES F. D. BLACK,
City Treasurer.

City Hall,
Montreal, 21st Sept., 1882 m 227

Discount!

THREE PER CENT. DISCOUNT will be allowed on al Taxes and Assessments of the current year paid on or before the FIRST of OCTOBER, 1882, and TWO PER CENT. on all such Taxes and Assessments paid between first October and first November, 1882.

After that date interest will be charged. Parties requiring accounts will be furnished on application. By order.

JAMES F. D. BLACK,
City Treasurer.

Montreal, 14th Sept., 1882 db 221

BETTER THAN CO-OPERATION!

MR. GEORGE MORRIS

Has just left for Europe, and intends, on his return, to submit *direct* to the Retail Houses the products of the best makers in the world. MR. MORRIS thinks that Wholesale Houses so called are an incubus on the people, and help to lead many an honest tradesman to bankruptcy by pushing goods upon him at long dates and exorbitant prices.

MR. MORRIS will have specialties in **Silks, Feathers, Laces, Velvets, Velveteens, &c., &c.**

Those who wish to communicate with him will please address to GRAND MIDLAND HOTEL, St. Pancras, London.

MR. MORRIS hopes to return in six weeks, and his office will be in the

"HERALD" BLOCK,

VICTORIA SQUARE.

September 23 228

New Advertisements.

S. CARSLEY'S

FOR

KID GLOVES.

SILK HOSIERY.
SILK HOSIERY.
SILK HOSIERY.

S. CARSLEY'S FOR

SILK UNDERWEAR.
SILK UNDERWEAR.
SILK UNDERWEAR.

CORSETS.
CORSETS.
CORSETS.

S. CARSLEY'S FOR

WOOL UNDERWEAR.
WOOL UNDERWEAR.
WOOL UNDERWEAR.

CASHMERE HOSIERY.
CASHMERE HOSIERY.
CASHMERE HOSIERY.

SILKS! SILKS!

SILKS! SILKS!

One of the largest stocks of Silks and Satins on this Continent is at

S. CARSLEY,

MONTREAL.

SILKS! SILKS! SILKS!

All our Silks and Satins have the prices marked in plain figures, and will be found much cheaper than can be had elsewhere. This is well known by Montreal people, and strangers will find it out by comparing with other stores.

S. CARSLEY,

393, 395, 397, 399 NOTRE DAME STREET,

Montreal.

Clendinneng's Stoves

Ranges,

Furnaces,

ARE KNOWN TO BE THE BEST.

THE "LEADER,"

COOK, Has No Equal!

Some people are selling a *Shabby Imitation* of it.

THE "WINDSOR,"

HALL STOVE,

Looks well, but it has not as much **SHINE** on it as some others.

September 16 222

THE EXHIBITION!

VISIT W. J. CLARKE'S

BEAUTIFUL FANCY GOODS STORE,

Beaver Hall Square,

NEAR THE WINDSOR HOTEL.

The Grandest Display in the City!

BEAUTIFUL ALBUMS, PHOTOGRAPH FRAMES, &c.

The Cheapest Spot in the City.

September 19 224

PACE'S

Cut Plug Tobacco,

Fresh Cut

This Day.

In 1 lb. Tins or Loose.

AT

PHILIP HENRY'S.

134 ST. JAMES STREET.

September 25 229

WE MANUFACTURE BLANK BOOKS

On the premises, and respectfully solicit TRIAL ORDERS.

Satisfaction Guaranteed.

JAMES SUTHERLAND & CO.,

343 NOTRE DAME STREET,

Opposite Exchange and Quebec Banks.

September 25 229

SPECIAL NOTICE!

The SS. DESIRADE, will sail from MONTREAL direct for HAVRE (France),

On the 28th of September.

For passage, &c., apply to

WM. DARLEY BENTLEY,
317 St. Paul Street.

September 23 m 228

THE INCREASED SUBSIDY.

To the Editor of the MONTREAL HERALD.

SIR,—I read with pleasure your reply to the objections made by the *Gazette* to Mr. Mercier's proposal to demand an addition to the annual subsidy paid to this Province by the Federal Government. Notwithstanding the confident tone assumed by your contemporary, I suspect that he will find himself much mistaken if he imagines that the question will be got rid of in the summary way in which he would dispose of it. I believe on the contrary that it will be taken up by the whole of the Provinces, and that the claim will be urged, not as a favor but a right, and as a reparation of an injury done to all of them in the scheme of Confederation.

The injury which I conceive to have been done to the Provinces was this: When they resigned to the central Government the revenue derived from customs and excise, the consideration given in return was the yearly subsidy, which was intended to be an equivalent for what the Provinces surrendered. Before the Union every Province imposed and collected, the duties in question, and these duties were expended on local works, in completing which they had made no inconsiderable progress. I do not wish to undervalue the benefits conferred on us by the great measure of Confederation, but there can be no doubt that several of the Provinces, more especially the two greater Maritime Provinces, would to-day have more canals, railways, improved harbors, and the like, if they had retained their customs and excise revenue in their own hands, while their financial affairs would be in a far more flourishing condition. But this, of course, they could not do consistently with the federal system. That, however, is not the present question; the question is if the Provinces suffered injustice in the matter, and, if so, whether the injustice should be remedied? It ought not to be forgotten that the duties transferred to the Dominion were large in amount, that they would now be far larger had the Provinces continued to be separate and independent colonies, and that under Confederation they constitute the bulk of the Dominion revenue. It must be admitted, then, that the bargain was anything but fair and equitable as far as Provincial interests were concerned. In fact, had a transaction of the sort occurred between private individuals one of the parties would be considered to have acted fraudulently and the other foolishly.

I had written so far some days ago, but did not proceed with what more I had to say on finding that a new actor had appeared on the scene, in the person of the Premier of Quebec. Mr. Mousseau, it seems, agrees with Mr. Mercier on the question of the subsidy. He ought certainly to be an important ally in the cause; but *timeo danaos*, and the hon. gentleman's political antecedents, and the facts connected with his appointment to the position he now holds throw suspicion on his motives. When he, the appointed of the Dominion Premier, and the confidential organ here of the Federal and Provincial Governments take opposite sides in the subsidy controversy, what are we to think? Many persons declare that this is one of the links of an intrigue which is said to have been going on for some time in Ottawa, and of which we shall hear more by and by. But let that be as it may. The demand for an addition to the subsidy should stand on its own merits, which ought to secure its success. The Provinces which have been incessantly praying for an increase cannot well oppose the movement, otherwise they must confess that they have been asking for that to which they had no right, nor are the other Provinces likely to regard with disfavor a claim so just in itself, and which, if they should secure it, would be so manifestly advantageous to them. As you and Mr. Mercier have almost exhausted the other arguments in favor of his demand, it would be useless to repeat them here, and I shall only express the hope that you and he will persevere in keeping the subject of the subsidy before the public until the good work is happily accomplished. The benefit to the Provinces, above all to the Maritime Provinces and Quebec, will be very great, for the loss of the revenue handed over to the Federal Government was one of the worst evils that could have befallen them, and will continue to be so, if we do not change or modify the system. It will be said that we are placed in the same position as the United States in this matter. But the American constitution, though admirable in many respects, is not faultless, as is shown by the frequent amendments to it of late years, many of which are not in accordance with its provisions, as first promulgated. I am convinced, indeed, that both the United States and Canada would be gainers by the change I have ventured to suggest. Surely it will not be denied that a portion of the fifteen millions of surplus revenue which Sir Leonard Tilley tells us will soon fill the Federal coffers, would be better employed on local works by the respective provinces than by the Dominion Government. The Provinces know their own wants, and to what purposes the money ought to be applied, while the Dominion Ministry would most certainly act as they have usually acted, and divide the spoils among their supporters and favorites, whether individuals or constituencies. The important issue which Mr. Mercier has raised is, I feel assured, destined to become "a burning question" in Provincial or Federal politics. It is not without difficulties in various forms, but I see none that cannot be surmounted. It is, too, a measure which party tactics cannot direct or control to any material extent.

M.

Montreal, 23rd September.

THE STRANGER IN LONDON.—That the great city will ere long be hardly recognisable by its former denizens, all the world has heard. The visitor passing up the Thames now finds his eye gratified by the many handsome edifices recently erected. As he reaches the famous Victoria embankment, there rises over him on the right hand the new *Times* office, and on the left hand the new tower-crowned works of Messrs. JAMES EPPS & Co., both phases of Italian architecture. It may be said that these two buildings are types of the far-reaching business energy of the nineteenth century, for it has resulted from such means that these two establishments have brought themselves to the fore, and that the annual issue of each has come to be estimated by millions. During the last year, the number of copies of the *Times* issued is estimated at 16,276,000, while the number of packets of EPP'S COCOA sent off in the same period is computed at 14,749,695. The latter is a large total, when it is borne in mind that in 1830 the consumption of Cocoa throughout the whole kingdom was but 425,382 lbs., there then existing no preparation of it such as this, which by the simple addition of boiling water would yield a palatable drink. Truly time may be said to work many changes

ROOFS.

SPARHAM CEMENT ROOFS,
SLATE ROOFS.
GALVANIZED IRON ROOFS,
TIN ROOFS,
ROSIN CEMENT ROOFS,
GRAVEL ROOFS,
PUT ON BY
JOSEPH JAMES & CO.,
Corner Latour Street and Busby Lane.
September 20 225

Consignee Notices.

NOTICE TO CONSIGNEES.



The Ross London Line SS. ERL KING Capt. Christie, from London, is entered at Customs. Consignees will please pass their Entries without delay.
ROBERT REFORD & CO., Agents.
September 25 u 229

NOTICE TO CONSIGNEES.



The Dominion Line SS. QUEBEC, Capt. Gibson, from Liverpool, is entered at Customs. Consignees are requested to pass their entries without delay.
D. TORRANCE & CO., Agents.
September 25 m 229

NOTICE TO CONSIGNEES.



The Allans SS. LUCERNE, John Kerr, commander, from Glasgow, is entered at Customs. Consignees will please pass their Entries without delay.
H. & A. ALLAN, Agents.
September 22 m 227

Dividends---Meetings.

The Canadian Pacific Railway Company.

NOTICE.

The second half-yearly payment of interest on the Five per cent. First Mortgage Land Grant Bonds of the Company will be made on presentation of Coupons, on and after

The 2nd day of October next,

(the first day being Sunday) at the Offices of the Company, Place d'Armes Square, Montreal; or at the Office of Messrs. J. S. Kennedy & Co., Agents of the Company, 63 William Street, New York; or at the Office of the Company, Bartholomew House, London, England.
CHARLES DRINKWATER,
Secretary and Treasurer.
September 7 tst 10 214

THE
Richelieu & Ontario Navigation
COMPANY.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF
THREE PER CENT.
on the Capital Stock of this Company has been declared this day, and will be payable at the Company's Office here on and after the 1st OCTOBER next.

The Transfer Books will be closed from the 15th instant to the 1st of October proximo, both days inclusive.

By order.
J. N. BEAUDRY,
Secretary-Treasurer.
Montreal, 1st September, 1882 210

New Advertisements.

SALE BY LICITATION.

PUBLIC NOTICE IS HEREBY GIVEN that there will be sold to the highest bidder at the door of the church of St. Cyprien parish on MONDAY, the 25th SEPTEMBER INSTANT, at 11 O'CLOCK a.m.

1st—A lot of about six arpents in circumference situated at Napierville, with three houses, a flour mill with four sets of stones, a saw mill and a shingle mill, a manufactory of tweed and flannel, carding and pressing machines. These machines, which have been the property of the Hon. J. G. LAVIOLETTE can be worked by both water and steam.

2nd—All the machinery and accessories of the said mills and manufactories, including an engine of 70 horse power.

3rd—All the stock of the manufactories and mills, consisting of tweed and flannel of different qualities, grain, wood for fire and other uses, &c., &c., &c. Titles perfect.

For conditions of sale address Messrs. E. Bouchard and A. Merizzi, or to the undersigned notary.
A. BARETTE. N. P.
Napierville, 5th Sept., 1882. 25S 219

Canadian Pacific Railway Company.

1,000 LABORERS WANTED.

Messrs. SULLIVAN, MARPOLE & CO. having relinquished the work from Algoma Mills eastwards this Company requires 1,000 men to work on the first 100 miles east of that point during the coming winter.

After the 15th inst wages for good men will be as follows:—
$1.75 per day for men on earth work.
2.00 " " Rock men.
2.25 " " Carpenters.
2.00 " " and keep of teams and Teamsters for double teams.
Board, $3.50 per week.
Doctor's fee 25 cents per man per month.
Boarding masters and others will be furnished with supplies at reasonable rates.
Station work will be let on advantageous terms.

Apply to H. ABBOTT,
Manager of Construction, Algoma Mills.
Montreal, Sept. 11, 1882. de wfm 219

AMERICAN ASSOCIATION
For the Advancement of Science.

NOTICE.

Persons having claims against the Local Committee are requested to send them, duly certified, to Mr. Robert Moat, 13 Hospital street, on or before the 27th instant. Accounts will not be entertained if received after the date named.
September 20th, 1882. 226

YES! YOU CAN
GET SOME OF THE
FINEST FINISHED
Photos in Town
AT
MR. PARKS' STUDIO.
GO and TRY.
195½ ST. JAMES STREET, MONTREAL.
January17 14

Auction Sales.

BY THOMAS WALLS & SONS.

By THOMAS WALLS & SONS.

The Subscribers will hold their opening
FALL TRADE SALE,
at their Warerooms, 10 DeBRESOLES STREET, in Montreal,

On Wednesday and Thursday next, the 27th and 28th Instants,

And sell from the following consignments:

Ex "SARNIA":

The contents of 37 packages, consisting of Staple and Fancy Dry Goods, Winceys, Flannels, Blankets, Serges, &c.

Ex "SARDINIAN":

18 Bales of Presidents, Beavers, Pilots, Fancy Broad and Narrow Cloths, Scotch and English Tweeds, &c.

Ex "LUCERNE"

57 packages of Linen Goods, Frontings, Towels, Crashes, Silicias, Blacks, Colored and Printed Casbans, Pocketings, Canvases, Superfine Italians, &c. This offering is well worth the attention of Merchant Tailors.

Ex "GALLIA"

22 packages Superfine Worsteds, Suspenders, Serges, Blue and Colored Flannels, &c, &c.

And, on account of whom it may concern, we will sell from consignments, of Black and Colored Silks, Satins, Cashmeres, Canadian Tweed and Etoffes.

Also, in detail, a BANKRUPT STOCK of Merchant Tailors' Goods, comprising fine Tweeds, Overcoatings, Linings, Buttons, Braids, &c., estimated value $5,000.

Likewise, a consignment of Fur Coats, Persian Lamb Caps, Imitation Seals, &c. This offering will amount in value to over $75,000 (seventy-five thousand dollars), and will enable Country Merchants and Jobbers to buy good seasonable goods at their own price.

Country Merchants, whose purchases exceed $500, will be credited with their return fare.

Sale to commence on Wednesday morning at 10 o'clock sharp, and continued on Thursday at 2 p.m.

THOS. WALLS & SONS,
TRADE AUCTIONEERS.
228 Montreal and Toronto.

Thomas Walls & Sons.
Trade Auctioneers,
Toronto and Montreal.

—:o:—

Our next TRADE SALE at 10 DeBresolles street, Montreal, on

Wednesday and Thursday, September 27 and 28.

consisting of Fall and Winter DRY GOODS, Silks, Woollens and Miscellaneous goods.

And at our Warerooms, Toronto, on

Tuesday and Wednesday, 26th and 27th September.

A full assortment of seasonable Dry Goods, Linens, Silks, &c. Also, Boots and Shoes, straight lines.

Consignments Solicited. Advances made.

—:o:—

Thomas Walls & Sons,
Trade Auctioneers & Commission Merchants.
TORONTO AND MONTREAL. 227

New Advertisements.

JOHN HOPE & CO.,
MONTREAL,
Agents in Canada for
JOHN DE KUYPER & SON, Rotterdam.
MARTELL & CO., Cognac.
JULES ROBIN & CO., Cognac.
MOET & CHANDON, Epernay.
DEINHARD & CO., Coblenz.
BARTON & GUESTIER, Bordeaux.
M. MISA, Xeres de la Frontera.
COCKBURN, SMITHES & CO., Oporto.
MULLER & DARTHEZ, Tarragona.
FREDERIC VALLETTE, Marseilles.
E. & J. BURKE, Dublin.
PATTERSON & HIBBERT, London.
BULLOCH, LADE & CO., Glasgow.
WM. JAMESON & CO., Dublin.
CANTRELL & COCHRANE, Dublin.
&c., &c.

N. B.—ORDERS RECEIVED FROM THE WHOLESALE TRADE ONLY.

MAGOR BROS. & CO.

OFFER FOR SALE:

Brls. No. 1 CAPE BRETON HERRINGS
Hf-Brls. do do do
Brls. No. 1 SALMON
Brls. NEWFOUNDLAND A COD OIL
Brls. STEPHENS' DUNDEE SEAL OIL
Boxes BONELESS FISH
OFFICE
Corner Port and Common Sts.
September 8 215

GIBB & CO.
Being in Weekly Receipt of
Novelties
IN
Tailoring and Haberdashery.
Invite Inspection.
June 28 153

Portland Cement,
Fire Bricks,
Drain Pipes,
Roman Cement,
Water Lime.
W. & F. P. Currie & Co.
Grey Nun Street.
May 6 108

Auction Sales.

BY WM. H. ARNTON.

Stone Front Residence,
NO. 19 MILTON STBEET, CORNER LORNE AVENUE.

The above delightful residence will be sold BY AUCTION at my rooms, 91 St. James street, on

FRIDAY, 29th SEPTEMBER.

House is in perfect order; splendid brick shed; good yard; wide lane in rear. Key at my office.
WM. H. ARNTON,
228 Auctioneer.

DELIGHTFUL VILLA
For Sale by Auction.

The Subscriber is instructed to sell at his rooms on

FRIDAY, SEPTEMBER 29th,

One of the most desirable private residences now available within the city. It is situated on an elevation, which affords the combined advantages of the country and the city, within three minutes walk of Beaver Hall Hill and the heart of the city, being corner of Palace and Mansfield streets, in close proximity to the R. C. Bishop's Palace.

The house is solidly built, having cut-stone front and ends; also a back wing which connects with large wood-shed and lumber-room. Large yard and superior brick coach-house and stable containing five stalls.

Sale at ELEVEN o'clock.
WM. H. ARNTON,
228 Auctioneer.

ASSIGNEE'S SALE

OF VALUABLE REAL ESTATE situate on SHERBROOKE, DRUMMOND and MOUNTAIN STREETS.

Insolvent Act of 1875 and Amending Acts.

In the matter of HENRY MULHOLLAND, an Insolvent.

The undersigned Assignee will sell at the Sheriff's Office in the Court House, in the City of Montreal, on WEDNESDAY, the 27th day of SEPTEMBER, 1882, at TWELVE o'clock noon, the undersigned immoveable property belonging to the Estate of the said Insolvent, viz.:—

The following sub-division lots of lot No. 1,530 on the Official Plan and Book of Reference of the St. Antoine Ward of the said City of Montreal, viz.:

Sub-division lot No. 8, fronting on Drummond Street, containing 25 ft. by 130 ft. 3 in.

Sub-division lot No. 10, fronting on Mountain Street, containing 30 ft. by 130 ft. 3 in.

Sub-division lot No. 12, fronting on Sherbrooke Street, containing 116x 152 ft., with a two story stone house and outbuildings thereon erected.

Sub-division lots Nos. 13, 14, 15, 16 and 17, fronting on Sherbrooke Street, containing each 27x152 ft.

Sub-division lot No. 18, fronting on Sherbrooke Street, containing 28x152 ft.

All said measurements are English measure and more or less.

Each of said sub-division lots will be sold separately.

Plans may be seen and further information obtained on application at the office of the Assignee.

JOHN FAIR,
Assignee.
WM. H. ARNTON,
Auctioneer.
115 ST. FRANCOIS XAVIER STREET, Montreal, 28th August, 1882. } wfm 207

New Advertisements.

Dawson's Hand Book
FOR THE
CITY OF MONTREAL
And its Environs,
With a Plan of the City and a Geological Map of the Neighboring Country,
IS NOW PUBLISHED FOR SALE.
PRICE, 50 CENTS.

This Guide was originally prepared for the American Association for the Advancement of Science, and was considered by the Press to be the best which has yet been published.

DAWSON BROTHERS,
PUBLISHERS,
St. James Street.
September 16 222

J. & R. McLEA,
Offer For Sale:
Puns., Trcs. and Brls. Very Choice NEW CROP TRINIDAD MOLASSES.
Trcs. and Brls. Very Choice NEW CROP BARBADOES MOLASSES.
Brls. NEW COD OIL, direct from Newfoundland
500 Cases CANNED LOBSTERS, well-known Brands.
200 Cases CANNED MACKEREL.
Brls. THIN MESS, PRIME MESS and EXTRA PRIME PORK.
TO ARRIVE:
Brls. and Hf-brls. Prime Large Split SHORE HERRINGS.
Brls. COD LIVER OIL (Tessier's Brand), this season's make.

8 Common Street.
September 7 214

TO
STOVE
AND
Hardware Dealers.

Having recently started new and extensive works in the Town of Longueuil, we will be prepared this Fall to supply a line of Stoves of superior quality, and at such prices as will make it an inducement to open an account with us.

We have secured the Patent for the Magee "Ideal" Hall Stove, the "Art Box" and other desirable Stoves, descriptions of which will be forwarded on application to

H. R. IVES & CO.,
QUEEN STREET, Montreal.
August 12 192

PLATE GLASS
IN STOCK AND TO IMPORT.
B. & S. H. THOMPSON,
2 and 4 DEBRESOLLES STREET.

Auction Sales.

BY THOS. J. POTTER.

ALLAN LINE!

The well-known, double-engined Clyde-built iron tug steamer **"ROCKET."** Length 149 ft. 11 ins., breadth 25 ft. 1 in., depth 12 ft. 5 ins., with Cylinder 35 inches diameter and feet stroke.

ALSO,

The iron Lighter **"CYCLOPS,"** with a carrying capacity of about 21,000 bushels Grain, or about 560 tons dead weight.

AND

The iron Lighter **"VULCAN,"** with with a capacity of about 12,000 bushels Grain, or about 320 tons dead weight.

The whole, with their Stores and appurtenances, as they now lie at the

PORT OF SOREL,
will be sold by
PUBLIC AUCTION,
At TEN A.M.
On Thursday, the 5th October,
At the Auction Room of
THOMAS J. POTTER,
195 St. James St., Montreal.

TERMS:—One-third cash; balance in two equal annual instalments, with interest at six per cent.

H. & A. ALLAN,
Agents.
September 23 m 228

MOLASSES! FISH!

We are sellers, in car lots of

BARBADOES, ANTIGUA, NEVIS, CIENFUEGOS, } MOLASSES
COD, POLLOCK, HAKE, } DRY FISH.
MEDIUM SCALED, TUCK TAILS, } SMOKED FISH
No. 1 BAY SPLIT, No. 1 BAY GIBBED, No. 1 BAY ROUND, No. 1 SHELBURNE, } Pickled Fish

Wire us and we will Forwar Samples.

HARDING & HATHEWAY,
17 and 18 South Wharf,
ST. JOHN, N.B.
March 23

CANADA JUTE CO'Y,
(Limited),
MANUFACTURERS,



FLAX, LINEN, JUTE, COTTON, Various Qualities. TWINES. YARNS
BAGS. SACKS, Wool Packs BALE Covers Made to Order. Hop Sacking Hessians.
OFFICE AND WORKS:
62 and 64 COLLEGE STREET, MONTREAL.
July 26 3m 177

R. LAIDLAW & SON,
GLASGOW,
Water and Gas Engineers,
Iron and Brass Founders,
Manufacturers of Cast Iron Pipes,
Wet and Dry Gas Meters,
Street Wells, Hydrants,
Water and Gas Valves,
And all kinds of Gas and Water apparatus and Fittings.
Agents for the Dominion of Canada,
COX & GREEN.
July 28 179

DOW'S BREWERY,
CHABOILLEZ SQUARE.

Superior Pale and Brown Malt; India Pale and other Ales, Extra Double and Single Stout, in Wood and Bottle.

FAMILIES SUPPLIED.

The following bottlers only are authorized to use our labels, viz.:
Thos. J. Howard...546 Dorchester street.
Jos. Virtue..... 19 Aylmer street.
Thos. Ferguson.....162 St. Elizabeth st.
Wm. Bishop.....556 Ontario st.
Thos. Kinsella.....105 Colborne street.
ORDERS RECEIVED BY TELEPHONE.

WILLIAM DOW & CO.,
Brewers and Maltsters.
August 19 198

DAWES & CO.,
BREWERS AND MALTSTERS.

INDIA PALE AND XX MILD ALE.
EXTRA AND XXX STOUT PORTER.
(In WOOD and BOTTLE.)
Families supplied.
SAND PORTER, Quarts and Pints.

Office: 179 St. Bonaventure St
MONTREAL.
Orders received by Telephone.
September 16 222

JNO. H. R. MOLSON & BROS.
ALE AND PORTER BREWERS,
286 St. Mary Street,
MONTREAL,
Have always on hand the various kinds of
ALE AND PORTER,
IN WOOD AND BOTTLE.
Families Regularly Supplied.
ORDERS RECEIVED BY TELEPHONE.
May 2 24

CREEK WINES.
SANTE—Summer Wine.
BOUTZA—Sweet and Delicate.
ST. ELIE—Amontillado Character.
FREDERICK KINGSTON,
WINE MERCHANT,
25 HOSPITAL STREET.
July 15 169

Auction Sales.

BY SHAW & GOWDEY.

FRENCH AND ENGLISH LAW BOOKS,
WORKS ON ECCLESIASTICAL LAW AND GENERAL LITERATURE.

From the collection of Hugh Taylor, Esq., and late Chief Justice Reid.

Splendid collection of Greenhouse Plants and some Household Furniture. Sale by order Reid Taylor, Esq. (who is leaving for Europe), at our rooms, St. James street,

WEDNESDAY, 27th INST., AT 2 O'CLOCK.
SHAW & GOWDEY,
228 Auctioneers.

SALE OF STOVES

And GENERAL HOUSEHOLD EFFECTS, 2 good Pianos, one Cottage Upright; 2 splendid Billiard Tables, Balls and Cues complete; 4 Parlor Sets; 5 Bedroom Sets, and other goods. Sale at our rooms, 235 St. James Street,

Thursday Afternoon next, the 28th instant.
Sale at TWO o'clock.
229 SHAW & GOWDEY, Auctioneers.

COSTLY FURNITURE
By THOMSON,

STEINWAY GRAND PIANO, RICH CARPETS, MIRRORS, PICTURES, ORNAMENTS, CHINA, CUT CRYSTAL, &c.

We will sell at the residence, No. 747 Dorchester street, lately occupied by J. S. Hunter, by authority of O. W. STANTON, Esq., Guardian,

On Friday Next, the 29th September inst., the whole of the Elegant Furniture in

DRAWING ROOM:

Handsome pattern Axminster Carpets, with border to match, best British Plate Gilt Frames Mantel Mirrors, Consol Glasses with marble stands, magnificent Steinway Grand Piano, a splendid instrument (nearly new), Drawing Room Furniture with window seats to match, Chairs, Sofas, Vis-a-Vis, all different styles, Banner and Roll Back Chairs, Ebony Rockers, Ottomans, covered in rich Oriental Cashmere, rich Lace Curtains and Cornices, elegant Marble Mantel Clock, rich Ornaments, massive Bronze Gasaliers, Side Brackets, Globes, &c., Music Box, solid Rosewood Etagere, with Plate Glass Canterbury, Inlaid Ebony Escritoire, Water Colors by Earp, fine Engravings, Card Tables, beautiful Marble Figure on Stand, "Diana," (imported from Florence), exquisite Hand-painted China Vases and Ornaments.

DINING ROOM.

Handsome Richly Carved Oak Sideboard, Extension Table and fourteen Chairs in real Morocco (all good as new), Brussels Carpets, Mantel Mirror, Marble Clock (all the clocks are splendid timekeepers), Maroon, Rep and Lace Curtains, a few articles really good Plate, handsome Double Dinner Service, Breakfast, Desert and Tea Services, Finest Cut Glassware, Engravings, &c.

HALL STAND, Oilcloth and Furniture.

LIBRARY.

Very handsome Extension Wing Bookcase, in Walnut, Writing Table, Easy Chairs, Engravings.

The contents of about 9 BEDROOMS, furnished in THOMSON'S BEST STYLE (Walnut and Maple), Marble-top Chamber Suites, Plate Glass Front Wardrobes to match, all beautifully carved, best Wire Spring and Hair Matresses, Toiletware, Engravings, Lounges and Easy Chairs, Centennial Folding Bedsteads and Bedding, Brass Bedstead, Old 8-day Hall Clock.

The contents Servants' Rooms, Pantries and Kitchen Requisites.

The Furniture throughout by Thomson; all in splendid order; the most attractive sale which has taken place for years. On view Thursday afternoon, 2 to 5 o'clock.

Sale at TEN o'clock.
SHAW & GOWDEY,
229 Auctioneers.

Winnipeg!

Main Street Property.

A most eligible lot, 50 x 120 feet, in the CENTRAL PART OF MAIN ST., suitable for Bank, Warehouse and other business purposes.

Terms easy. Apply to
SHAW & GOWDEY, Montreal,
or, WALKER, STUART & CO.,
177 Winnipeg.

BY SCOTT, SUTHERLAND & CO.

SCOTT, SUTHERLAND & CO.,
AUCTIONEERS,
AND
COMMISSION MERCHANTS.
11 Front Street East, Toronto.

REFERENCES:—Imperial Bank; Messrs. Fulton & Michie, J. Fisken & Co., McMichael, Hoskin & Ogden.
C. N. SUTHERLAND.
C. C. TURNER.
August 14 193

RUTHERFORD & CO.
Land Brokers and Commission Agents,
3 Portage Avenue, Winnipeg,

Have FOR SALE 200,000 acres of splendid FARMING LANDS in Manitoba and the North-West,—60,000 acres *en bloc.*

Desirable Winnipeg Property always on hand

Loans Negotiated and Money Invested.
Lands and Timber Limits located throughout the country for Companies.
We also handle Properties for Non-residents.
July 21 6m 173

EXHIBITION WEEK
GRAND OPENING
OF
FALL AND WINTER CLOTHING
AT THE
BOSTON
ONE-PRICE CLOTHING HOUSE,
41 and 43 ST. JOSEPH STREET.
September 8 215

FOR SALE.
To Arrive in a few days,
200 BARRELS
NEWFOUNDLAND A COD OIL,
GRIEVES' BRAND.
ALSO,
100 Puns. Choice Barbadoes Molasses.
JOHN BAIRD & CO.,
No. 191 COMMISSIONERS STREET.
September 6 213

Auction Sales.

BY BENNING & BARSALOU.

EXTENSIVE SALE
OF
FALL AND WINTER
DRY GOODS,

The Subscribers will sell at their stores, Nos. 86 and 88 St. Peter Street, on

Wednesday, the 27th of September,

A complete and general assortment of DRY GOODS, suited to the Fall and Winter Trade.

ALSO,

Just Received on Special Account

73 Cases, consisting of Scarlet, White and Fancy Flannels, Worsted Coatings, Black Doeskins, W. E. Black Cloth, 6-4 Black Italians, Black and Slate Hollands, Canvas, Heavy Beavers, Presidents, Devons, Meltons, Naps, Black and Colored Cashmeres, Lustres, Winceys, French Merinos, Crape Cloth, Debeiges, Silk Velveteens, Black and Colored Velveteens, Black Satins, Fancy Flannel Shirts, Shawls, Cloth and Kid Gloves, Wool Hose, Winter Scarfs, Linen Handkerchiefs, and a full assortment of Smallwares.

AND

4 Cases Wool Beavers
7 Bales Pilots (Super.)
8 Cases A. W. Tweeds
2 do 6-4 Black Italians (Fine)
4 do 6-4 Coatings
7 do Winceys
3 do A.W. Black Cashmere
8 Bales Grey Cotton
3 Cases Cardigan Jackets
4 do Shirts and Drawers.
5 do Woollen Yarn
3 do Table Oilcloth
11 Bales White Blankets, assorted
5 do Bro Grey Blankets
23 Cases Ass'd. Hosiery and Smallwares
4 do Ladies' Corsets

LIKEWISE,

A complete assortment of Linen Goods, including 4 cases of Job Towels.

TOGETHER WITH

(For account of whom it may concern.)

A Bankrupt Stock of DRY GOODS, BOOTS AND SHOES, &c., well assorted, and good order, will be sold in lots to suit purchasers.

The whole without reserve.

Sale at TEN o'clock.
BENNING & BARSALOU,
229 Auctioneers.

Miscellaneous.

PIANOS FOR RENT
PIANOS FOR SALE
PIANOS REPAIRED
PIANOS EXCHANGED
PIANOS By Decker Brothers
PIANOS BY EMERSON
PIANOS By JAMES & HOLMSTROM
PIANOS By Stevenson & Co.
PIANOS 7 Octave, Rosewood, 5 years guarantee, for $250.
Organs by Mason & Hamlin
De ZOUCHE & CO.,
233 ST. JAMES STREET.
June 14 13

ROSENKRANZ
PIANOS,
Established 1797
AT
DRESDEN, GERMANY

Should be tried and examined by an one wanting te buy or exchange a Piano, as no more excellent Instrument, with regard to ACTION, TONE, TOUCH, FINISH and DURABILITY, can be procured on this Continent, while easiest terms, at EXCEEDINGLY LOW PRICES, with fullest guarantee as to STRUCTURAL SOLIDITY will be given.

CHARLES MARTIN.
SOLE AGENT.
Warerooms: ART GALLERY BUILDINGS, cor. St. Catherine Street and Philips's Square.
April 21 25

For the Hot Weather!
For the Cold Weather!
For any other Weather!



LYMAN'S
Standard Blue-Black Writing and Copy
INKS.
July 19 171

THE MONTREAL HERALD
AND DAILY COMMERCIAL GAZETTE, Printed and Published by the MONTREAL HERALD PRINTING AND PUBLISHING COMPANY
Communications to be addressed to JAMES STEWART, Managing Director, "Bonaventure Building," corner VICTORIA SQUARE and ST. JAMES STREET WEST, Montreal

HUNTINGDON--CHATEAUGUAY

The Borderers' Welcome to the Liberal Leader.

ENTHUSIASTIC RECEPTION

Addresses by Hon. Mr. Blake at Hemmingford and Huntingdon.

CHATEAUGUAY LARGELY REPRESENTED.

The Liberals of Napierville Send Hearty Greeting.

THE HEMMINGFORD MEETING.

When it was announced that Hon. Mr. Blake was to visit Huntingdon, arrangements were made by which he would be enabled to address the electors of the eastern section of the county at Hemmingford on the evening next previous to the the demonstration at Huntingdon. Hon. Mr. Blake arrived at Hemmingford from Montreal on Friday evening, and was received at the railway depot by Mr. Scriver, M.P., Dr. Glover and other leading residents of the villages and township. Though rain had been falling nearly all day, and at intervals for several days previous, though the night was cloudy and the roads muddy, the spacious Town Hall at Hemmingford was well filled by electors of the district, attracted by the desire to shake hands with the Liberal chieftain, and to hear his exposition of the political issues of the day. Mr. Scriver, M.P., was called to the chair, and paid a warm tribute to the high character and great abilities of Hon. Mr. Blake. Though in Ontario the Liberals esteemed it a great privilege to have Mr. Blake deliver one address in a single county, yet he had consented to address two meetngs in Huntingdon, and doubtless the handsome manner in which the people of this county had sustained the Liberals at the late election had caused Mr. Blake to readily consent to visit them and to thank them for their loyal support. Huntingdon was the banner Liberal county of the Province, and Hemmingford the banner Liberal township of the county. He had no doubt that every elector present would, after hearing Mr. Blake, go away strengthened in the Liberal faith, and encouraged to put forth still greater exertions on behalf of such a noble and patriotic cause.

Mr. J. J. Maclaren spoke at some length, confining his remarks chiefly to Provincial issues. At the late election the people of the noble county of Huntingdon had declared unmistakeably in favor of Liberal principles. The county had been flooded with noxious Conservative literature, but the electors were too intelligent and too patriotic to be deluded by such means. They heard both sides patiently and attentively, and gave their verdict in no uncertain terms. As to Provincial affairs, matters appeared to be going from bad to worse. Extravagance and corruption reigned supreme at Quebec, and there seemed no likelihood of improvement so long as our local rulers could procure any money to waste. The position of the Quebec Ministry was not unlike that of the small boy who, on being questioned regarding his progress in learnins his Catechism, replied that ne had "got past redemption and had turned over the leaf to sin." (Cheers and laughter.) The Government had imposed unjust taxes upon unfortunate litigants, and now proposed to levy tribute upon the banks, insurance companies and factories in order to "raise the wind" to enable them to continue their career of exiravagance. Of course these taxes really came out of the pockets of the general public, but *prima facie* it appeared that the wealthy corporations only were being taxed. Mr. Chapleau and his friends knew that they dare not tax the people directly, for then the tax payers would begin to inquire more rigidly as to the way in which their money was expended. There was no such word as economy in the Conservative vocabulary, and the party in power should not have an opportunity of expending more money than was necessary for the public service. The people should watch closly the course of affairs at Quebec, though there was very little probability that anyone would have the hardihood to pose in Huntingdon as a supporter of the Provineial Administration. (Cheers.)

Hon Mr. Blake, on rising, was loudly cheered. He began by expressing regret that the state of his voice would not permit of his speaking to them so long or so loudly, as he might wish. He felt very great pleasure in meeting the people of Hemmingford. He had long desired to visit the different rural sections of the Province of Quebec and but for the untimely and uncalled for dissolution of Parliament at the close of last session had intended take a tour through Québec Province during the late summer. However, owing to circumstances for which he was in no way responsible, the pleasure which he had promised himself of meeting the electors of other portions of the Province would have to be postponed for a short time. His long association with Mr. Scriver in Parliament had ripened into a warm friendship, and though he felt no anxiety as to the result of the late contest in this county, yet he felt a very great interest in that result,and Mr. Scriver's return by such a tremendous majority was a source of much gratification. He was before the people of Huntingdon as the leader of a defeated party, though it was not his purpose just now to enter at length into a discussion of the causes which led to that defeat. Parliament was supposed to mirror the popular sentimeni of the country but the fact was the Liberal strength in Parliament but poorly represented the strength of that party with the populace. This was the result of our defective system of representation. The Hon gentlemen then reviewed the unblushing inconsistencies of his opponents with respect to the questions of taxation, reciprocity and the surplus, and his pungent illustrations evoked hearty cheers. He also pointed out the evil results of the system of levying specific duties upon imports, by which those who were obliged to use coarser and cheaper goods were taxed in a much higher ratio than those who could afford to buy finer and more expensive wares. The governments' power of disbursement, he said, was enormous, but great as it was, it had notyet overtaken their power of taxation and collection and so they have a surplus (applause). This surplus was a great temptation to extravagance, and the people should apply to the management of state affairs a little of that homely wisdom which they were wont to apply to their ordinary business or household affairs. The taxpayers could have no greater security for an honest administration of their public affairs than a determination to pay no more taxes than the necessities of the country demanded. (Cheers.) He pointed out the necessity of extending our trade relations with foreign lands, a reform in the present constitution of the Senate, and an honest and equitable administration of our Dominion lands. The questions of public contracts, the civil service, and the general distribution of public patronage were also touched upon. He hoped this pleasant meeting would not be the end of his acquaintance with the people of Hemmingford, who should endeavor to promote the cause of Liberalism beyond the limits of their own county. It was the duty of those who were strong to help those who, however faithful, earnest and zealous they might be, were unable to accomplish much because of their inferiority of number. The conclusion of Mr. Blake's address was the signal for a great outburst of cheering and a vote of thanks to the hon. gentleman was passed unanimously amid much enthusiasm.

HUNTINGDON DEMONSTRATION.

On Saturday the Reformers of Hutningdon and Chateauguay turned out in force to welcome their honered Leader, Hon. Edward Blake. The demonstration was a magnificent one, and Mr. Blake must have carried away with him exceedingly pleasant recollections of his visit to the border county. Accompanied by Mr. Scriver M. P., and Mr. J. J. McLaren, Q.C., Mr. Blake reached Huntingdon about one o'clock, coming by way of Chateauguay, N.Y. The drive down the slope of the Adirondacks and across the boundaryline from Chateauguay was an exceedingly pleasunt one. At the thriving village of Athelstan a fine arch had been erected across the highway, bearing flags and the motte "Welcome to Athelstan." "For Queen and Country." Here a large delegation of electors in carriages were met, and a procession was formed, headed by the Huntingdon Cornet Band, an excellent organization, to escort the distinguished visitor to the county town, four miles distant. Owing to the constant rain of the previous days, the roads were somewhat muddy, but the ardor of the people of Huntingdon in the cause of Reform was not be suppressed by unfavorable circumstances. The weather which wore a threatening appearance in the morning, now cleared up, and the sun shone out bright and warm. The procession of carriages was fully three-fourths of a mile long, and hearty cheers were given as it passed important points *en route*. Arriving at Huntingdon the party were escorted to the County Fair Grounds. Both grounds and buildings had been tastefully prepared for the occasion by a committee of ladies and gentlemen, to whose energy and zeal the success of the demenstration is almost wholly due. In one of the buildings a sumptuous banquet had been prepared, while a neat pavilion, covered with evergreens, was erected for the speakers. The banquet was presided over by a number of Huntingdon ladies, among whom were Mrs. Watson, Miss Sellar, Mrs. Somerville, Mrs. Boyd, Mrs. Pringle, Mrs. Dunsmore, Mrs W S McLaren, Miss Watson, Mrs Sparrow, Miss Henderson and others. Over the main entrance to the grounds another splendid arch was erected, bearing several flags and a fine portrait of Hon. Edward Blake and surmounted by the motto "Huntingdon Welcomes You." The grand pavilion was ornamented with the mottoes "Huntingdon and Chateauguay Liberals—Brothers in the good cause." "Millions for necessary expenditure, but not a dollar for monopoly," and "Canada our Home," with the arms of Great Britain and the Dominion. Fucing the grand stand were the words "Blake, the Farmer's Friend," "We fight for principle not for office." The banquet was presided over by Mr Scriver, M P, for the county, with Hon Mr Blake on his right, and Dr. Cameron, M P P, on his left. Mr Edward Holton, M P for Chateauguay, and Mr J J McLaren, Q C, occupied the Vice-Chairs. There were over 3,000 people upon the grounds, and it is claimed that had the roads been in anything like good condition, the numbers would have been doubled. Many came 20, 25, and even 30 miles to participate in the demonstration and to hear their leader, and the hearty cheers given at the close showed that they were not disappointed. Mr. Blake must have felt highly gratified to find before him such a large gathering of the sturdy and independent yeomeu of the district; the men who have held fast to the Liberal faith for so many years, despite the many open assaults from without, and veiled treachery within. The wealth and enterprise of the agricultural population may judged by the splendid fair grounds and buildings which they have provided, and which would do no discredit to a large city. The banquet being over, the party adjourn to the pavilion. Mr. Scriver occupied the Chair, and among the gentlemen upon the platform were Rev Mr Muir, Huntingdon; Dr Cameron, M P P, Mr Daniel McFarlane, Mayor of Elgin, and ex Warden of the County, Rev James Watson, Rev Mr Haslam, Mr Anderson, Mayor of Hinchinbrook, Messrs W S McLaren, W Edwards, Mayor of Franklin, Rev Mr Wilson, M A, Rev Mr Houston, Messrs Bergevin, Advocate, Valleyfield, Louis Pregent, John Winter, Wm Fennell, A Mills, Wm Ross, J Gibson, Wm McNaughton, D Thompson. Joseph Cairns, Thos Reid, Jas Henderson and a large number of other gentlemen comprising the delegation from Chateauguay County.

OPENING THE MEETING.

The Chairman spoke briefly expressing his great pleasure at being alive to introduce to his Constituents the Chief of the great Liberal Party of Canada, and said he had no doubt the people of Huntingdon would esteem it a very great privilege to be alive to hear the public questions of the day discussed by the ablest statesman of the Dominion. As their representative and a devoted supporter of Mr. Blake in the House of Commons, he Mr. Scriver had an opportunity of bearing testimony to the great ability, zeal, and earnestness with which he had fulfilled his duties as Leader of Her Majesty's loyal Oppsition. There were many politicians in the land but Mr. Blake was one to be regarded as a statesman in every sense of the term, and though the leader of a Parliamentary minority to-day, the day was not far distant when he would assume the the position to which he was fully entitled, viz., that of head of the Government of this Dominion. As the electors doubtless desired to hear something of Local affairs, and as it was considered best that Mr. Blake's address should be confined to Dominion politics, he (the chairman) introduced Mr. J. J. McLaren, Q. C., of Montreal. (Cheers)

Mr. McLaren was received with hearty cheers. He said he knew too well the purpose of such a assemblage of electors to take up their time and postpone the treat which was in store for them. As a Huntingdon boy he was specially delighted to be able to assist in welcoming to this part of the country the Liberal leader. As to Provincial politics there appeared to be no difference of opinion in the county. At the election of June last Huntingdon had pronounced itself the Banner Liberal County of the Province, and whatever slight differences of opinion might exist among the people with respect to Dominion politics none could be found bold enough to defend or apologize for the doings of the party now in power at Quebec. At the late election he believed the Conservatives had polled their full strength, and a very poor showing they made. With regard to Provincial affairs he, (Mr. McLaren), and the people of Huntingdon understood each other perfectly. It was impossible to find language strong enough to fitly describe the method of legislation adopted by the Quebec Government. Every principle of honest and representative Government was being set at defiance, and the only remedy, apparently, was to give these gentlemen rope enough and they would soon hang themselves. True to their Conservative instincts the party in power would spend all the money they could get hold of, and when an honest Government came in they would find the Treasury empty and the resources of the Province despoiled. (Cheers.)

THE ADDRESSES.

Dr. McLaren, of Ormstown, on behalf of the Reformers of Chateauguay, then presented Mr. Blake with the following address:—

To the Honorable Edward Blake, M. P.

SIR,—On behalf of the Reformers of the county of Chateauguay we extend to you a most hearty welcome to our district. We are glad to welcome you as being so closely associated with our highly esteemed and much lamented representative,the late Hon. L. H. Holton, whose memory remains endeared to us by the strongest ties of friendship and respect.

We are also proud of an opportunity to express our approval and admiration of your course in the House of Commons as leader of that loyal band of Reform representatives, small in number, but devoted to their country and loyal to their chief, who have upheld liberal principles on the floor of Parliament in opposition to the policy and conduct of the present Government.

We deem it a great privilege to look upon you and to hear that voice which has so often and so successfully been raised in the cause of justice and good government.

We have the profoundest admiration for the man whose political faith is raised on the maxim that, "Government does not exist for the good of a class or a favored few, but for the welfare of the people."

We welcome you as the champion leader of the Liberal interests in this our great Dominion. Your indomitable perseverance; your strict adherence and unwavering fidelity to the cause you so nobly espoused and so ably supported, make us feel proud, honorable sir, that we have a leader of unsullied character, who, in the face of overwhelming opposition, has stood nobly firm in the cause of right and truth.

We believe that at no distant day you will be elevated to the highest position in the gift of the people—that of Premier of Canada.

And let us say in conclusion that we hope and pray that you may long enjoy the blessing of life and health; and that you may in this life and the life to come reap a rich reward of all your labors, is the earnest prayer of your liberal friends of the County of Chateauguay.

Signed on behalf of the Liberal electors of the County of Chateauguay, William Greig, Chairman; Thomas Baird, William Winter, P. McLaren, Committee.

Mr. Daniel Macfarlane, Mayor of Elgin, then read the following address from the Reformers of Huntingdon County:—

To the Hon. Edward Blake, M.P.

SIR,—In welcoming you to Huntingdon, we do so not only on account of your position as Leader of the Opposition, but out of our deep respect for you as a man, and desire, therefore, that you should feel that the heartiness with which we hail you, is due as much, if not more, to the esteem in which we hold you for the personal qualities which dignify your private life, as for your exertions in a public capacity.

As the inhabitants of an agricultural county, we desire to express our deep obligation to you for your persistent advocacy of the rights of the farming community—for your eloquent protests against the present unjust tariff, by which the farmer are taxed to subsidize manufacturers, and your upholding of the inalienable right of the farmer to exchange, whenever he sees fit, his produce for what goods he may require, without paying toll to any combination of monopolists.

We also wish to acknowledge your services in endeavoring to prevent the farmers of the older Provinces from being heavily taxed to open up the Northwest Territory, more especially by the cost of the Pacific Railway being thrown so largely upon their shoulders, and endorse your just and statesmanlike proposition, that the outlay required in developing the Northwest should be defrayed out of the sale of its public lands.

In your efforts to defeat the measure by which the Northwest has been placed under the control of grasping railway and land corporations, you had our warmest wishes.

We thank you for your advocacy, before the Railway Committee, of the rights of the County of Huntingdon in the matter of a charter being granted to an independent company that would give us railway communication with the East and West, and are assured that, in the future, you will continue to aid us against the gigantic corporation which is endeavoring to lock this District against every other Company, and so sacrifice the interests of its inhabitants for its own selfish purposes.

Trusting that you may long be spared to lead the Liberals of the Dominion, and assuring you that you may freely eall upon us, in any way we can be of service, to assist you in your great and noble task of striving to obtain for the country equitable and honest government, we close by thanking you for the honor done in visiting us this day.

D. M'FARLANE,
Chairman of Com.

Huntingdon, Q., Sept. 23.

Hon. Mr. Blake, on rising to respond, received a perfect ovation, the vast audience rising and cheering heartily. He said that before referring to general topics he desired to express his gratitude to the people of Chateauguay for the address presented to him and the kindly sentiments therein expressed. However public men might differ as to the best means of promoting the country's good, their eflorts were appreciated by the people. He fully endorsed the complimentary reference contained in the Chateauguay address towards his lamented friend the late Hon. L. H. Holton. Not only was he known and beloved by his constituents and neighbors, but his name was a household word in many homes in Ontario. It was also satisfactory to know that the people of Chateauguay continued and perpetuated his memory by the election of his son, the present member for the county. This was one of the hereditary dignities which it was in the power of the people to confer, and any young man might well be proud to know that his first passport to the confidence and esteem of his constituents was the merits of his paternal predecessor. That confidence once gained, the young man holds it upon his own merits, and it was also pleasing to feel that the present member for Ceateauguay had shown himself in every way worthy of the confidence reposed in him. He had also to thank the people of Huntingdon for the kindly and highly flattering expressions contained in their address. Reference was made to the necessity for better railway communication. He had some experience of the difficulties under which the people laboured, in this respect, and he expected to have some further experience before he got back to Montreal. He was glad to know, however, that the day was not far distant when the county would be fully accommodated by railways. There was no reason why Huntingdon should not be supplied with railway facilities. As to political questions, the county was the banner Liberal constituency of Quebec, and he could not hope to make many converts. In fact he scarcely believed that Mr. Scriver's interest would be promoted by making the Opposition any weaker than they were at present. At all events care should be taken that the Opposition should not entirely disappear. He did not think it was necessary to enter into an exhaustive discussion of the questions at issue between the two great political parties in this country. Although some little time must elapse before the Liberals could achieve success, yet it was evident that their popular strength was much greater than was indicated by the election returns. Our representative system, in theory at least, requires that the people holding one set of opinions shall be able to send to Parliament a delegation proportionate to their numbers. For instance, if public opinion upon any particular issue was equally divided, the representation of each view in Parliament shoulu be about equal. But unfortunately the system is so defective that these results are seldom attained, so that minorities are often represented in Parliament by a number wholly inadequate to their popular strength. In England, at the election of 1868, there were 253 contests, and the Liberals elected 191 members to 62 Conservatives. Yet the popular vote stood about 628,000 to 519,000, and a proportionate representation would give 164 Liberals to 151 Conservatives. In 1874 similar results were shown. Out of 334 contests the Conservatives elected 186 and the Liberals 148 representatives. Yet, taking the total vote, it would be found that an absolute majority of Liberal votes were polled. In 1880 there were 402 contests, and 250 Liberals and 152 Conservatives returned. According to the popular vote, and in order that public opinion might be proportionately represented, the numbers should have been 220 Liberals to 180 Conservatives. In Ontario the three last general elections have furnished like results. On each occasion the popular strength—as evidenced by the total number of votes cast on each side—was about equally divided. Still, in 1874, the Liberals swept the Province, carrying three seats to one. In 1878 the verdict was reversed, and the Conservatives obtained over two seats to one gained by the Liberals, and this time they had also secured a large majority, though if the total Liberal strength was adequately represented in Parliament, they would have within one of the number of seats held by the Tories. It was because of that infamous Gerrymandering transaction; that act of violence and robbery, misnamed an Act of Parliament, by which the constituencies were carved and chopped, and chopped and carved, that the Government had been able to secure a verdict different from the true opinion of the electors. Owing to the spirit of honour and fair play which prevailed in some counties the party in power were not able to reap the full benefit of their nefarious scheme, but eight constituencies were absolutely lost to the Liberals as the result of the Gerrymander, and these eight added to the 37 which they carried would have made the Liberal contingent from Ontario about equal to that of the Conservative. In Quebec at the last Provincial elections, the Liberal polled 46,000 votes against 51,000 given for Conservative candidates, yet the 45,000 got only fourteen or fifteen seats, while the 51,000 got the balance of the sixty-five. The fact was, it would be possible to give the Conservatives every seat allowing each representative 300 majority,wipe out the Liberals from the Legislature altogether, and still there would be Liberal votes enough polled to entitle the party to 28 or 29 representatives. Here was a grave question for the consideration of Reformers. How could this manifest defect in our constitution be best remedied? All were equally attached to the ideal of our constitution, but no one could fail to take cognizance of circumstances which prevented the practical fulfilment of its spirit. However, the Liberal representatives in Parliament had grave duties and responsibilities. They had at their back a volume of popular opinion outside their individual constituencies. They had to represent the opinions of many who were otherwise unrepresented, nay, worse, misrepresented by members who obtained their seats by the Gerrymader, by the exercise of Executive influence, or other improper means. He (Mr. Blake) believed that the electors of Huntingdon would agree with him that the Senate of the Dominion, as at present constituted, was not in accordance with the principle of popular self-government as at this time developed. Senators were not chosen by the people. They were not responsible to the people. They were responsible to no one. Nominally they were informed by the Crown, but practically they were the nominees of the Administration of the day. Suppose the Constitution provided that our Parliament should be composed of 211 men elected by the people, and seventy chosen by the Administration of the day, and these 281 men should be empowered to do the legislating for the country, would that be representative government? Certainly not. Yet that is practically the state of affairs in Canada to-day. Our Senators were appointed upon a vicious principle. No Administration of the day, placed in power by accident or otherwise, should possess the privilege of creating a House of Parliament. If a member of the Commons does wrong; if he becomes old, infirm or incapable, if he forfeits the confidence of his constituents, he can be replaced when an election comes round, but so long as a Senator is able to drag his weary limbs into the chamber for one day in three sessions, he holds his seat, and possesses all the powers and privileges of a member of Parliament. The Liberals were charged with desiring a change in the constitution of the Senate because it was a Conservative body. He was not aware that the Conservatives would like to see the Senate a Liberal body. But the Senate was Conservative, and likely to become more so, until perhaps we should have such a condition of things as existed at Quebec when Mr. Joly came into power—when, but for the fact that two Conservative Legislative Councillors did not agree with the policy of their party (and one of these never agreed long with the policy of any party) the Liberal leader would not have a man to put in the Chair or make a motion on his behalf in the Upper Chamber. (Cheers.) He (Mr. Blake) was very sorry these two gentlemen had come to Mr. Joly's aid, for if they had not, the necessity for an immediate reform in the appointing Senators Chambers would have been fully demonstrated. Ontario was able to get along very well without any Legislative Council, and it was for the people to consider whether the present mode of forming our Senate was in accordance with the popular notion of self-government as at this time developed. It was the duty of all true Liberals to cultivate intelligence and information in regard to political affairs. It was a noble task, was that of self-government. He was happy to know that the people of this district had the advantage of having an energetic and well conducted local press. The press should be encouraged in every possible way. Every man and woman should take an intelligent interest in public affairs. It was an honor for Mr. Scriver to be able to represent the county of Huntingdon, and it was also an honor to the people of Huntingdon to be represented by a man like Mr. Scriver. (Cheers.) He (Mr. Blake) had but one fault to find with Mr. Scriver, and that was that notwithstanding his extensive and accurate knowledge of public questions, he too seldom addressed the House of Commons. Mr. Blake then proceeeded to deal with the tariff question, affirming that, though defeated, he had not changed a single iota of the opinions held by him on that subject, previous to the 20th of June. These views he still regarded as not only sound, but those which must ultimately prevail in this country. H criticized with much effect the inconsistent course and broken pledges of the Ministry with regard to the trade question, and exposed the fraudulent claims to public gratitude set up by the Ministry because the had succeeded in producing a surplus by simply adding about fifty per cent. to the taxation of the country. The present tariff was ostensibly introduced in order to bring about reciprocal trade with the United States, but now we are cooly told, just as he (Mr. Blake) had anticipated, that reciprocity is not desirable now, lest it should interfere with vested interests. In 1877 the Customs duties upon $91,000,000 worth of imported goods amounted to $12,500,000. In 1881 the duties collected upon the same amount of imports was 18,500,000, an increase of nearly fifty per cent. Yet the Ministry solemnly promised that if returned to power they would not increase taxation. This year the Customs revenue would amount to fully $22,000,000. He (Mr. Blake) only wished each taxpayer was called upon to pay for one year direct to a tax collector the amount which he pays indirectly into the Treasury in the form of Customs duties. He would then realize that while he paid $20 in 1877 he now paid about $29.50. (Cheers.) It was by no means a difficult task to produce a surplus by the means adopted by the Ministry. The principle of levying specific duties was unjust, unequal and improper. (Cheers.) The value of our agricultural and forest products in six months of 1881 was as great as in the whole year 1879. This fact fully accounted for the revival of trade. (Hear, hear.) Mr. Blake next referred to the question of civil service reform and contract brokerage, condemning the Government for causing, last session, the rejection of Mr. Casgrain's Bill, which provided for the suppression of the contract broking evil. As an instance of the fraud practised in connection with public contracts, he gave some particulars of the Mackintosh-Boyle printing scandal. He reviewed the progress going on in the North-West, and said he trusted that the reports received as to the extent of emigration into that country were correct, and that all who went in to settle found suitable lands and remained. He would never ask his friends to sustain him in a policy of indiscriminate opposition. It was the duty of an Opposition to suggest amendments to measures which required amendment, to point out defects, to assist the Government in perfecting good measures, and to offer vigorous opposition to all bad measures. It was the duty of Liberals outside to encourage and strengthen the hands of Liberals in Parliament. The political skies were gloomy just now, but animated by a righteous cause and nerved by that determination which made the British soldier a more terrible enemy after a repulse than before, the Liberals would persevere, and ultimately triumph. In what do Liberals place their trust? In the rectitude of their cause. Let each Liberal then do his part in the seed time which is to last three or four years. Let every Liberal do his duty in spreading information and promoting the cause he loves, and soon there will be achieved a great victory for Reform principles, and a better day will dawn for the country to which all owe their love, duty, and attachment. (Trem endous applause lasting several minutes.)

The following telegram trom representative Liberals of Napierville, was then read and received with cheers:—

September 23rd, 1882.

To Julius Scriver, M.P., Huntingdon:—

The Liberals of the county of Napierville join their brethren of the counties of Huntingdon and Chateauguay in welcoming our leader, Honorable Edward Blake, and wish success to your meeting.

M. CATUDAL, M.P.
T. CATUDAL, Warden.

Mr. Holton, M.P., moved that the thanks of the electors of Chateauguay and Huntingdon be tendered to Hon. Mr. Blake for his attendance and able address, to which all had listened with so much attention and evident profit. He also thought that special thanks were due to the ladies and the Committee of management; the ladies for their kindness and generous hospitality, and the Committee for the skill and ability which they had displayed in making the demonstration such a great success. The motion was carried and great cheery. A vote of thanks was also tendered to Mr. McLaren, and the meeting dispersed after giving three hearty cheers for Mr. Blake. On their departure the party were escorted to the outskirts of the village by the band, and heartily cheered. Hon. Mr. Blake returned to Hemmingford on Saturday night and remained over Sunday the guest of Mr. Scriver, M. P. He will come to the city again this morning and probably leave for Toronto this evening.

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Miscellaneous.

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SONGS, One Cent Each

1	Baby Mine.	121	Kiss Me; Kiss Your Darling.	223	Love Among the Roses.
5	The Old Cabin Home.	122	A Flower from Mother's Grave.	228	Old Arm Chair (as sung by Barry).
6	The Little Ones at Home.	124	The Old Log Cabin on the Hill.	229	The Sailor's Grave. [In the Garden
12	See That My Grave's Kept Green.	130	Coming Thro' the Rye.	240	Farmer's Daughter; or Chickens
13	Grandfather's Clock.	131	Must We, Then, Meet as Strangers	243	Oh! Dem Golden Slippers.
18	Where Was Moses when the Light	138	The Kiss Behind the Door.	246	Poor, but a Gentleman Still.
24	Sweet By and By. [Went Out.	139	I'll Remember You, Love, in My	249	Nobody's Darling but Mine.
26	Whoa, Emma. [Maggie.		[Prayers.	251	Put My Little Shoes Away.
32	When you and I were Young	146	You May Look, but Must't Touch.	252	Darling Nellie Gray.
34	When I Saw Sweet Nellie Home.	150	There's Always a Seat in the Par-	255	Little Brown Jug.
43	Take this Letter to My Mother.		lor for You.	256	Ben Bolt.
49	A Model Love Letter,—comic	152	I've no Mother Now, I'm Weeping	257	Good-Bye Sweetheart.
53	Wife's Commandments.—comic.	158	Massa's in de Cold, Cold Ground.	260	Sadie Ray.
54	Husband's Commandments.	159	Say a Kind Word When You Can.	270	Tim Finigan's Wake.
56	Little Old Log Cabin in the Lane.	163	I Cannot Sing the Old Songs.	274	The Hat My Father Wore.
58	Marching Through Georgia.	165	Norah O'Neal.	275	I've Only Been Down to the Club
60	Widow in the Cottage by the Sea.	167	Waiting, My Darling, for Thee.	277	Kiss Me Again.
65	The Minstrel Boy.	169	Jennie the Flower of Kildare.	278	The Vacant Chair.
70	Take Back the Heart.	170	I'm Lonely Since My Mother Died	280	The Sweet Sunny South.
72	The Faded Coat of Blue. [Night.	172	Tenting on the Old Camp Ground.	283	Come Home Father.
77	My Old Kentucky Home. Good	176	Don't You Go, Tommy, Don't Go.	284	Little Maggie May.
84	I'll be all Smiles to Night Love.	180	Willie, We have Missed You.	285	Molly Bawn.
86	Listen to the Mocking Bird.	182	Over the Hills to the Poor House.	288	Sally in Our Ally.
92	Her Bright Smile Haunts Me Still	185	Don't be Angry with Me, Darling.	290	Poor Old Ned.
94	Sunday Night When the Parlor's	191	Flirtation of the Fan.	293	Mail is the Moon is Looking.
95	The Gypsy's Warning. [Full.	194	Why did She Leave Him? [other.	296	Broken Down.
102	'Tis But a Little Faded Flower.	196	Thou Hast Learned to Love An-	300	My Little One's Waiting for Me.
104	The Girl I Left Behind Me.	198	There's None Likes a Mother.	301	I'll Go Back to my Old Love Again.
105	Little Buttercup.	204	You Were False, but I'll Forgive.	302	The Butcher Boy.
107	Carry Me Back to Old Virginny.	209	Whisper Softly, Mother's Dying.	305	I've Gone Back to Dixie.
112	The Old Man's Drunk Again.	211	Will You Love Me, When I'm Old.	308	Where is My Boy To-Night.
116	I Am Waiting, Essie Dear.	220	Annie Laurie.	310	The Five Cent Shave.
119	Take Me Back to Home & Mother	222	Sherman's March to the Sea.	319	Linger, Not Darling.
120	Come, Sit by My Side, Darling.	224	Come. Birdie, Come.	328	Dancing in the Sunlight.

We will send by mail, post-paid, any ten of these songs for 10 cents; any twenty-five songs for 15 cents; any Fifty for 25 cents. Or we will send all the above one hundred songs, post-paid for 40 cents. Remember, we will not send less than ten songs. Order songs by NUMBERS only. Send one or three cent postage stamps. Valuable Catalogue Free. Mention this paper. WORLD MANUF'G CO., 122 Nassau Street, New York.

EXHIBITION STATIONERY!

GEO. HORNE & CO.

71 and 73 ST. FRANCOIS XAVIER STREET,

Importing and Manufacturing Stationers,

Visitors to the city during the Exhibition should not fail to call and examine our Stock of

Blank Books,
Writing Papers and
Envelopes and General Office Stationery.

It is one of the most COMPLETE STOCKS OF STATIONERY IN THE CITY, and we have made a great reduction in price

DURING THE EXHIBITION.

September 18 223

NORTH-WEST BUFFALO ROBE COMPANY,

SEASON 1882-1883.

Beg to notify the trade that their large and complete stock of Buffalo Robes, consisting of over

20,000 ROBES, INDIAN DRESSED,

Are now ready for sale. This stock is the only complete lot of Buffalo Robes that will be offered this season. All are this year's Robes, and are strictly graded, properly cleaned, and will be delivered in perfect condition. We would also direct the attention of buyers to our large stock of **Grey, White** and **Black Japanese Wolf Robes,** which we import direct, and are unquestionably the finest collection in the market, we have a large stock of Lined and Trimmed Robes **Bear, Wolf, Buffalo** and **Fancy Sleigh Robes,** at all prices. We have also a large stock of

BUFFALO, COON, BLACK RUSSIA AND WOLF COATS,

All made in our own premises, under our personal supervision, and guaranteed to give satisfaction. We keep constantly in stock a complete assortment of Dressed and Raw Furs of all descriptions; also Raw and Dressed Elk and Bear Skins. We respectfully invite the Trade to examine our Stock before purchasing elsewhere.

OFFICE AND WAREHOUSE: No. 37 ST. JOSEPH ST., MONTREAL. JOHN REIPLINGER, Agent.

September 8 215

THE ORIENTAL FRUIT LAXATIVE.

A refreshing, agreeable and healthful fruit lozenge. It is *pleasant to the taste*, being compounded of choice and wholesome **ORIENTAL FRUITS.** The perfect combination of the medical properties of fruit into so small a compass, with the most agreeable purgative power, is the perfection of laboratory achievements, and may, without controversy, be claimed as the *latest and greatest medical discovery of the age.*

A CERTAIN CURE FOR

Indigestion, *Constipation,*
Sluggishness of the Intestines, *Biliousness,*
Disordered Stomach, *Low Spirits,*
Habitual Costiveness, *Torpid Liver,*
Headache, *Melancholy,*
Cerebral Congestion, *Indisposition,*
Sallow Complexion, *Internal Fever.*

And all irregularities arising from an obstructed condition of the system.

PREPARED BY

THE MEDICAL SPECIALTIES MANUFACTURING COMPANY,

16 VICTORIA SQUARE, MONTREAL, CANADA.

SOLD BY ALL DRUGGISTS.

August 9 189

GLENROSA

IS

THE PERFECTION OF SCOTCH WHISKY.

It is absolutely Genuine, Pure, Wholesome, Very Old, and Warranted Free from Fusil Oil.

No expense has been spared in its distillation, and ample time has been given for its maturity, under the supervision of

HER MAJESTY'S EXCISE OFFICERS.

As a Guarantee to the public, it is Bottled and Capsuled in Bond

The Fusil Oil, together with all impurities, are removed during the process of Distillation, thus enabling the pure Spirit to be Bottled in a soft and mellow condition.

JOHN OSBORN, SON & CO.,

SOLE AGENTS FOR THE DOMINION OF CANADA.

June 19 mw 145

CANADIAN PACIFIC RAILWAY COMPANY.

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of Manitoba and the North-West Territory for sale at

$2.50 PER ACRE.

Payment to be made one-sixth at time of purchase, and the balance n five annual instalments, with interest at six per cent.

A REBATE OF $1.25 PER ACRE

being allowed, on certain conditions, for cultivation and other improvements.

THE LAND GRANT BONDS

of the Company, which can be procured at all the Agencies of the Bank of Montreal and other Banking Institutions throughout the country, will be

RECEIVED AT TEN PER CENT. PREMIUM

on their par value, with interest accrued, on account of and in payment of the purchase money, thus further reducing the price of the land to the purchaser.

Special arrangements made with Emigration and Land Companies.

For full particulars, apply to the Company's Land Commissioner, JOHN McTAVISH, Winnipeg; or to the undersigned.

By order of the Board.

CHARLES DRINKWATER, Secretary.

Montreal, 22nd May, 1882 5m mwf 121

THE PROVINCIAL EXHIBITION.

THE LAST DAY.

A Highly Successful Fair.

THE POLICE ARRANGEMENTS.

A Large Number of Visitors.

A FEW ADDITIONAL NOTES.

Sic Transit--Exeant Omnes.

The fair, pleasant weather on Saturday morning brought out a considerable number of visitors to the grounds, though, of course, on the last day the interest in the Exhibition had greatly subsided, and the lacrosse matches and other amusements elsewhere, drove off the attendance. The exhibitors also were anxious to remove their goods, but in the early part of the day the show was in good order, and a great many city people, who had not previously been out, paid it a visit. The miserable weather which prevailed throughout the week, was naturally against the success of the Exhibition; but the general opinion was that, on the whole, it was highly satisfactory. The attendance was principally of visitors from the country, and from a distance, and as these constitute the class for which such a display is most beneficial, affording those who are engaged in manufactures and the sturdy cultivators of the soil and opportunity of comparing notes, the Exhibition must be held to have been a complete success. A considerable number of school children were treated to a ramble through the buildings and grounds, and appeared to greatly enjoy themselves, though they might well have been taken up a little earlier, before the exhibits were disarranged in removal. The good order and quiet which prevailed, even during the greatest throng, elicited much favorable comment. There was really no disturbance of any kind throughout the whole exhibition, and we believe that the pickpockets were only detected in one attempt to practise their evil courses. We must do the police the justice to say that their arrangements on this occasion seemed to be perfect. In the course of a long experience the writer has never seen better order maintained in so large an assemblage, nor the difficult and trying duties which devolve upon officers and men in such circumstances, more efficiently or satisfactorily discharged. The men on duty over the grounds were a fine lot of fellows, not simply stiff, officious, obstructive sticks, as is too often the case at such gatherings; but active, courteous, and intelligent, ever ready and able to afford information and assistance to all inquirers. This is the way police duty ought to be performed, and we trust that we may often feel ourselves able to refer to our force in such well deserved terms of praise. We noticed Chief Detective Cullen, Detective Murphy, and the other officers of that service, very active and on the alert throughout the whole fair, and it is doubtless due to the efficiency of all those on duty that so little evil has to be reported, and that so much comfort was experienced by the visitors. It has been most properly suggested by many of those who were present, that raised plank walks should at once be constructed throughout the ground, around the different buildings, and leading from one to the other; and those ought certainly to be a handsome walk made from the entrance up to the main building. In the event of unfavorable weather visitors would then not have to paddle through the mud as they have been obliged to do during the past week. Anxious to get their goods home before Sunday, many of the exhibits commenced to pack up early on Saturday, and in the afternoon the buildings and grounds assumed a deserted appearance. The cattle were driven off, and express wagons were busily engaged in removing the collections from the Industrial Department.

In addition to notes already published, it may be mentioned that in Class 2, Section 7, the oil cabinets exhibited by Mr J R McLaren jr were reported by the judges to be first class articles, and were recommended for a silver medal; the children's waggons, carts, wheelbarrows, and sleighs, by the same exhibitor, were reported as entitled to a Bronze Medal.

A diploma was recommended for the Brazilian exhibit, and another for that sent in by the Atchison, Topeka & Santa Fe Railway Company.

The splendid exhibit of Messrs. Henry Morgan & Co. was photographed before removal.

Mrs. J. M. Pollock carried off a large number of prizes in the department of ladies' fancy work. The embroidered sofa cushion exhibited by Mrs. Henry Bulmer, Montreal, elicited much favorable comment, and was a piece of work which must have cost a great deal of most careful labor.

Mr. C. E. Thompson, 341 Notre Dame street, had a full display of his popular rubber goods in the way of bank, counting-house and office stamps.

THE NUMBER OF VISITORS.

The number of visitors who paid at the turnstiles is given as follows:—

	Persons.
Thursday, 14th	150
Friday, 15th	580
Saturday, 16th	1,640
Monday, 18th	3,680
Tuesday, 19th	24,120
Wednesday, 20th	12,370
Thursday, 21st	13,280
Friday, 22nd	3,600
Saturday, 23rd about	500
Total	59,920

The receipts would therefore be about $15,000. The grand stand yielded a revenue of $461.94, school children at special rates $42.33, and a small amount from entrance fees for carriages and carts, and about $2,500 for exhibitors tickets, brings the total receipts up to about $18,000. Last year the total was about $24,000, but the falling off is easily accounted for by the unfavourable weather experienced this season. The receipts at the gates last year amounted to $22,900 against $15,000 this year. The Exhibition Committee are certainly to be congratulated on the highly favourable results of their labours, and all the arrangements of the Citizens' Committee were also carried out with much satisfaction to the public. Our own thanks are specially due to the Secretaries, Messrs. S. C. Stevenson and G. Leclere, and the gentlemen in their offices, for their unfailing courtesy. Their duties were most arduous, but their unvarying efforts to please were highly successful, and were evidently appreciated by all who had occasion to transact any business in connection with the exhibition.

SPORTING INTELLIGENCE.

THE VICTORIA RIFLES.

ANNUAL RIFLE MATCHES OF NO. 3 COMPANY.

The annual rifle matches of No. 3 Company Victoria Rifles took place at the Point St. Charles Ranges on Saturday; with the following result,—

1. MAIDEN STAKES—Open to members of the company who have never won a first or second prize. Range 200 yards, seven shots. Four prizes.

	Points.
Pte. E. M. Mathews	16
Pte. C. Young	7
Pte. W. Fisher	6
Sert. Howard	4

2. COMPANY MATCH—Open to all members of the company. Ranges, 200, 400 and 500 yards, 7 shots at each range. First prize, Challenge Cup and medal, with five other prizes,—

	Points.
Lieut. Abbott	73
Color Sergt. W. L. Mathews	72
Corp. K. Mathews	71
Corp. C. Meakins	69
Pte. W. Louson	61
Capt. F. C. Henshaw	55

3. OFFICERS' MATCH—Open to non-commissioned officers and men. Range 400 yards; seven shots. First prize presented by Capt. Henshaw; second by Lieut. Abbott, and third by Lieut. Starke.

	Points.
Corp. K. Mathews	30
Pte. W. Louson	27
Pte. W. Somers	27

4. FINAL MATCH—Open to all competing in above matches, except first, second and third prize winners. Range 400 yards, five shots. Four prizes.

	Points.
Corp Meakins	16
Capt. F. C. Henshaw	12
Pte. F. Kingston	11
Lieut. Starke	9

AGGREGATE.—The Marksman's Badge for best aggregate in matches 2 and 3 was won by Corp. M. Mathews, with a score of 101 points.

ANNUAL MATCHES OF NO 4 COMPANY.

The annual rifle matches of No. 4 Company Victoria Rifles, were held at the Point St. Charles ranges on Saturday. The following was the result of the day's shooting:—

MAIDEN STAKES.—Ranges 200 and 400 yards, 7 shots at each range. First prize, silver cup, presented by Lieut. Kellond, and three prizes in kind.

	Points.
Pte. Jackson	30
Pte. W. J. Common	26
Pte. Harris	24
Lieut. Kellond	22

Some dissatisfaction is expressed at Private Jackson entering for the maiden stakes.

COMPANY MATCH.—Ranges 200, 400, 500 and 600 yards, 7 shots at each range. Eight prizes in kind.

	Points.
Pte. W. New	97
Capt. Belcher	95
Pte. Mathewson	95
Pte. Galbraith	91
Color-Sgt. Rodden	86
Corp. Fletcher	82
Pte. R. Common	70
Pte. Bouchotte	57

The silver medal presented by the Company's sergeants for the best score at 200 yards was won by private S. Mathewson with a score of 27 points.

The silver medal presented by Capt. Belcher for the best score at 400 yards was won by private W. New with 30 points.

The silver medal presented by the Company's sergeants for the best score at 500 yards was won by Capt. Belcher with 25 points.

The silver medal presented by Lieut.-Col. Whitehead for the best score at 600 yards was won by private Galbraith with 27 points.

The Company's dinner was held at the "Terrapin" on Saturday evening, when the prizes were distributed.

THE QUEEN'S CUP.

The Queen's cup was also fired for at the ranges on Saturday, and was won by No. 4 Company with a score of 387 points; No. 3 Company coming next with a score of 318 points. The following are the individual scores of the winning team, the ranges being 200, 400 and 500 yards:—

	Points.
Pte. Galbraith	71
Capt. Belcher	69
Pte. New	67
Pte. Mathewson	67
Color-Sgt. Rodden	57
Corp. Fletcher	56
Total	387

No. 3 Company won this cup last year, and No. 4 Company has been tied or lost it by one or two points during the past three or four years.

AQUATIC.

MONTREAL YACHT CLUB.

The annual races for the first and secon champion flags of the Montreal Yacht Club took place recently, over the six mile course of the club. The following were the entries: Maud, Commodore Brewster; Iona, Vice-Commodore McIntosh; Louise, Capt. Stanley; Neva, Capt. C. P. O'Connor; Swallow, Capt. Atkins; Zephyr, Capt. Barnes; Wanderer, Mr. A. Glassford. Capt. Riley and Mr. L. A. Boyer acted as judges, Mr. C. Saunderson as starter, and Mr. H. J. Johnston as umpire. There was a strong breeze, veering from north to north-west. The boats got away in fine style, and made the six-mile course in the fastest time on their record. A noticeable feature in the race was that there was only 11 minutes between the first and last boats. The first champion flag was won by the Iona and the second champion flag by the Swallow.

Steamships.

FURNESS LINE.

Durham City	4,000 Tons.
Newcastle City	3,150 "
York City	3,000 "
Boston City	3,000 "
Preston	3,500 "
Averill	2,500 "
Standard	2,500 "
Golden Horn	2,300 "
Winston	1,850 "

DIRECT STEAMSHIP LINE BETWEEN

MONTREAL & NEWCASTLE-ON-TYNE

The 100 A 1 SS. STANDARD, 2,500 tons, will sail from MONTREAL for NEWCASTLE ON-TYNE on or about

23rd SEPTEMBER,

to be followed by other first-class steamers fortnightly.

Special facilities and care taken of shipments of Apples, Butter, Cheese, Boxed Meats, &c., &c.

The next steamer will sail from NEWCASTLE-ON-TYNE on or about

20th SEPTEMBER.

For freight, &c., apply to CHRISTOPHER FURNESS, Newcastle-on-Tyne; CHRISTOPHER FURNESS, West Hartlepool; D. BROWN & CO., 147 Leadenhall Street, London.

And at Montreal to

J. G. SIDEY,
209 Commissioners Street.

September 4 211

MEDITERRANEAN SERVICE.

FALL, 1882.

The splendid fast Screw Steamers

LIZZIE ENGLISH,
AND
AVLONA, 1,953 TONS,

W. SANGSTER, Commander,

Of the THOMSON LINE, are intended to load at ports in the Mediterranean, for MONTREAL, in SEPTEMBER, next taking Cargo at Through Rates for

ONTARIO AND WESTERN STATES.

For further particulars, apply to William Thomson, Dundee, Scotland; Morphy & Valsamachy, Patras; A. Reynard, Marseilles; Macandrews & Co., Tarragona; John Merle, Denich; Charles Farquharson, Malaga; D. McPherson, Cadiz; or

ROBERT REFORD & CO.,
23 St. Sacrament Street,
Montreal.

July 15 168

THOMSON
LINE OF STEAMSHIPS

SAILING BETWEEN

Montreal and Newcastle-on-Tyne, via London

This Line is composed of the following IRON STEAMSHIPS, which are all of the highest class, have been built expressly for this trade, and possess the most improved facilities for carrying Live Stock, Grain and Provisions.

Vessels.	Tonnage.	Commanders.
AVLONA	1,953	George Fyfe.
BARCELONA	1,856	Alex Anderson.
CARMONA	3,800	J. A. Halcrow.

The CARMONA is intended to sail from Montreal on or about 16th SEPT. next.

For rates of freight apply to Messrs. Starks & Cairns, Newcastle-on-Tyne; Andrew Low, London; William Thompson, Dundee; or to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament Street, Montreal.

July 25 175

BOSTON AND SAVANNAH STEAMSHIP CO.

Direct Line from Boston to Savannah,

Connecting at Savannah with all rail lines to points in the South and South-West, and with rail and steamer lines to all points in Florida.

Magnificent passenger accommodations. New steamers—fastest time and lowest rates.

The elegant new iron steamers of 2,200 tons each, GATE CITY and CITY OF COLUMBUS, will sail regularly every Thursday from Boston and Savannah.

These steamers are considered the finest on the coast.

For freight or passage, apply to
W. H. RING, 18 T Wharf, Boston.
or A. DeW. SAMPSON,
201 Washington Street, Boston.

August 30 3m wfm 207

Steamships.

SPECIAL NOTICE.

Societe Postale Francaise de l'Atlantique

BRAZILIAN SERVICE.

The magnificent new steamship VILLE DE CEARA, will sail from Montreal about the 1st NOVEMBER, and Halifax on the 6th NOVEMBER, on arrival of the mails, for St. Thomas and all parts of Brazil.

Splendid passenger accommodation.

Antwerp, Havre and Canadian Service.

The magnificent new steamship the VILLE DE CEARA, 3,000 tons, Captain Laperdrix, will leave Antwerp, calling at Havre, for Quebec and Montreal, about the 10th OCTOBER. Close connection with Rotterdam and Amsterdam.

For rates of freight and passage, apply to Kennedy & Hunter, Antwerp; A. Poudivigue, Havre; W. P. Howland & Co., Church Street, Toronto, or to

WM. DARLEY BENTLEY,
Agent General,
317 St. Paul Street, Montreal,
And at West India Wharf, Halifax, N.S.

September 23 228

Societe Postale Francaise de l'Atlantique

Canadian & Brazilian direct Mail Steamship Line,

Under Contract with the Canadian and Brazilian Governments for the Carrying of their Mails.

SUMMER ARRANGEMENTS.

The following magnificent new steamships, having splendid accommodation for passengers, and fitted with all the latest improvements, will sail monthly from Montreal, touching at Quebec, Gaspe and Halifax, for St. Thomas, W. I., Para, Maranham, Ceara, Pernambuco, Bahia, and Rio de Janeiro, Brazil:—

Name.	*Tons.*	
Ville de Para	3,000	Capt. Mazon.
Ville de Ceara	3,000	Capt. Laperdrix.
Ville de Montreal	3,000	Capt. Roussel.
Ville de Quebec	3,000	———
Ville de Halifax	3,000	———
Comt D'Eu (cargo)	2,000	Capt. Deliens.

Antwerp, Havre and Canadian Direct Service.

The above steamships are appointed to sail monthly to and from Antwerp and Montreal, calling at Havre, Halifax and Quebec.

Through rates from Rotterdam, Amsterdam and from all parts of France, Belgium and Germany. Freight contracts made.

Through Bills of Lading granted to and from all stations in Canada and the United States to all ports in the West Indies, Brazil and the Continent of Europe.

For freight and passage and further information, apply to the Head Office of the Company, 30 Rue Le Peletier, Paris; Messrs. Kennedy & Hunter, Antwerp; Messrs. Poudivigne, Havre; Messrs. Poindestre & Mesnier, 80 Bishopgate St., London, and Swansea, England, or to

WM. DARLEY BENTLEY,
Agent General,
317 St. Paul Street, Montreal,
And West India Wharf, Halifax,
Nova Scotia.

August 28 205

THE

Quebec Steamship Co'y.

The SS. "Miramachi,"

Is intended to leave Montreal on

Monday, the 2nd Oct., at 5 p.m.,

and Quebec,

Tuesday, the 3rd Oct., at 2 p.m.,

For Pictou, calling at Father Point, Metis, Gaspe, Perce, Summerside and Charlottetown.

N.B.—Port of destination in full must be plainly marked on all goods. Initials are not sufficient. Goods will not be received after three o'clock on the afternoon of day of sailing.

Has excellent accommodation for Passengers.

For Freight or Passage, apply to

DAVID SHAW,
Agent.
LEVE & ALDEN,
Passenger Agents, St. James Street.

June 28 153

DIRECT
STEAMSHIP LINE
TO NEWFOUNDLAND

This Line is composed of the following first-class Steamships:—

SS. MELROSE ABBEY, Capt. H. H. Leng
SS. VALETTA, Capt. D. Anderson,

and are intended to perform regular service between Montreal and St. Johns, Nfld., calling at North Sydney, C.B., and Charlottetown, P.E.I., alternately.

To be despatched as follows:—

SS. VALETTA, for North Sydney and Sydney, C.B., and St. Johns and Harbour Grace, Nfld.,

On or about Tuesday, August 22.

SS. MELROSE ABBEY, ———

For Freight or Passage, apply to

DAVID SHAW, Agent.

June 14 141

STATE LINE
Passenger Steamships
SAIL EVERY THURSDAY,

New York to Glasgow, Liverpool, Queenstown, Belfast, Londonderry or Bristol.

Splendid new Steamers, with unexcelled passenger accommodation. This Company has just added to their fleet two new and powerful steamers, which will ply regularly between New York and Europe. Prices are lower than by any other first-class line.

The Second Cabin accommodations offer superior facilities for travellers of moderate means. Everything is supplied, and passengers are made thoroughly comfortable.

Steerage at lowest rates, both to and from Europe. Apply, for pamphlet of information and sailing lists to

G. H. PATTERSON, Agent,
264 St. James Street, Montreal.
Or to AUSTIN BALDWIN & CO.
General Agents, 53 Broadway, New York.

December 7 229

Steamships.

ALLAN LINE.

Under contract with the Governments of Canada and Newfoundland for the Conveyance of the CANADIAN and UNITED STATES Mails.

1882---Summer Arrangements---1882.

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

Vessels.	Tonnage.	Commanders.
Numidian	6100	Building.
Parisian	5400	Capt. Jas. Wylie,
Sardinian	4650	Capt. J. E. Dutton.
Polynesian	4100	Capt. R. Brown.
Sarmatian	3600	Capt. John Graham.
Circassian	4000	Lt. W. H. Smith, R.N.
Moravian	3650	Lt. F. Archer, R.N.R.
Peruvian	3400	Capt. Joseph Ritchie.
Nova Scotian	3300	Capt. W. Richardson.
Hibernian	3434	Capt. Hugh Wylie.
Caspian	3200	Lt. B. Thomson, R. N.
Austrian	2700	Lt. R. Barrett, R.N.R.
Nestorian	2700	Capt. D. J. James.
Prussian	3000	Capt. Alex. McDougall
Scandinavian	3600	Capt. John Parks.
Hanoverian	4000	Capt. J. G. Stephen.
Buenos Ayrean	3800	Capt. Jas. Scott.
Corean	4000	Capt. Barclay.
Grecian	3600	Capt. G. Le Gaillas.
Manitoban	3150	Capt. MacNicol.
Canadian	2600	Capt. C. J. Menzies.
Phœnician	2800	Capt. John Brown.
Waldensian	2600	Capt. R. P. Moore.
Lucerne	2200	Capt. John Kerr.
Newfoundland	1500	Capt. Myllus.
Acadian	1350	Capt. F. McGrath.

THE SHORTEST SEA ROUTE BETWEEN AMERICA AND EUROPE, BEING ONLY FIVE DAYS BETWEEN LAND TO LAND.

The Steamers of the

LIVERPOOL, LONDONDERRY AND QUEBEC MAIL SERVICE,

Sailing from Liverpool every THURSDAY and from Quebec every SATURDAY, calling at Lough Foyle to receive and land Mails and Passengers to and from Ireland and Scotland are intended to be despatched

FROM QUEBEC:

Sarmatian	Saturday, Sept. 9
Polynesian	Saturday, Sept. 16
Sardinian	Saturday, Sept. 23
Circassian	Saturday, Sept. 30
Peruvian	Saturday, Oct. 7
Parisian	Saturday, Oct 14

RATES OF PASSAGE FROM QUEBEC:

Cabin .... $70 and $80
(According to accommodation.)

Intermediate $40.00
Steerage $25.00

The Steamers of the

GLASGOW AND QUEBEC SERVICE are intended to sail from Quebec for Glasgow as follows:—

Buenos Ayrean	about Sept. 12
Nestorian	about Sept. 16
Lucerne	about Sept. 23
Hanoverian	about Sept. 30
Manitoban	about Oct. 7
Buenos Ayrean	about Oct. 14

The Steamers of the

LIVERPOOL, QUEENSTOWN, ST. JOHNS, HALIFAX AND BALTIMORE MAIL SERVICE

are intended to be despatched as follows:—

FROM HALIFAX:

Nova Scotian	Monday, Sept. 11
Hibernian	Monday, Sept. 25
Austrian	Monday, Oct. 9

RATES OF PASSAGE BETWEEN HALIFAX AND ST. JOHNS:

Cabin .... $20.00 | Intermediate $15.00
Steerage ..... $6.00.

The Steamers of the

GLASGOW, LIVERPOOL, LONDONDERRY, GALWAY, QUEENSTOWN & BOSTON SERVICE

are intended to be despatched as follows from Boston for Glasgow direct:—

Phœnician	about Sept. 9
Scandinavian	about Sept. 23
Waldensian	about Oct. 7

Persons desirous of bringing their friends from Britain can obtain Passage Certificates at lowest rates.

An experienced Surgeon carried on each vessel.

Berths not secured until paid for.

Through Bills of Lading granted at Liverpool and Glasgow, and at Continental Ports, to all points in Canada and the Western States, via Halifax, Boston, Baltimore, Quebec and Montreal; and from all Railway Stations in Canada and the United States to Liverpool and Glasgow, via Baltimore, Boston, Quebec and Montreal.

For Freight, passage or other information, apply to JOHN M. CURRIE, 21 Quai d'Orleans, Havre; ALEXANDER HUNTER, 4 Rue Gluck, Paris; AUG. SCHMITZ & CO., or RICHARD BERNS, Antwerp; RUYS & CO., Rotterdam; C. HUGO, Hamburg; JAMES MOSS & CO., Bordeaux; FISCHER & BEHMER, Schusselkorb No. 8, Bremen; CHARLEY & MALCOLM, Belfast; JAMES SCOTT & CO., Queenstown; MONTGOMERIE & WORKMAN 17 Gracechurch street, London; JAMES & ALEX. ALLAN 70 Great Clyde street, Glasgow; ALLAN BROTHERS, James street, Liverpool; ALLANS, RAE & CO., Quebec; ALLAN & CO., 72 La Salle street, Chicago; H. BOURLIER, Toronto; LEVE & ALDEN, 207 Broadway, New York, and 15 State street, Boston, or to

H. & A. ALLAN,
80 State Street, Boston, and
25 Common Street, Montreal.

September 6 176

ROSS
LONDON LINE OF STEAMERS.

CANADIAN SERVICE.

VIKING	2,588 Tons	Register.
OCEAN KING	2,449 "	"
ERL KING	2,178 "	"
KARO	2,000 "	"

The splendid new first-class, full power screw steamer, ERL KING, A 100 (Highest Class at Lloyd's), is intended to sail from

MONTREAL FOR LONDON,

On or about 29th September,

Taking Goods at LOWEST THROUGH RATES from all parts of Canada and the Western States of America.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE AND SHEEP, for which immediate application must be made.

Will be followed by one of the above first-class Steamers, as advised, from Montreal and London thereafter, during the season.

Superior accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal,
Or WILLIAM ROSS & CO.,
East India Avenue, London.

July 25 175

DONALDSON
CLYDE LINE OF STEAMERS.

WEEKLY CANADIAN SERVICE.

CONCORDIA	3,500 Tons.
COLINA	2,000 "
CYNTHIA	2,200 "
TITANIA	2,200 "

The splendid new first-class full power Screw Steamer CYNTHIA, A 100 (highest class at Lloyds), is intended to sail from MONTREAL TO GLASGOW

On or about the 29th Sept. next,

taking Goods at LOWEST THROUGH RATE from all parts of Canada and the Western States of America.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

Will be followed by one of the above first-class Steamers every week from Montreal and Glasgow thereafter during the season.

Superior accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament street, Montreal,
Or DONALDSON BROTHERS,
165 St. Vincent street, Glasgow.

158

Steamships.

WHITE STAR LINE.

Calling at Cork Harbour, Ireland.

CARRYING BRITISH AND AMERICAN MAILS.

PROVIDED WITH EVERY MODERN IMPROVEMENT.

Sailing between NEW YORK and LIVERPOOL, via Queenstown, are appointed to leave as follows:—

GERMANIC	Saturday,	Sept. 2,	at	9.00 a.m
REPUBLIC	Thursday,	Sept. 7,	at	1.30 p.m.
CELTIC	Thursday,	Sept. 14,	at	6.00 a.m.
BRITANNIC	Saturday,	Sept. 23,	at	2.00 p.m.
*BALTIC	Saturday,	Sept. 23,	at	2.30 p.m.
ADRIATIC	Thursday,	Sept. 28,	at	6.00 a.m.
GERMANIC	Saturday,	Oct. 7,	at	2.00 p.m.
REPUBLIC	Thursday,	Oct. 12,	at	3.00 p.m
CELTIC	Saturday,	Oct. 21,	at	Noon.
BRITANNIC	Saturday,	Oct. 28,	at	6.00 a.m.
ADRIATIC	Thursday,	Nov. 2,	at	10.30 a.m.
GERMANIC	Saturday,	Nov. 11,	at	5.00 a.m.

*The Baltic will not call at Queenstown or carry Steerage passengers.

CABN RATES.

New York to Liverpoo and Queenstown, $80 and $100 gold. Excursion Tickets, good for one year, $144 and $180 gold. Tickets to London, $7, and to Paris, $26, gold, additional. Children between one and twelve years, half-price. Infants free. Servants, $60.

THESE STEAMERS DO NOT CARRY CATTLE SHEEP OR PIGS.

STEERAGE RATES.

From Montreal to Liverpool or Londonderry, $31.00 prepaid. To Montreal from above places, $31.00 prepaid.

Passengers taking the "White Star Steamers," as a rule, arrive in London in 9½ days from New York.

Passengers booked, via Liverpool, to all parts of Europe at moderate rates.

For further information and passage apply to R. J. CORTIS, Agent, 17 Broadway, New York. Or to

B. J. COGHLIN,
SOLE AGENT.
414 St. Paul Street, Montreal.

March 20

CUNARD LINE.
LANE ROUTE.

The Cunard Steamship Company (Limited between NEW YORK and LIVERPOOL, calling at CORK HARBOUR,

FROM PIER 40 N, R. NEW YORK.

PARTHIA	Wednesday, Sept. 20
GALLIA	Wednesday, Sept. 27
SERVIA	Wednesday, Oct. 4
SCYTHIA	Wednesday, Oct. 11
BOTHNIA	Wednesday, Oct. 18
PARTHIA	Wednesday, Oct. 25
GALLIA	Wednesday, Nov. 1
SERVIA	Wednesday, Nov. 8

And every following Wednesday from New York.

RATES OF PASSAGE—$80 and $100, according to accommodation.

Steerage at very low rates. Steerage tickets from Liverpool and Queenstown, and all other parts of Europe at lowest rates.

Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other Ports on the Continent, and for Mediterranean Ports.

For Freight and Passage, at the Company's Office, No. 4 Bowling Green.

VERNON H. BROWN & CO.
Or to THOS. WILSON,
58 St. Francois Xavier street.

July 21 157

GUION LINE.

UNITED STATES MAIL STEAMER

SAILING WEEKLY BETWEEN

New York and Liverpool, calling at Queenstown

PROPOSED SAILINGS FROM NEW YORK

ARIZONA	June 13,	3.00 p.m
ABYSSINIA	June 20,	8.00 a.m.
WISCONSIN	June 27,	1.30 p.m
ALASKA	July 4,	7.00 a.m
WYOMING	July 11,	2.00 p.m
ARIZONA	July 18,	6.30 a.m
ABYSSINIA	July 25,	noon
WISCONSIN	Aug. 1,	6.00 a.m.
ALASKA	Aug. 7,	12.30 a.m
WYOMING	Aug. 15,	6.00 a.m
ARIZONA	Aug. 22,	10.30 a.m
ABYSSINIA	Aug. 29,	4.30 p.m

These Steamers are built of iron, in water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having Bath room, Smoking-room, Drawing-room, Piano and Library; also, experienced Surgeon, Stewardess and Caterer on each steamer. The State-rooms are all upper deck, thus insuring those greatest of all luxuries at sea, perfect ventilation and light.

CABIN PASSGE,

$60, $80 and $100, according to location, &c.

INTERMEDIATE.

This is a class that affords people of moderate means a respectable way of travelling. Beds, Bedding, Wash-basins, &c., together with good food, separate Dining-room from either Cabin or Steerage being provided. Passage, $40 single; $80 round trip.

Steerage passage at Low Rates.

Apply to WILLIAMS & GUION,
29 Broadway, New York.
Or to J. Y. GILMOUR & Co.,
354 St. Paul street, Montreal

July 22

INMAN LINE.
SAILINGS, 1882,

From NEW YORK via QUEENSTOWN & LIVERPOOL.

Carrying the United States Mails.

City of Rome	Saturday,	Sept. 9,	2.00 p.m
City of Chester	Saturday,	Sept. 16,	7.30 a.m
City of Montreal	Thursday,	Sept. 21,	11.00 a.m
City of Berlin	Saturday,	Sept. 30,	7.00 a.m.
City of Richmond	Thursday,	Oct. 5,	Noon.
City of Chester	Saturday,	Oct. 14,	6.00 a.m.
City of Brussels	Thursday,	Oct. 19,	10.00 a.m
City of Montreal	Thursday,	Oct. 26,	2.00 p.m
City of Berlin	Saturday,	Nov. 4,	Noon.
City of Richmond	Thursday	Nov. 9,	2.00 p.m
City of Chester	Saturday,	Nov. 18,	11.00 a.m.
City of Brussels	Saturday,	Nov. 25,	5.30 a.m
City of Montreal	Thursday,	Nov. 30,	9.00 a.m.
City of Berlin	Saturday,	Dec. 9,	2.00 p.m

RATES OF PASSAGE—$80 and $100, according to accommodation, all having equal saloon privileges. Children, between 2 and years of age, half-fare. Servants, $50.

Tickets to London, $7; and to Paris, $15 an $20 additional, according to the route selected. Steerage, from Montreal to Liverpool $26.50.

For Freight or Passage, apply at the Company's Offices, 31 and 33 Broadway, New York

JOHN J. DALE, Agent,
31 and 33 Broadway, N.Y.
C. C. McFALL,
143 St. James street,
Or to J. Y. GILMOUR & CO,
354 St. Paul street,
Agent in Montreal

BERMUDA AND WEST INDIES

QUEBEC STEAMSHIP COMPANY.

For BERMUDA, SS. ORINOCO, Oct. 5.

For ST. KITTS, ANTIGUA, GUADILOUPE, DOMINICA, MARTINIQUE, ST. LUCIA, BARBADOES and TRINIDAD, SS. MURIEL, October 14.

For freight, passage and insurance, apply to A. E. OUTERBRIDGE & CO., Agents, 51 Broadway.

LEVE & ALDEN,
St. James street, Montreal.
W MOORE Manager,
Quebec

September 16 222

Steamships.

1882.

WHITE CROSS LINE.

STEINMANN & LUDWIG.

ANTWERP,

OWNERS AND GENERAL AGENTS.

Direct Steamship Communication between Antwerp and Canada.

The SS. HELVETIA, E. KEIL, master, is intended to sail from

MONTREAL for ANTWERP,

On or about the 1st of October.

The White Cross Line Steamers offer comfortable accommodation to a limited number of Cabin, Second Cabin and Steerage passengers at the following rates:—1st Cabin, $60; 2nd Cabin, $40; Steerage, $25.

For Rates of Freight, Passage and other informatson, apply to

STEINMANN & LUDWIG,
Antwerp.
Or to MUNDERLOH & Co.,
General Agents, Montreal.

September 21 204

DOMINION LINE
OF
STEAMSHIPS

Running in connection with the

Grand Trunk Railway of Canada.

	Tons.		Tons.
Montreal	3,284	Toronto	3,284
Dominion	3,176	Ontario	3,178
Texas	2,700	Sarnia	3,850
Quebec	2,700	Oregon	3,850
Mississippi	2,680	Vancouver	5,700
Brooklyn	3,600		

DATE OF SAILING.

Steamers will sail as follows.

FROM QUEBEC.

BROOKLYN	2nd Sept.
TORONTO	9th Sept.
DOMINION	16th Sept.
MISSISSIPPI	23rd Sept.
*SARNIA	30th Sept.
ONTARIO	7th Oct.

RATES OF PASSAGE.

CABIN—Quebec to Liverpool, $50 and $60; Return, $90 and $110.

Rates per steamer Sarnia to Liverpool—Cabin, $65 and $80; Return, $117 and $144; Intermediate, $40; Steerage, $25.

*Sarnia carries neither Cattle or Sheep.

Prepaid Steerage Tickets issued at the lowest rates.

Through Tickets can be had at all the principal Grand Trunk Railway Ticket Offices in Canada, and Through Bills of Lading are granted to and from all parts of Canada.

For Freight or Passage, apply in London, to Bowering, Jamieson & Co., 17 East India Avenue; in Liverpool, to Flinn, Main & Montgomery, 24 James Street; in Quebec, to W. M. Macpherson; at all Grand Trunk Railway Offices; or to

DAVID TORRANCE & CO.,
Exchange Court.

April 27 109

CANADA SHIPPING CO

Beaver Line of Steamships.

Summer Arrangements

SAILING BETWEEN

Montreal and Liverpool

And Connecting by Continuous Rail at Montreal with all important places in Canada and the West.

The Steamers of the Line are intended to be despatched as follows from MONTREAL for LIVERPOOL direct:—

LAKE MANITOBA, G. B. Scott	Sept. 7
LAKE HURON, W. Bernson	Oct. 4
LAKE NEPIGON, H. Campbell	Oct. 11
LAKE WINNIPEG, W. Stewart	Oct. 18
LAKE CHAMPLAIN, P. A. Jackson	Oct. 25
LAKE MANITOBA, G. B. Scott	Nov. 8
LAKE HURON, W. Bernson	Nov. 15

RATES OF PASSAGE:

Cabin, Montreal to Liverpool, $50.00: Return, $90.00.

An experienced Surgeon and Stewardess carried on each steamer.

For Freight or other particulars, apply in Liverpool to R. W. ROBERTS, Manager Canada Shipping Co., 21 Water street; in Quebec, to Hy. H. SEWELL, Local Manager, St. Peter street; or to

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

June 2 131.

The Great Western Steamship Co.

(LIMITED.)

MONTREAL TO AVONMOUTH DOCK

[NEAR BRISTOL.]

Running in connection with the Grand Trunk Railway Company of Canada, composed of the following New and First-class Steamers:—

SOMERSET	2,000 Tons
CORNWALL	2,000 "
GLOUCESTER	2,000 "
ARRAGON	1,500 "

The steamship SOMERSET, is intended to be despatched for Avonmouth Docks

About 8th Oct. next.

These steamers will have special facilities for the carriage of Butter, Cheese, Boxed Meats, and other perishable goods, and the greatest care in handling same will be taken at both ends of the route. They have also first-class facilities for the carriage of a limited number of HORSES, CATTLE and SHEEP.

These steamers have superior cabin accommodation for a limited number of passengers, for which early application should be made.

For rates of passage and freight, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrement St., Montreal,
Or to MARK WHITWILL & SON,
The Grove, Bristol,
England.

July 25 175

1882. LONDON, 1882.

Quebec and Montreal.

TEMPERLEY LINE,

Composed of the following First-Class Steamships:—

SCOTLAND	2,645 Tons.
THAMES	1,687 "

The Steamships of this Line are intended to be despatched from

MONTREAL FOR LONDON.

AS FOLLOWS:

THAMES ...... on or about ————

Passage Certificates issued to persons desirous of bringing out their friends.

Through Bills of Lading issued on the Continent and in London, for all parts of Canada and the Western States.

For Freight or Passage, apply to TEMPERLEYS, CARTER & DARKE, 21 Billiter Street London, E. C., Ross & Co., Quebec.

DAVID SHAW,
Montre

May.

Steamboats.

Western Express Line.

1882 1882

The above Line of First-Class Steamers ar now running between

Montreal and Chicago,

Calling at intermediate ports, and connecting with all Railways at Toronto, Hamilton and other ports.

ALSO, BETWEEN

Montreal and Duluth

connecting with the Northern Pacific for Manitoba and the North-West.

For passage apply at 264 St. James Street.

CURRIE & McLEAN, Agents,
91 and 92 Common Street.

CHEAP TRIP.

Steamer PERSIA.

This favourite Passenger Steamer sails EVERY FRIDAY, at 7 p.m., for:

	FARE.
TORONTO	$7.00
ST. CATHARINES	7.50
NIAGARA FALLS	8.50

Meals and Berth included.

SUPERIOR ACCOMMODATION.

For Tickets or other information apply at 266 St. James street (corner McGill), or 120 St. James street (opposite Post office).

Richelieu & Ontario Navigation Co

SUMMER ARRANGEMENTS.

—:o:—

The Steamers of this Company between

Montreal and Quebec.

run regularlyas under:—

The Steame QUEBEC, Capt. B. NELSON, on Mondays, Wdnesdays and Fridays, and

The Steamr MONTREAL, Capt. L. H. ROY, on Tuesdays, Thursdays and Saturdays, at 7 o'clock p.m, from Montreal. North Shore Railway tickts good on the above steamers.

STEAMERS FROM

Montreal to Toronto and Hamilton.

and intermediate ports,

will leave the Canal Basin, Montreal, daily, (Sundays excepted) at 9 o'clock a.m., and Lachine on the arrival of the train leaving Bonaventure Station 12 noon, and Coteau Landing on arrival of the train leaving Montreal at 5 o'clock p.m., connecting with the various railways and steamboat routes, North, North West, and South.

SOUTH SHORE LINE.

For Alexandria Bay, Thousand Island Park and Camping Grounds, daily (Sundays excepted).

Steamer BOHEMIAN, Capt. JOHN RANKIN, leaves for Cornwall and intermediate ports every Tuesday and Friday at 12 noon.

Steamer THREE RIVERS, Capt JOSEPH DUVAL, leaves for Three Rivers every Tuesday and Friday at 2 p.m.

Steamer CHAMBLY, Capt. FRS. LAMOUREUX, leaves for Chambly every Tuesday and Friday at 1 p.m.

Steamer TERREBONNE, Capt. LAFORCE, leaves daily (Sundays excepted) at 2 p.m., except Tuesdays and Fridays at 3 p.m., for Vercheres, calling at Boucherville, Varennes and Bout de l'Isle. For L'Assomption, on Mondays, Tuesdays. Wednesdays and Saturdays; for L'Achenaie, Thursdays and Fridays, and Contrecœur Mondays, Wednesdays, Thurtdays and Saturdays.

COMPANY'S TICKET OFFICES, where staterooms can be secured:—From R. A. Dickson, 133 St. James Street; at the Ticket office, Canal Basin, and at the Company's Ticket office, Richelieu Pier, foot of Jacques Cartier Square.

J. B. LAMERE, General Manager. ALEX. MILLOY, Traffic Manager.

General Offices, 222 St. Paul Street,
Montreal, Sept. 4, 1882 162

The Ottawa River Navigation Company

MAIL LINE DAY STEAMERS

BETWEEN

Montreal and Ottawa.

Passengers for Ottawa and all intermediate ports take 7 a.m. train for Lachine daily to connect with steamer.

FAVOURITE ROUTE FOR TOURISTS.

Delightful Day Trip to Carillon,

Fifty miles up the river, passing through beautiful scenery. The Steamer remains one and a half hours at Carilion, returning HOME BY THE RAPIDS. Fare for Round Trip, $1.25; on Saturdays, $1.

Excursions Up by Rail and Down by Boat.

To OTTAWA by Rail, return by steamer.

To ST. ANNES by 12.30 p.m. train (Saturday 2 p.m.), return by boat at 5 p.m. Round trip, 80c.

To SHOOT THE RAPIDS in the afternoon take 5 p.m. train for Lachine. Round trip, 50c.

Tickets for the CELEBRATED CALEDONIA SPRINGS issued at low rates.

Tickets, Tourist Cards and all information at principal Hotels, Grand Trunk Offices and Ticket Office, corner McGILL and ST. JAMES STREETS.

General offices, Freight Stores, &c., 87 and 89 COMMON STREET, Canal Basin.

E R. W. SHEPHERD,
President.

May 27 126

1882 1882

GROSBOIS ISLAND.

From this date (September 12), the Service will be as follows:—

Thursdays	10.30 a.m. and 2.30 p.m.
Saturdays	2.30 p.m.
Sundays	1.45 and 2.45 p.m.

There will always be temperance refreshments on board of the boats and the island at city prices.

Return Fare—Week Days:	Gentlemen.	10c.
Do do	Ladies	10c.
Do Sundays:	Gentlemen	20c.
Do do	Ladies	10c.
Do	Children with their parents,	5c.

OVIDE DUFRESNE, Manager

Steam Service between Longueuil and Montreal.

UNTIL FURTHER NOTICE the service between Longueuil will be made, as near as possible, as follows:—

From Longueuil to the Foot of the Current

ON WEEK DAYS.

FROM LONGUEUIL—At 5, 6, 7, 8, 8½, 9, 10 and am.; 12 noon, and 1, 2, 3, 4, 5, 5½, 6 and 7 p.m.

FROM FOOT OF CURRENT—At 5½, 6½, 7½, 8½, 8¾, 9½, 10½, and 11½ a.m.; 12½, 1½, 2½, 3½, 4½, 5½, 5¾, 6¾ and 7½ p.m.

ON SUNDAYS.

FROM LONGUEUIL—At 8½ a.m.; 1, 2, 3, 4, and 7 p.m.

FROM FOOT OF CURRENT—At 9 a.m.; 1½, 2½, 3½, 4½, 5½, 6½ and 7½ p.m.

OVIDE DUFRESNE, Manager

June 29 154

1882. 1882.

Laprairie Navigation Company

On and after September 25th, 1882, the Steamers LAPRAIRIE will leave, as near as possible at the following hours, Sundays and Holidays excepted:—

From Laprairie—6.00 a.m., 9.00 a.m., 12.30 p.m., and 3.30 p.m. From Montreal—7.30 a.m., 11.00 a.m., 2.00 p.m., and 4.30 p.m.

On Sundays and Holidays—From Laprairie, 9.00 a.m., 4.00 p.m. From Montreal—2 p.m., 4.45 p.m.

J BROSSEAU Secretary.

Excursion to Laprairie.

Every day (Sundays excepted) during the months of June, July and August, the steamer LAPRAIRIE will leave:—

Montreal—4.00 p.m. Laprairie—5.30 p.m.

On Sundays: Montreal—2.00 p.m. Laprairie—5.00 p.m.

J. BROSSEAU. Manager and Secretary.

August 26 196

DOMINION DESPATCHES.

A New Governor and a New Senator for Manitoba.

FURTHER CUSTOMS CHANGES.

A New Weather Prophet Inflicted Upon Us.

ELOPEMENT EXTRAORDINARY.

QUEBEC, Sept. 23.—A St John street grocery firm are reported in difficulties. Liabilities heavy.

VESSEL RELEASED.

American canal boat Earl and Skinner recently seized here by Customs authorities for infraction of Revenue laws has been released on payment of a fine said to be three hundred dollars.

A vicious dog killed 30 sheep belonging ing to a farmer named Guay on the Beauport road one night recently,

The total loss of insurance companies in the recent St Sauveur fire will not it seems exceed fifty thousand dollars.

EXTENDING TELEPHONE COMMUNICATION.

The Bell Telephone Co is as busily engaged as it is possible to be constructing telephone lines at Levis, New Liverpool and even as far as Mr. Breakeys Mill at Chaudiere. By the 1st of November next it expects to receive the cable to connect the two sides of the river. This will be laid at Cap Rouge. The Company's agents seem to think that in a few months Quebec will be connected by telephone with the gold fields of Beauce.

Mr. Arthur Judge, of this city, was ordained deacon to-day by the Bishop of Quebec in St. Matthew's Church.

APPOINTMENTS.

OTTAWA, Sept. 23.—Dr. Schultz, ex-M. P. for Lisgar,has been called to the Senate by his appointment. The prairie province gets an additional representative.

Hon. J. C. Aikens has been appointed Lt.-Governor of Manitoba, the duties of which position he will assume at the expiration of the Hon. Mr. Cauchon's term on the 18th of October next.

J. Maxwell, Barrister at Law, L'Orignal, to be Deputy Judge of the County Court, of the United Counties of Prescott and Russell during the absence of Judge Daniels.

T. M. Benson, Port Hope, to be Deputy Judge of Northumberland and Durham during the absence of Judge Clark.

J. E. Bureau, of Island Pond, Que., to be landing waiter and searcher in H. M's. Customs.

THE "ASIA" INQUIRY.

The department of Marine and Fisheries has given instructions to Capt. Scott, R. N., to make a most searching inquiry into the cause which led to the wreck of the "Asia." He is to report as to whether the frequent fall disasters are owing to defective model or defective construction, too much top out of water in proportion to the part under water, or owing to common practice of loading the principal part of the cargo in the main deck instead of in the hold.

Mr. Risley, Chairman of the Board of Steamboat Inspectors, has been appointed by the Government to investigate the cause of the accident to the steamer "Richelieu." The investigation will be commenced at Lachine to-day.

STORM PREDICTIONS.

Dr. E. Stone Wiggins, of the Finance Department, who predicted some time ago that the recent heavy gale would sweep from east to west over the continent, says a great storm will strike this planet on the 9th of March next. He gives this timely warning:—"It will first be felt in the northern Pacific, and will cross the meridian of the Ottawa at noon (5 o'clock p.m. London time) of Sunday, March 11th, 1883. No vessel smaller than a Cunarder will be able to live in this tempest. India, the south of Europe, England, and especially the North American continent, will be a theatre of its ravages. As all the low lands on the Atlantic will be submerged, I advise shipbuilders to place their prospective vessels high upon the stocks, and farmers having loose valuables, as hay, cattle, &c., to remove them to a place of safety. I beg further most respectfully to appeal to the Hon. Minister of Marine that he will peremptorily order up the storm-drums on all the Canadian coast not later than the 20th of February, and thus permit no vessel to leave harbor. If this is not done hundreds of lives will be lost and millions worth of property destroyed."

The 25th day of October has been fixed for holding a poll at Fredericton, N. B., for the revocation of the Temperance Act.

A circular from Downing street announces that the Imperial Government have decided that aliens naturalized in British Colonies shall, as regards their claim to British protection out of H.M.'S. Dominion be placed in future on the same footing as aliens naturalized in the country under the Naturalization Act of 1870.

CUSTOMS ORDERS.

The order in council on the 5th of July, 1882, approving certain regulations for an abatement of the duty charged on spirits, for such a quantity of fusil oil or other refuse as may be separated therefrom by a second process of distillation and destroyed, has been cancelled and new ones adopted. The duty on steel boilers is 12½ p.c. *ad valorem*. It is ordered that hereafter sewing machines imported into Canada shall be appraised and entered at the prices at which they are sold at by the agents of the manufacturers, and not at the prices at which the manufacturers supply such agents, and the duty shall be levied and collected upon the value so ascertained and not upon a lower value.

AGAIN DISALLOWED.

The order in council disallowing the Rivers, Streams and Creeks Acts of Ontario is gazetted.

Lands have been granted to the following: The North West Fertile Belt Colonization Co.; the Saskatchewan Land and Homestead Co'y, and Messrs. C. F. Ferguson, A. Blackburn; Messrs. Bower Porter and Bower, and Wm. Saunders.

The North West, Qu'Appelle & Long Lake Syndicate have made application for letters patent of incorporation.

James McGill Rooney, of Portage du Fort, died at the Roman Catholic Hospital. Deceased had been suffering from inflammation of the liver.

Arrangements for the reception of the 5th Fusiliers of Montreal on Friday next have been completed by the Governor-General Foot Guards.

TORONTO, ONT. September 24.—The young man Cooke sentenced to six years in the Kingston Penitentiary for stealing registered letters from the Toronto Post-office, left for that institution yesterday afternoon.

During the past week several large sales of city property have been made, notably a residence in the Queen's Park for $22,000 and a Pembroke and James street residence for $10,000 and $12,500 respectively.

It is understood that George Jacob Holyoke, will while in Canada prepare a hand-book for immigrants, containing all information that a new comer to the country is in need of similar to that compiled by the New Zealand Government.

A suit in which Dr. Grasett is plaintiff and Mr. Carter defendant, has been commenced for the recovery of four inches of land. The parties are neighbors, and the defendant in building a wall encroached four inches on the property of the plaintiff. It is likely the case will be carried to the Supreme Court before it is concluded.

ELOPEMENT.

A young Toronto book binder has eloped with a woman aged 56 years, married, and mother of four children. The two boarded in a Temperance street boarding house. The husband left for the West last night, accompanied by a heavy Colt's revolver.

The Toronto Lacrosse team and their friends arrived home shortly after 12 o'clock to-day. They were met at the station by a large crowd of admirers. The opinion expressed is that the losing of the game to the Shamrocks was purely accidental, and that next Saturday they will retrieve their lost fortunes. The Toronto men are loud in their praise of the gentlemanly treatment extended to them by their old and well tried opponents, the Shamrocks.

General Sherman, of U.S. army, and daughter, arrived here this morning. They leave to-morrow for Niagara Falls.

Captain Scott, who has been deputed by the Dominion Goverument to make thorough investigations into the loss of the steamer "Asia," arrived here to-day en route for Collingwood.

UNITED STATES NEWS.

THE GREELEY EXPEDITION.

WASHINGTON, September 24.—The expedition which sailed in the steamer "Neptune." from St. John's Newfoundland on July 8th, with additional stores for Bentevant Greeley's party returned on Saturday to St. John's having been unable to reach Greeley. A solid ice barrier was encountered extending from Cape Inglefield to Ross Bay. Greeley's station is in latitude 81 ° 40 min. The vessel was only able to reach latitude 79 ° 20 min. The party remained until September 5th, when the ice had formed to a considerable depth, and to remain longer would be to remain for the winter. The "Neptune" established depots to secure Greeley's safe retreat, should it become necessary a year or two hence, No anxiety for the safety of the party is entertained. They are amply supplied with stores of all kinds for two years. The impossibility of annually reaching the statiou was foreseen and provided for.

ANOTHER BRIDGE GIVES WAY.

JERSEY CITY, N. J., September 24.—A Long Branch freight train fell through a bridge over Berry's Creek to-day. Conductor Webber was crushed to death. Engineer Currie and fireman Burke were badly scaled but managed to climb out of the Creek. They are in a dying condition. The bridge had been weakened by the flood.

A FREETRADER'S REASONS.

Mr. N. J. Coleman, formerly Lieutenant-Governor of Missouri, made a free-trade argument before the Tariff Commission at St. Louis recently, particularly on the tariff as it affects farmers. He declared that the protected industries were eating each other up—the iron men eating up the cotton men, and the cotten men the woollen men, etc. It was in that way that everything was so high. The country would have to come to the lowest basis, and then American manufacturers could compete with the world.

Mr. Boteler—It is the ultimate purpose of those who agree with you to have entire free trade,

Mr. Coleman—Not at once. What I understand to be free trade is a tariff sufficient to defray the expenses of the Government. We want free trade so far as taxation for the benefit of interested classes is concerned. The men who have made statements before this commission would not be competent witnesses in a court of justice, because they are pecuniarily and directly interested.

Mr. Boteler—It is possible for any citizen to come before the Commission who is not interested in the tariff. We have invited all to come before us—laborer farmers, merchants and manufacturers.

Mr. Coleman—I only come here for the good of the people. I am one of the people. I am speaking on behalf of over 12,000,000 farmers, because they are the men who have to bear the burdens. They are the sufferers; they are plucked like geese, and the sooner this plucking business is stopped the sooner our manufacturers can compete with the rest of the world. But it cannot be done so long as the present prices have to be paid for rent, clothing and subsistence.

Mr. Ambler—The present price of labor would also have to be reduced.

Mr. Coleman—Of course; that is made high artificially.

Mr. Ambler—Then it is part of your project to reduce the price of everything—labor included—to the European standard, so that we can compete with the world. Is that what you mean?

Mr. Coleman—I do not want the price of labor docked, but if I were a laborer I would rather get a dollar a day that would buy what he has now to pay two dollars for, than to get a dollar and a half a day that will only buy an actual dollar's worth of goods.

Mr. Ambler—Labor is a very considerable item in the matter of economy. If you mean to reduce the wages of labor, say so.

Mr. Coleman — Demand and supply regulate the price of labor as of every other commodity.

Mr. Ambler—That statement is not new.

Mr. Underwood—Is it your opinion that geographical protection against the manufacturers of Europe is all the protection we need?

Mr. Coleman—It is. The tariff has to be reduced in order to bring things to "bed-rock."

PERSONAL! TO MEN ONLY.

THE VOLTAIC BELT CO., Marshall, Michigan, will send DR. DYE'S CELEBRATED ELECTRO-VOLTAIC BELTS AND ELECTRIC APPLIANCES on trial for thirty days to men (young or old), who are afflicted with Nervous Debility, Lost Vitality and Manhood, and kindred troubles, guaranteeing speedy and complete restoration of health and manly vigour. Address as above. N. B.—No risk is incurred, as thirty days trial is allowed.

FOR a cheap yet servicable overcoat made to order, try Robinson.

FROM THE OLD WORLD.

The Khedive's proclamation to the Egyptians.

REBELLION AT AN END.

Deposition of the Moslem Sherif of Mecea.

CONTINENTAL JEALOUSY OF ENGLAND.

Wolseley and Seymour to be raised to the Peerage.

STEAMSHIP COLLISION AT SEA.

Disastrous Accident on an Austrian Railway.

COMPULSORY FRIENDSHIP.

ALEXANDRIA, September 23—It is disgusting to witness the enthusiasm of the natives for the Khedive and to hear the expressions of loyalty of many who have been notorious friends of Arabi. The Khedive, however, is not deceived. The fact that several partisans of Arabi still hold Government appointments under the protection of certain ministers is much commented on.

THE KHEDIVE'S MANIFESTO.

The Khedive has issued a manifesto declaring that England has great interests in Egypt, regarding finances and traffic through the Suez Canal. For the protection of those interests she was compelled to interfere. She has no intention of annexing the country. The Khedive announces that he has authorized Wolseley to represent him in restoring order and punishing rebels. All loyal Egyptians are called upon to render Wolseley every assistance, and anybody refusing to do so will be treated as a rebel.

TROUBLE IN THE MOSLEM WORLD.

It is officially announced that the Grand Shereef of Mecca has been deposed and imprisoned at Taiffe, where Midhat Pacha was a prisoner. Abdallah Abricour has been name Grand Shereef. He is a brother to the Shereef murdered some time ago, as then supposed by orders from the Sultan, because he was favorable to the British. Two men implicated in the June massacres here were hung to day.

THANKSGIVING SERVICES.

The Khedive offered Malet, British Consul-General, the Grand Cross of the Order of Osmanli, the highest decoration he can bestow. The Khedive leaves for Cairo to-morrow. A solemn service of thanksgiving for British pacification of the country was held in the Roman Catholic Church to-day. The Congregation was very large and included foreign Consuls, British military authorities and a deputation from a number of regiments. A Requiem will be sung to-morrow for the victims of the massacres and those killed in battle.

PLUNDERING AT DAMIETTA.

DAMIETTA, September 23.—General Wood arrived to-day. Abdellah Pasha surrendered at the railway station. Of the original garrison of 7,000, all deserted, except 800 blacks. The latter plundered the barracks, Governor's house, and many private residences and exchanges were robbed. They escaped.

EGYPT IN THE MARKET.

A Paris newspaper asserts that negotiations are progressing between the Porte and the British looking to the cession of Egypt to England in consideration of an annual payment by the latter of £320,000 sterling.

EGYPT AND THE POWERS.

LONDON, September 23.—The surrender of Damietta finally disposes of the Egyptian rebellion. The English and foreign press are in the thick of the discussion on the re-settlement of the country. It seems to be forgotten that it practically remains with Mr. Gladstone to say whether there shall be a reference to Europe or not. The Powers agreed to British intervention on the understanding that any modification of the *status quo* should be submitted to a general consideration. At present the *status quo* only is revived since the Khedive is resuming the Government with old arrangements, including Anglo-French control, in which the French representative takes part. It is quite probable, however, that Gladstone's scheme will make necessary serious changes. It is most likely they will be submitted to Parliament and that then the Conference will assemble to consider the question as to purchase of Suzerainty. It is strongly pressed on the Government that England should declare she will not encroach on the Sultan's rights. On the other hand we hear from Vienna that Europe is quite willing to grant England the wardenship of the Suez Canal with the protection of territory on either side. The French papers are demanding that England shall compensate them for their exclusion from Egypt by consolidating their influence in Syria.

MR. GLADSTONE'S TRIUMPH IN EGYPT

is a crushing blow to his opponents at home. Dufferin shares in the congratulations heaped on Wolseley by Irishmen. Whether by the stupidness of the Porte or by careful design he kept the Turks out of Egypt, and prevented the execution of the commission given the Sultan without offending the Powers. The *Times* says he is the worthy successor to Stratford de Redcliffe.

The project of a second canal across the Isthmus of Suez, the *Times* says, has probably served its purpose. In Paris it produced a scare, and DeLesseps will satisfy English opinion.

DESIGNS OF THE POWERS.

Russia is arming extensively and is said to be preparing to put in a demand for the whole Balkan Peninsula. She will certainly endeavor to get another slice out of the Sultan's dominions by way of compensation for any gains England may make, or be supposed to have made in Egypt. Italy is also determined not to be left out in the cold. It will be by no means surprising should Mr. Gladstone's administration decide to leave by far the larger part of the army in Egypt.

COLLISION AT SEA.

CORK, September 24.—The steamship "Lepanto," which arrived to-day from Hull, reports that on the night of the 21st she collided with and sunk the steamship "Edam" in a fog. The "Edam" sailed from New York on the 20th inst., for Amsterdam, with a valuable cargo, 21 passengers and a crew of 54 men. The "Lepanto's" boats were put out immediately after the collision, as were those of the "Edam," and all of the latter's people, except the third engineer and his assistant were saved. The "Lepanto" was badly damaged, but luckily secured a pilot soon after the collision, and reached port safely. The debris of the "Edam" indicated that she blew up on foundering. The "Lepanto's" officers state that the "Edam" dragged right across her bows from south to north, with her propeller going all the time. The steam whistle had been blown at intervals. The "Edam's" whistle was heard a moment before her headlight appeared very close to the "Lepanto." The "Lepanto's" master and second officer were in charge of the vessel at the time.

Captain Tait, of the "Edam," says he had thirty passengers, four being ladies. There were agonizing cries to be saved when the vessels first struck, but all were got into boats except the two of the crew before referred to. The explosion of the "Edam" was heard aboard the "Lepanto." The boats cruised for hours in search of the two missing men, but no trace of them could be found. The "Lepanto" had a large hole stove in her forward compartment and her steam was broken. The aperture was covered with sails and the lower fire peak filled up with bags of sawdust and flanking. There was great danger of the collision bulkhead bursting jeopardising all the lives on board. The ship, however, made no water and was able to proceed at a good speed. Nothing whatever was saved from the "Edam." The collision occurred in lat. 31°, 8 log., 66° 50.

A WIDESPREAD PLOT.

ARMAGH, September 24—Four men charged with treason and felony, four of whom had recently been liberated from Kilmainham, have been remanded. It is understood that the Crown obtained evidence from an informer who made extraordinary revelations regarding the existance of a widespread conspiracy.

DISASTROUS RAILWAY ACCIDENT.

AGRAM, Austria, September 24—While a mixed passenger and baggage train was crossing the river Drave near Eszek today part of the bridge fell. The engine and baggage cars pitched into the river, dragging with them some of the passenger cars, containing a number of hussars. 15 soldiers were drowned and 30 others injured. The coupling chains breaking, the remainder of the train stopped on the bridge. The accident is attributed to high water. The bridge was of wood, supported on wooden piles.

Thirty soldiers were drowned in the railroad disaster near Eszek yesterday.

ANOTHER SLICE OF TURKEY GONE.

CONSTANTINOPLE, September 23.—The Sultan has ordered the immediate surrender to Greece of the whole frontier fixed by the International Commission. Representatives of the Powers who assembled to-day to discuss the question dissolved the meeting on learning of the settlement of the difficulty.

CABLE NOTES.

The Emperor and Empress of Russia returned to St. Petersburg yesterday.

Six thousand miners in North Staffordshire demand an advance of ten per cent in wages.

Bradlaugh has issued another address to the people. He says: "In this Parliament I will sit."

It is said the Grand Sherif of Mecca was deposed on account of his treasonable relations with Arabi Pasha.

Earl Spencer professes himself satisfied with the evidences his recent tour afforded him of returning peace in Ireland.

George Rae & Co., distillers of Dublin, are reported as having failed. Their liabilities are estimated at from £100,000 to £400,000.

The entire press of Germany congratulates Bismarck on the twentieth anniversary of his entrance into the Prussian Ministry.

The British harvest after all came out much better than was anticipated. Root crops as well as cerals have been wonderfully good.

It is officially announced that Wolseley and Seymour will be raised to the Peerage in acknowledgment of their distinguished services in Egypt.

The Trades Congress has just concluded its annual session in Manchester. The Congress pronounced in favor of the nationalization of land doctrine.

Several bundles of the *Irish World* received by express at Liverpool from America were recently seized by the Customs authorities who held the packages a number of days and then releasod them.

The proposal to introduce Chinese coolie labor there has roused the indignation of London democrats, who are about to appeal to the Prime Minister to influence the Chinese Government to stop the exportation.

THE STORM KING'S RAVAGES.

Great Destruction of Property by Floods In the United States.

RAILWAY TRAFFIC INTERRUPTED.

NORTH ADAMS, Mass., September 23—Continuous rain for three days threatens the destruction of many buildings on the Hoosac River.

IN PHILADELPHIA.

PHILADELPHIA, September 23—Eleven inches of rain have fallen here in 72 hours. The Schuylkill has risen six feet, and is still rising. Travel on the New York division of the Pennsylvania Railway is suspended owing to the washing away of a bridge over the Holmesburg, and the giving way of a large section of track between Holmesburg and Frankfort. There is also a serious washout on the Bound Brook route at Boundbrook. Five hundred passengers were brought here by boat from Bristol. On west Jersey road, between Minonah and Bamboos, a washout carried off an embankment, in some places 30 feet high. The breaks in the sewers here are numeroas and serious. A large portion of the neck below the city is inundated and farmers there suffer heavy losses at Newtown. Several buildings are washed awa y and four men were washed away

ON THE HUDSON.

NEWBURG, N.Y., September 24.—Reports of damage by flood continue to come in. In Cornwall eight or ten bridges are carried away. Damage $12,000. At Mountainville a barn and dam were carried away and a flour mill damaged to the extent of about $2,500.

RAILWAY TRAINS BEHIND TIME.

BOSTON, September 24.—The train due at Hudson at 4 p.m., is laid up at Peterson for the night. The track of the Hudson River Railway is badly washed from Dobbs Ferry South, and evening trains from New York are one to two hours behind. A double match has been called out along the entire road. Construction work on the West Shore is badly damaged in many places. Catskill and Shaugherties Creek are rising fast, and it is feared that when the full force of the freshet if felt to-mormorrow, the loss along the interior of the streams will be very heavy. The flood tides in the Hudson are remarkably high. The wind is rising and rain falling in torrents in many places south. Both tracks on the Hudson River Railway are flooded. There are washouts near New Hamburg and below Dutchess Junction. Orders have been issued to lay all freight trains on side tracks for the night. All night passenger trains are behind time, because they are proceeding cautiously. The storm seems heaviest in the Hudson River valley. Passengers report that it is much lighter north of Albany. It is feared the large dam at Wappinger's Falls will break away and endanger a vast amount of property. Gangs of men are on watch.

AT PLAINFIELD, N. J.

PLAINFIELD, N. J., September 24.—Within the city limits over a dozen bridges are washed out. Great damage has been done to private property. French's dam, the last left in the city, is reported giving away. If it goes a large factory and several other buildings will be destroyed.

LOSS OF LIFE BY DROWNING.

PLAINFIELD, N. J., September 24.—Eight persons who were on the bridge that fell into the swollen creek to-day have been rescued. Charles Winston is missing and believed to be drowned. It is scarcely possible that the others are not lost. It is feared that several buildings have been swept away.

AT PATERSON, N.J.

PATERSON, N.J., September 24.—Fourteen inches of rain have fallen here since the storm began. The Passaic river has risen from six to eight feet. Many parts of the city are submerged. Traffic on the Erie & Midland Railway is interrupted by washouts. The iron bridge near the city, which cost $40,000, is washed away, also a large number of bridges over small streams. Martin Rossiter was to-day washed into the river, and, with a horse and vehicle, was carried over the falls.

POKEEPSIE, N.Y., September 23.—The storm is the heaviest known here for about five years, and is still raging. Reports from along the Hudson in the interior of counties tell of roads cut and washed away in every direction. The lowlands are everywhere flooded, and in several places bridges are carried away. The streams are already swollen and rising rapidly. Serious damage is feared along the Newburg, Dutchess and Connecticut Railway. The iron bridge at Verbank is impassable. The New York & N. E. Railway is badly washed near Waterburg.

A STEAMSHIP WRECKED.

SEAVILLE, N. J., September 23.—The steamship "Nuphar," from North Shields, England, with pig iron and drugs, grounded at Townsend Inlet bar this morning. It is feared that she will be a total loss. The cargo is being jettisoned.

LATER.—The steamer "Nuphar," grounded on Townsend Inlet bar, is going to pieces. She is iron, and with her cargo is valued at $250,000, The crew are safe.

IN THE SOUTH.

TARBORO, N. C., September 23.—The heaviest rainstorm since 1842 occurred last night, causing immense damage to crops. The rainfall in a few hours was 7 7-10 inches. Bridges were swept away. The track of the Tarboro branch of the Wilmington Railway is extensively damaged. A train ran into a washout and seriously injured an express messenger.

HOBOKEN, N. J., Sept. 25.—Several families living in shanties on the meadows had to be rescued from the upper windows last night. The new tunnel of the New York Ontario and Western Railroad was damaged $80,000 to $100,00. The tunnel opens into an open cut three quarters of a mile long with walls 65 feet high. The banks gave way and an immense amount of sand and rock was hurled into the cut. Two large steamshovels and 180 gravel oars were buried out of sight. The construction tracks are covered with rock and sand to a depth of six feet in many places. The blacksmiths shop and boiler room west of shaft number 5 became under mined and tumbled into the cut. A number of shafts were partially flooded. It will take two months to repair the damage.

GARDENTOWN, N. J., September 24.—It has rained for two days. Many cellars have overflown. The Delaware River is rapidly rising. The heavy granite embankment along the railway has caved in. No train can pass.

NEW YORK FLOODED.

NEW YORK, September 24.—The low land at Tremont are submerged to-night to a depth of four feet. The police with great difficulty rescued several people whose escape was cut off. The tracks of the Harlem Railway are washed away at Tremont and Fordham. The storm here has been very heavy. Cellars in the lower portion of the city are flooded. Lime in Lyon's yard, Mott Haven, slacked by rain, fired the buildings. Loss $6,000.

To-night!—Pirates of Penzance at Nordheimer's Hall.

WEATHER REPORT.

MONTREAL, September 23.

Temperature in the shade by Standard Thermometer, observed by Hearn, Harrison & Co., opticians and mathematical instrument makers, 242 and 244 Notre Dame Street:—8 a.m, 58°; 1 p.m., 65°; 6 p.m., 65°; max., 65°; min., 53°; mean, 61°5 By Standard Barometer.—8 a. m., 30.22; 1 p. m., 30.20; 6 p. m., 30.10.

Meteorological Office,
TORONTO, Ont., Sept. 25, 1 a. m.

Probabilities for the next 24 hours:—Lakes—Moderate to fresh winds, mostly easterly; fine weather; not much change. Lawrence, Upper and Lower—Light to moderate winds; fine weather; not much change in temperature. Gulf and Maritime Moderate winds; cloudy to fair weather; a few local showers; not much change in temperature; Tuesday, fine.

LATEST SHIPPING.

NEW YORK, Sept 23.—Arrived Servia from Liverpool.

Arrived England from Liverpool.

DETROIT, Mich., September 24.—Vessels passed up—Propellers Boston, Saginaw Valley, Nyack, Nebraska, Montana; steambarges Oscoday and Michigan, and barges Clyde, Nubbell, Ogamaw, M M Drake, Gordon Campbell; schooners Unadilla, Montana, Conrad Reid. C P Winch, St Lawrence, Julia Willard, J T Case, China, Our Son, Lem Ellsworth, Hercules; steamer Pearl.

Down—Propellers China, Juniata, and Blanchard; steambarges Turner and barges, Rudolph and barges, Rose and barges. Peter Smith and barges, Gratwick and barges, Avaxis and barge Porter, Chamberlain and barges, Mayflower and barges, Fred Kelley and consort, A J Smith and barges, R J Hackett, Weston and consort, Geo King and barges, Wallulla, Iron Duke, Clinton and barges; schooners W H Roands, H A Kent, McGregor, Siberia, Norway.

The following are the Saturday charters:—Schooner Grace Murray, cedar ties, Alpena to Chicago, 8c each; Unadilla, wheat, Detroit to Buffalo, 2 cents; Jessie, lumber and timber, Alpena to Huron and Louan, $3 on timber and $2 on lumber.

By Request, the Pirates will be given at Nordheimer's Hall To-night.

FINEST makes and best choice of diagonals and worsted coatings at Robinsons.

FOR fancy Scotch suitings, Robinson's selections are unequalled.

A LATE issue of the New York *Herald* contained special mention of the cure of Thaddeus Davids, Esq., of the great ink firm, 127 William street, New York. He was suffering frem rheumatic gout, (an inherited ailment,) and St. Jacobs Oil cured him in twenty-four hours.

AYER'S Ague Cure mot only affords immediate relief, but it eradicates the malarial poison which produces the disease without leaving any injurious effect, as is the case with quinine and many of the ague medicines advertised. It is the only medicine in existence which may be considered an absolute antidote for fever and ague, and kindred diseases.

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The undersigned invite Correspondence Samples and Consignments, all of which will have pro t and personal attention.
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Lately Solicitor-General and M.P.P. for St. Hyacinthe.
CLEOPHAS BEAUSOLEIL,
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Montreal, January 10 25

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HAS OPENED A
Real Estate and Intelligence Office
IN THE MORRIS BLOCK,
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where the fullest information regarding the country, the land regulations, and other matters of important interest to the Settlers, will be freely furnished to applicants.
The Commission Department.
Will not be confined to Real Estate, but will include a general commission business, in which I have had a long experience.
An efficient staff of clerks has been employed, each of whom has been selected for a special duty. Reliable guides, natives of the country, have also been secured, so that when required they will accompany exploring or pleasure parties to any part of Manitoba or the North-West Territories.
Correspondence solicited from all quarters, and prompt replies may be depended on.
Charges moderate, and reliable information furnished on all questions.
GEORGE S. McTAVISH.

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Advancing years, care, sickness, disappointment, and hereditary predisposition—all operate to turn the hair gray, and either of them inclines it to shed prematurely. AYER'S HAIR VIGOR will restore faded or gray, light or red hair to a rich brown or deep black, as may be desired. It softens and cleanses the scalp, giving it a healthy action. It removes and cures dandruff and humors. By its use falling hair is checked, and a new growth will be produced in all cases where the follicles are not destroyed or the glands decayed. Its effects are beautifully shown on brashy, weak, or sickly hair, on which a few applications will produce the gloss and freshness of youth. Harmless and sure in its results, it is incomparable as a dressing, and is especially valued for the soft lustre and richness of tone it imparts.
AYER'S HAIR VIGOR is colorless; contains neither oil nor dye; and will not soil or color white cambric; yet it lasts long on the hair, and keeps it fresh and vigorous, imparting an agreeable perfume.
For sale by all druggists.

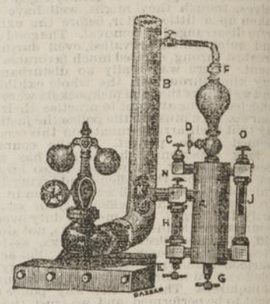
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