

DAILY EVENING MERCURY

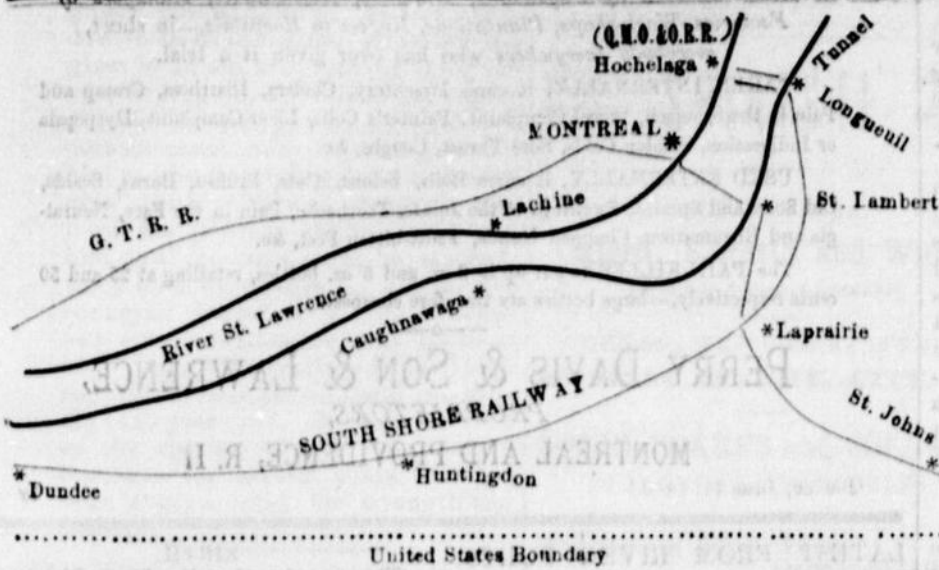
MORS ET STUDIA ET POPULOS ET PRELIA DICAM.—Virg. Georg. IV 5

SIX O'CLOCK EDITION

76TH YEAR.—NO. 140

QUEBEC, TUESDAY, JUNE 15, 1880.

PRICE ONE CENT



THE SOUTH SHORE RAILWAY AND TUNNEL COMPANY.

The bill for the incorporation of the South Shore Railway and Tunnel Company is making favorable progress at Quebec. It has passed the Private Bills Committee and is to come before the Railway Committee tomorrow. It is well understood, however, that no effort is to be spared by the Grand Trunk Company to defeat the bill, and as it is in the Railway Committee that the opposition is expected to manifest itself we have a probable explanation of the reason for the visit of Mr. Hickson to Quebec at the present time. The Grand Trunk Company casts its enormous influence against the bill, because the construction of the proposed railway and tunnel, by parties independent of Grand Trunk control, would practically put an end to the monopoly of the carrying trade of Montreal and Eastern Canada which that company has so long enjoyed. In considering this question of granting an Act of Incorporation to the South Shore Railway and Tunnel Company, the members of the Railway Committee and of Parliament must therefore weigh the interests of a gigantic Corporation as against those of the whole Province of Quebec; for, disguise the question how they may, it just comes to this: Shall the representatives of the people of the Province legislate in the interest of the people, or shall they vote themselves body and soul the property of the Grand Trunk Railway Company? The people of Huntingdon understand the position of affairs thoroughly and at a meeting of the County Council held on Wednesday last adopted a petition to the Legislature in favor of the South Shore Company. Among the reasons assigned by the petitioners for the granting of their request are the following: that the section of country extending from Caughnawaga westward to the Province Line though thickly populated is entirely destitute of railway facilities; that the petitioners see no reasonable prospect of the Montreal and Champlain Junction Company relieving them from their isolated position, because that Company has announced to them verbally and in writing that it will not build the branch from St. Isidore to Dundee, for which it holds a charter from the Dominion Government, except upon conditions with which the municipalities the petitioners represent cannot comply; that Mr. Hickson had definitely informed the petitioners that the said branch would not be built except it was subsidized to the extent of \$300,000; that the said branch from St. Isidore to Dundee, even if built, of which the petitioners do not see the slightest prospect, would not fully accommodate the inhabitants of the district of Beauharnois, inasmuch as it would have no connection westward, the Montreal and Champlain Junction Company, in their communications with petitioners having given only vague promises on that head, and decisively refused to guarantee any junction with the American railroad system, even in the event of the petitioners contributing the extortionate aid asked for by the Company; that the communications held with the Junction Company by the petitioners convince them that the Company obtained its charter for the construction of the road simply with the view to prevent the extension to Montreal of competing lines to the Grand Trunk, south of the St. Lawrence; and, that the South Shore Company, while its road will accommodate the people of the district, asks neither Government or municipal assistance. A stronger case could

hardly be put and the arguments which so well represent the circumstances of the district of Beauharnois apply with equal force to the city of Montreal and the Province generally. In view of the utter want of a valid reason against the granting of the charter, which is not so thoroughly selfish as to make it contemptible, it is incredible that open opposition will be offered to the passage of the bill. We trust, however, that we shall not be mistaken in our conclusion that the Legislature of Quebec will prove true to the best interests of the Province by granting with an overwhelming vote a charter to the South Shore Railway and Tunnel Company, and thus enter the thin end of the wedge which shall eventually free the trade of our Province from the control of a grasping monopoly.—Star.

THE SOUTH SHORE RAILWAY.

To the Editor of the Montreal "Herald":

SIR,—Your journal, since Monday, seems to be the medium of articles in reference to the proposed South Shore Railway and Tunnel Company, originating from different sources, but which do not materially interest the public, as it matters little to them who are the originators of the bill, or what railway approves of it. The question is a Provincial one, and one in which the people of the Province of Quebec are deeply interested. Montreal has a large interest, Quebec also, and all the towns and municipalities on the line of the Q. M. O. & O. Railway. Who are the parties opposing the bill? They are no parties. It is simply the Grand Trunk Railway and its employees and parties employed by them that have so far shown any opposition. The promoters of this bill have not asked the Government for any subsidy, nor have they asked any municipality for any subscription. They claim that they can and will construct the Railway within two years and the Tunnel within three years. The sudden and spasmodic commencement of the work on the Champlain Junction Railway at Laprairie by two or three amateur gentlemen, followed up by a few straggling shovellers sent there a few days since by the Grand Trunk Railway, everyone knows was merely to affect the Legislature now in session at Quebec. I have no doubt the Grand Trunk and its employees are distressed, and see in the construction of this South Shore Road a great competitor for Western business, lower rates and quick transit; but who else in the Province of Quebec are opposed to competition and cheap traffic rates as between the West and Montreal? Are the citizens of the Province of Quebec, after having spent some twenty millions of dollars in the Railway between Ottawa and Quebec, satisfied to allow their Railway to become a failure for the want of a proper outlet South, East and West? Who caused the Province of Quebec to assume the construction of the Q. M. O. & O. Railway? A large Government subsidy and municipal subscriptions were generously granted to help in the construction of this road, and capitalists and gentlemen standing high financially were interested in the railway; but when they undertook to raise money in London this same Grand Trunk Company, through their network of stockholders, defeated them, and the Government consequently were obliged to assume the work. What railway in Canada has ever received any friendship or assistance from the Grand Trunk Railway Company? They have fought our Canada Pacific, the Q. M. O. & O.

Railway, and any and all railways not specially constructed as feeders to their system. They have monopolized most of the smaller roads, have dictated terms, and have been arbitrary in rates, causing the public to pay the highest rates for local business, while they have been carrying through freights from competing points for a small pittance. They have, for years past, being taking freights from New York via Portland and Montreal to Toronto at lower rates than from New York to Montreal! There is no wonder that Toronto has been making such rapid strides in centering the business there, as against Montreal! They get their freights laid down at lower prices than in Montreal, and, of course, can sell their goods as low or lower. Is this the cause of so many wholesale houses having removed from Montreal to Toronto in the past few years? If competition and low rates of freight have benefited and helped Toronto, will competition be injurious to Montreal and the Province of Quebec?

The question is, shall the people of the Province of Quebec be permitted to have any other railway communication East, South or West, except the Grand Trunk Railway? No one questions the benefit which Canada has derived from the Grand Trunk, but there are a good many other railways that have been built since the Grand Trunk was built. The country has increased in wealth and population. Towns have grown to cities, and cities have doubled, tripled, and quadrupled since. No Railway Company now can for long dictate terms to the people. Progress, improvement, competition and advancement are the watchwords for the present.

PROGRESS.

Montreal, June 12, 1880.

SENSIBLE ADVICE.

English Farmers Told to Cross the Sea If They Would Escape the Pangs of Poverty.

(London Times)

It is becoming a serious problem what agriculturists are to do. They will not get rents much lowered in a hurry, for land still commands a high value in the market, and is difficult to get at all except under special circumstances. Large proprietors would rather cultivate their own land at a loss than submit to a reduction of rent telling on its value. Nor have the farming class any right to occupy land except on such terms as the owner may insist upon. They have now the world before them. Why do they not start for the regions where land can be cheaply rented and cheaply bought, within easy reach of the best market in the world, viz., our own? From all time this has been a moving world, ever seething with the warm currents of life, ever peopled with those who had received order to "move on," and had good reason to be thankful for it. There is nothing dark, or gloomy, or inscrutable in the future before us. The irresistible demands of commerce have now bound together in closer unity than ever—the unity of mutual dependence—the vast, teeming British race. We really hang together to live or to do. There has long ceased to be any difficulty or just scruple arising from the respective peculiarities of our political and social institutions. An Englishman is as much at home anywhere in North America as in any county of Great Britain or Ireland. Why should anybody spend his life and fortune in the attempt to grow here the food that he could grow quite as good and much more cheaply a fortnight's voyage off Grant that the appeal is vain to those who are grown old in dull stay-at-home ways, who are afraid of the sea, or who do not know or wish to know where America lies. There are plenty of young men coming on, and by this time they know the geography of the world as well as their fathers did that of their neighboring towns. Well, if people have money and wish to lose it, let them stay at home. If they have not money and wish to make it, we apprehend that they will have to go abroad.

Lieut. Imlah, Quarter Master, of B Battery, Quebec, arrived in Kingston yesterday, and has commenced taking over some of the stores at Tete du Pont Barracks.

REMOVAL.

THE BUSINESS CARRIED ON AT THE CHAMPLAIN MARKET HALL is now removed to our Large Warehouse,

ST. JOHN STREET, Upper Town.

Where the Finest and Best Class of Merchandise will be for sale, and for LOW PRICES. New and Second Hand Furniture, Household Goods, and effects of every description will be found at

Renaud's New Block of Buildings, St. Paul Street, Lower Town.

Weekly Auction Sales EVERY TUESDAY MORNING at 10 o'clock. Private Sales every day. The Greatest Bargains obtainable in the city to be got at this warehouse. Remember RENAUD'S NEW BUILDINGS, St. Paul Street.

CASEY & CO., Auctioneers.

May 29, 1880.



GRAND TRUNK RAILWAY FERRY

On and after the 14th instant, the Ferry-boat will

LEAVE QUEBEC.	LEAVE LEVIS.
6.45 Express to Halifax.	A.M.
9.15 Mixed to Richmond.	7.00 Mail from the West.
10.45 Mail to River du Loup.	P.M.
P.M.	
6.30 Market Train to R. du Loup.	5.45 Mail from River du Loup.
8.00 Mail to the West.	
ON SATURDAYS ONLY.	6.40 Mixed from Richmond.
P.M.	
12.30 English Mail to Rimouski.	8.35 Express from Halifax.

Intermediate Trips for Freight June 14, 1880.



Q. M. O. & O. RAILWAY.

Trains run as follows:

	MAIL.	EXPRESS.
LEAVE HOCHELAGA for Hull.	8.30 a.m.	5.15 p.m.
Arrive at Hull.	12.40 p.m.	2.25 p.m.
Leave Hull for Hochelaga.	8.20 a.m.	5.05 p.m.
Arrive at Hochelaga.	12.30 p.m.	9.15 p.m.
LEAVE HOCHELAGA FOR QUEBEC.	3.00 p.m.	10.00 p.m.
ARRIVE AT QUEBEC.	9.00 p.m.	6.30 a.m.
LEAVE QUEBEC for Hochelaga.	10.40 a.m.	9.30 p.m.
Arrive at Hochelaga.	4.45 p.m.	6.30 a.m.
Leave Hochelaga for St. Jerome.	5.20 p.m.	Mixed.
Arrive at St. Jerome.	7.15 p.m.	
Leave St. Jerome for Hochelaga.	6.45 a.m.	
Arrive at Hochelaga.	9.00 a.m.	

(Local Trains between Hull and Aylmer.)

Trains leave Mile-End Station SEVEN MINUTES LATER.

Magnificent Palace Cars on all Passenger Trains, and Elegant Sleeping Cars on Night Trains.

Trains to and from Ottawa connect with Trains to and from Quebec.

All Trains run by Montreal Time. GENERAL OFFICE, 13 Place d'Armes Square. TICKET OFFICE, 202 St. James Street.

SUNDAY TRAINS Leave Montreal and Quebec at 4.00 P.M.

L. A. SENECA, Gen'l Sup't.

June 2, 1880.

62--ST. PAUL STREET--62

(NEAR MR. RENAUD'S OFFICE)

FOR SALE.

All descriptions of Household Goods, new and second hand; Hair and Wool Mattresses, Spring Beds, Best Feather Pillows, Bed-Room Sets, Sewing Machines, new for half price, an English Mangle, just the thing to do up your clothes in a hurry.

—ALSO—

A Buckboard for a large dog or a donkey. All for sale cheap. Second hand goods purchased or taken in exchange.

W. S. PARKE & CO.

May 25, 1880.

TO LET,

The first-class House, No. 18 St. Denis Street, Cape, lately occupied by Mrs. Widow F. N. Gingras. Possession immediately.

Apply to WESTON HUNT,

69 Dalhousie Street, L.T.

May 23, 1880.

UNION BANK OF LOWER CANADA.

DIVIDEND No. 29.

Notice is hereby given that a Dividend of TWO per cent. upon the paid-up Capital Stock of this institution has been declared for the current half-year, and that the same will be payable at the Bank and its Branches, on and after FRIDAY, the SECOND day of JULY next.

The Transfer Book will be closed from the 16th to the 30th June, inclusive. The Annual General Meeting of the Shareholders will be held at the Banking House, in this City, on MONDAY, the 5th day of JULY, 1880, the Chair to be taken at Noon.

P. MacKENZIE, Cashier.

May 28, 1880.

THE St. Lawrence Steam Navigation Co.

Royal Mail Line.



The Steamer "SAGUENAY."

CAPT. LECOURS,

Until further notice will leave the St. Andrew's Wharf on TUESDAYS and FRIDAYS, at 8 A.M., for Chicoutimi and Hal. Bay, and will stop at Baie St. Paul, Les Eboulements, Murray Bay, Riviere du Loup, Tadoussac and L'Anse St. Jean, both going and returning. For further information apply at the Company's Office, St. Andrew's Wharf.

A. GABOURY, Secretary.

May 26, 1880.

HATS!

OUR STOCK OF

Gentlemen's Satin and Felt Hats

—IS THE—

BEST AND CHEAPEST IN THE DOMINION.

An Extensive Variety to Select From.

G. R. RENFREW & CO.

April 2, 1880.

72-ACRE FARM FOR SALE.

The undersigned, being indisposed and incapacitated from working, has determined to dispose of his Farm, situated at MASSAWIPPI Village, a few miles from Quebec, commanding a most beautiful, picturesque and extensive view of Lake Massawippi. The Farm consists of Seventy-Two Acres, well fenced, with a never-failing Well at the House and with two other Springs on the Farm; a good comfortable Farm House; one Barn 30 x 40 and one 20 x 30, with sheds, etc. There is an Orchard of 2000 fruiting Apple Trees, with other small fruits, &c., &c. The Farm is in a good state of cultivation, is within five minutes walk of the Church, School, Post Office, Mill, &c., &c., is within one mile of the Massawippi Railway Depot, and is a most desirable property for a person with small capital desiring a comfortable home.

For price and particulars apply to FRED. PIERCE, Martville.

Or to R. D. MOKILL & SON, Sherbrooke. And to COLONEL LEBOTON, Sherbrooke.

May 10, 1880.

LOST

Last week between No. 1 St. Lewis and Rampart Streets, a Silver Pocket watch Monogram, also a Ladies pair of Shoulder Straps. The finder will oblige by leaving the same at

THIS OFFICE.

April 22, 1880.

For Sale or To Let.

The Commodious Dwelling House, No. 105 Scott Street, Montreal Ward. There is a Large Stable capable of holding six horses, a Coach House, splendid large Yard, Cellar and other conveniences attached.

Apply to E. G. CANNON, N.P.

Or on the premises.

Jan. 26, 1880

MR. FREDERIC A. SELF,

(Organist of St. Matthew's)

Is prepared to give Lessons on the Piano-forte, Organ, Harpsichord, and in singing. Terms Moderate. Special arrangements for Schools and Classes. Apply at 415 ST. JOHN STREET (with the door) August 12 1879.

ADVERTISERS IN ENGLAND, or travel here from Canada, will find a complete file of THE MERCURY from 1865 in the Reading Room of the British Museum, Great Russell Street, W.C., London.



The Quebec Mercury.

TUESDAY EVENING, JUNE 15, 1880.

Sir Leopold McClintock's flagship Northampton will leave Halifax on the 10th of July for St. John's, Nfld., where she will remain a week and then sail for Quebec. The Blanche will precede the Northampton to St. John's, and follow her to Quebec. Sir Leopold will also visit Montreal in the Blanche.

The Annexationist movement in Montreal seems dead—past all resuscitation. In short, so hopeless are its patrons of the recovery of their bantling, that they deny the identity of the all but still born babe, and declare his true name is Commercial Alliance and not Annexation, or indeed Independence, in any but a fiscal and financial sense.

The movement attempted by Mr. Perrault in Montreal, and less boldly at Toronto by Professor Goldwin Smith, has shown that one of the alternatives dreaded by the *Canadien* is most distasteful to Canada and her people; and the other, that of Legislative Union, would prove, we think, far less beneficial than a wider and larger measure and one which seems to us free from every inconvenience which Legislative Union presents.

The Saguenay Railway, connecting Lake St. John with Quebec, is a less ambitious scheme than most Canadian Railroads, nevertheless it is one quite as interesting to this city as more pretentious enterprises. The valley of Lake St. John, in the Saguenay region, is said to contain at least six million acres of perhaps the most fertile soil in the world. Such was the opinion of that excellent authority Montgomery Martin, whose carefully gathered and well selected facts are confirmed by subsequent experiences.

This railway, if only once completed, would cause this peculiarly fertile tract to be settled, and thus in the words of the late James Bell Forsyth, "Give us (i.e., Quebec) a back country." Not long since one of the most intelligent farmers of that region publicly used words which, when translated signify,—"Our position is intolerable, our barns are bursting with wheat and we can do nothing with it." That is in truth a perfect picture of fertility without a market or any access to civilization. It may now, however, be hoped that before long the labors of the iron horse will satisfy the laudable ambition of the energetic and deserving men who have opened up the Saguenay region to culture and settlement, and that it will no longer be condemned to sterility from mere want of intercourse with the outside world.

Mr. Flynn's Bill in the Quebec Legislature to amend the Land Surveyor's Act makes the following addition to section 11 of the Act:—"In case a certified Dominion land surveyor, under the Dominion lands act (42 Victoria, chapter 31), applies for a commission as a land surveyor of this Province, he shall be entitled to a certificate of admission as a land surveyor of this province, without being subjected to any examination, except as regards the system of survey of lands in Quebec." The *Star* calls this another blow at petty local restrictions. What is wanted now is some provision whereby a land surveyor properly licensed in any one Province shall have recognized legal standing in all.

A BATTERY EN ROUTE.—On Monday afternoon, at six o'clock, A Battery embarked on the steamer Magnet, at Kingston, for Quebec. The Battery was played from the barracks by the band of the 14th Princess of Wales' Own Rifles. There was a good turnout of citizens on the occasion.

THE SOUTH SHORE RAILWAY BILL IN COMMITTEE TO DAY.

The bills to incorporate the St. Lawrence Tunnel Company and the South Shore Railway and Tunnel Company were before the Railway Committee of the Assembly this morning.

Dr. Church asked if the Government were prepared to allow private companies to take hold of the work of constructing a tunnel at Montreal.

Mr. Chapleau said he was not prepared on the part of the Government to announce its policy, but he would say that the Government intended to have control over such an important undertaking.

Mr. Warte, as promoter of the South Shore bill, said they did not object to Government control.

Mr. Nelson, on behalf of the St. Lawrence Company, hoped the consideration of the measure would be proceeded with to-day.

In reply to Mr. Mathieu, the Premier said they would allow no monopoly by the Grand Trunk or any other corporation to interfere with the interest of the Provincial Railway.

The Chairman said the question was as to proceeding with the consideration of the bill. He suggested that the South Shore bill be taken up, as it had been printed and distributed.

Mr. Geoffrion, for the St. Lawrence Company, begged the Committee to hear the promoters of that bill, as they had gone to considerable expense bringing engineers and others from Montreal.

The Chairman said the sense of the committee was against proceeding with the first bill, and they would proceed to consider the preambles of both bills.

Mr. Davidson, on behalf of the Champlain Junction and Grand Trunk Railways, opposed the consideration of the South Shore Railway bill till to-morrow.

The Chairman said it would be impossible to close the discussion to-day and that Mr. Davidson and his friends could be heard to-morrow.

Messrs. Geoffrion and Levesque appeared for the St. Lawrence Tunnel Company and Messrs. Archambault and Chaffee for the South Shore Railway and Tunnel Company. It was understood that only those gentlemen would be allowed to address the Committee.

Mr. Geoffrion said the St. Lawrence Company was a private enterprise, and did not wish to have a competing tunnel. They proposed to allow all railways to use their tunnel, on fair conditions. He opposed the South Shore Company's charter, as it asked power to construct a tunnel and a railway.

They were prepared to add a clause giving the Government power to acquire the work at any time on payment of the amount expended and undertaking all charges.

Mr. Levesque, civil engineer, explained the plans of the proposed tunnel.

Mr. Cassels was requested to explain the financial aspect of the affair. He could not say more than that they hoped to get the money in England, and felt satisfied that the tunnel would be a success. No explorations had yet been made, and they could do nothing further till the charter was granted.

Mr. Beaufort, whose name appears in the bill, as one of the provisional directors, knew nothing of the proposition more than that he was asked to help the undertaking.

Several members feared that the proposed enterprise was not a serious one, and was only gone into to prevent a *bona fide* concern from going on with the work, as no one was prepared to say in its behalf what it would probably cost and what revenue would be derived from it.

Mr. Archambault said he might take some time to explain the bill to incorporate the South Shore Company, but he thought the arguments of the promoters of the rival tunnel had killed their own scheme as it was quite evident that there was nothing serious in the enterprise.

The Chairman adjourned the Committee at 1 p.m. till to-morrow morning, when Mr. Archambault will advocate the claims of the South Shore Tunnel.

PERSONAL.—Mr. Cimon, M.P., for Chicoutimi, has arrived in town. The Rev. Mr. Pélisson, formerly attached to the archdiocese, has also arrived in town on a visit to his relatives and friends.

MEDICAL.—Messrs. Abraham Paradis, B.L., M.B., of Angienne, Lorette, and Edmund H. Provost, M.B., of Borel, have passed their final examination before the Medical Professors and Assessors of Laval University. The latter gentleman was awarded second Morrin prize at Laval University.

This Afternoon's Cablegrams.

Liverpool, June 12—11.30 a.m. Cotton quiet and unchanged. Up lands, 6 1/2 d.; Orleans, 6 15-16 d.

THIS AFTERNOON'S TELEGRAMS.

Cyclone and Loss of Life in Indiana—Floods in Ohio and Wisconsin—Bridges and Lumber Carried Away—Towns Under Water.

Kokomo, Ind., June 15.

A cyclone visited this point near Frankfort and Cicero, destroying many buildings. Several persons are reported killed and many wounded.

Grand Rapids, Wis., June 15.

For several days the Wisconsin River has been rising very rapidly until now when the whole business portion of the city is under water and a portion swept away. What remains is in great danger. The loss cannot at present be estimated. While Brundage & Ferguson were alone saving goods from the end of their store a portion moved off so suddenly that Ferguson went down with the building and was drowned.

Green Bay, Wis., June 15.

All small streams in the North are overflowed. Reports from Oconto indicate extensive damage. The water is from two to four feet deep over two-thirds of the city. All the dams on Oconto and little rivers are gone. Spier & Coleman's booms were broken and a million feet of logs gone into the bay. The water is falling slowly. The damage to Oconto lumber interest on the river is estimated at \$250,000. Business is entirely suspended. An immense jam of logs is reported just above the city.

Cincinnati, June 15.

The heaviest rain storm known for a long time visited this city between 8 and 11 last night. Within three hours the rain fall was more than three inches. It is reported the depot at Hamilton, Butler County, was struck by lightning and burned.

New York June 15.

The *Herald's* cable says the Gladstone Government made a miserable fiasco in their attempt to silence O'Donnell, and the Liberal majority laid themselves open to the charge of being ready to sacrifice the time-honored liberties of Parliament at the bidding of party leaders. In point of confusion and disorder the session rivalled the worst scene that ever disgraced the French Chamber of Deputies.

John J. Bowles died in the Hospital on Sunday night from an overdose of Oil of Aniseed taken medicinally.

The leading refiners of sugar are negotiating a pooling arrangement with all the prominent refiners in the country to limit the production and divide the profits.

A special concerning the Narragansett disaster states that Wm. Scott, of New London, a wrecker, was crushed to death just before midnight yesterday between his father's vessel and the wrecked steamer. His body sank at once.

Arrived, the steamships Queen, from London, Plantyn, from Antwerp, Lady Lycett, from London.

Washington, June 15.

A special to the N. Y. *Herald* says Mr. Evans will deal decisively with the Spanish Government in the matter of firing by a Spanish man-of-war on two American schooners. He says he looked into the case of the Merritt, and finds no shadow of excuse for the outrage on her.

Professor Comstock, of the Agricultural Department, has investigated the ravages of the army worm in Delaware and reports the pest going now North.

WEATHER PROBABILITIES FOR THE LOWER ST. LAWRENCE DISTRICT.

Meteorological Office, }

Toronto, June 15 }

Fresh to brisk winds; partly cloudy weather; possibly light local rains in upper portion.

C. CARPMARL, Supt.

FETE ST. JEAN BAPTISTE.—Several choirs from the county parishes have been invited to sing at the St. Jean Baptiste Mass.

CHARITABLE.—By referring to a last evening's French contemporary we learn that the Cercle Catholique contests the financial statement of the St. Vincent de Paul Society for its operations during last winter. The same ultramontane individuals, who have divided the Catholic clergy and Conservative party of this Province into two camps, are again at work. This time they are trying to form out of the charitable members of the Catholic community of this city two classes, one in favor of the Cercle Catholique, the other remaining faithful to the old St. Vincent de Paul Society, so well known in this country and France.



The PAIN-KILLER

Is recommended by Physicians, Ministers, Missionaries, Managers of Factories, Workshops, Plantations, Nurses in Hospitals,—in short, everybody everywhere who has ever given it a trial.

TAKEN INTERNALLY, it cures Dysentery, Cholera, Diarrhoea, Cramp and Pain in the Stomach, Bowel Complaint, Painter's Colic, Liver Complaint, Dyspepsia or Indigestion, Sudden Colds, Sore Throat, Coughs, &c.

USED EXTERNALLY, it cures Boils, Felons, Cuts, Bruises, Burns, Scalds, Old Sores and Sprains, Swellings of the Joints, Toothache, Pain in the Face, Neuralgia and Rheumatism, Chapped Hands, Frost-bitten Feet, &c.

The PAIN-KILLER is put up in 2 oz. and 5 oz. bottles, retailing at 25 and 50 cents respectively,—large bottles are therefore cheapest.

PERRY DAVIS & SON & LAWRENCE,

PROPRIETORS,

MONTREAL AND PROVIDENCE, R. I.

Quebec, June 11, 1880.

LATEST FROM RIVER PORTS.

Father Point, June 15.

SS Montreal, from Liverpool, inward at 4.30 this morning, with 18 cabin and 100 steerage passengers.

Islet, June 15.

Clear, warm and calm. One two-masted steamer inward at 4.25 this morning.

River du Loup, June 15.

Clear and very warm; light SE wind. One outward vessel anchored at Hare Island.

Magdalen River, June 15.

Fair and fine; light SE wind. One ship inward this morning.

Fox River, June 15.

Cloudy and cool; east breeze. One ship outward.

MILITARY.—The B Battery leaving for Kingston on Wednesday next, no mass will be said at nine o'clock on Sundays at the Seminary Chapel.

To the Editor of the Mercury:

Sir,—The B Battery band desire, through the medium of the press, to thank the Directors of the Skating Rink for their kindness in promoting and bringing to a satisfactory issue the promenade concert given for the benefit of the band on Monday evening. They also wish particularly to thank the Messrs. Holloway, who, by their unwearied exertions in their behalf, ensured the success of the concert. The band take this opportunity to thank the citizens of Quebec for their kind patronage on this and many other occasions, and to say **AD REVOIR.** Citadel, Quebec, June 15th, 1880.

In the House of Assembly last evening, after our report left, a quantity of routine business was disposed of. All the bills to amend the Municipal Code were referred to a special committee. The grant of \$45,000 for colonization purposes for the next fiscal year was concurred in in advance of the estimates for the year, owing to the urgent necessity of certain colonization works. The bill to provide for the employment of prisoners outside the jails was passed, and several Government measures, including those relating to public officers and coroners' inquests, were read a second time after considerable discussion, and the House rose at a late hour, or rather an early hour this morning, one o'clock.

AUSTRALIAN GOLD MINING.—At the close of the year 1879 there were in the colony of Victoria 19 mining shafts sunk to depths of over 1,000 ft., 11 of them being at Stawell, in the Ararat district, five at Sandhurst, two at Clunes and one at Tarragower. The deepest shafts were those of the Magdala, 2,373 ft.; Newington, 1,940 ft.; and Prince Patrick, 1,730 ft. There were 37,553 miners employed in Victoria in the last quarter of the year 1879, of whom 28,443 were Europeans and 9,110 Chinese.

An account appears in the *Irish Journal* of another apparition having taken place at Cappinursh, within four and a half miles of Maryborough in Queen's County. Visions of the Blessed Virgin are said to have been seen, and beautiful lights ascending from the altars of the little country church. A number of people have visited the place, and several persons allege that they have seen visions.

Iceland has five newspapers whose editors read English, German and French; and these languages are understood by the educated classes generally. No country, it is said, reads so many books in proportion to its population.

BIRTH.
This morning, the wife of E. A. Bishop, of a daughter.

DIED.
At Montreal, on the 14th instant, Emma Matilda daughter of Joseph H. H. Esq., and wife of G. Ovide Perrault, Esq., Vice Consul of France, aged 30 years.

NEW ADVERTISEMENTS.

Message Boy Wanted—See advertisement
Quebec Reform Club—F. X. Lemieux
College of Physicians and Surgeons—A. G. Bellan
Pain Killer—Perry Davis & Son
Dress Goods—Glover, Fry & Co

NEW ADVERTISEMENTS.

HONOR TO WEBER PIANOS.

At the Dramatic Entertainment given in Naudheim's Hall, Montreal, on Friday, under the Patronage of the Governor-General and H. R. H. Princess Louise, a beautiful Weber Piano was ordered from the New York Piano Co., St. James Street, for the Orchestra. A similar instrument has been ordered for the Viceregal apartments during the Princess' stay in Quebec. H. R. H. private apartments in the Windsor Hotel are also provided with a beautiful Weber Cabinet Piano, and a magnificent Continental grand is placed in the grand corridor of the Hotel.

Mr. Oliver King, Pianist to H. R. H., declares that "touch and tone" the Weber Pianos "are simply perfection." Campanini, the leading tenor of the world, who recently purchased one of the Weber instruments, writes to Mr. Weber as follows:—

"My dear Mr. Weber—Allow me, in justice to the instrument and its maker, to say that the richness and purity of tone, the capacity to perform all kinds of music, the ease with which it can be played, and the wonderful power of expression characterizing your piano, renders it invaluable to an appreciative artist. Hoping to meet you on my return to New York, I remain very truly yours, 'ITALO CAMPANINI.'"

Arrangements are now made to establish an Agency for the Weber Pianos in Quebec. We understand that Mr. R. Morgan, music dealer, has received the appointment, and has now on hand several of these magnificent Weber Pianos, and will no doubt be happy to show them to all parties who will favor him with a call. We must congratulate the house of Weber on having secured such an effective agent to represent them here, who will no doubt give a good account of his abilities. June 5, 1880.

WANTED.

A MESSAGE BOY.
Apply at 69 and 71 ST. JOHN STREET.
Quebec, June 15, 1880.

QUEBEC REFORM CLUB.

The Members of the REFORM CLUB will meet at their Rooms, 18 Fabrique Street, on TUESDAY, the 15th instant, at half-past eight.

Urgent and Important Business.

F. X. LEMIEUX, Secretary.

June 14, 1880.

College of Physicians & Surgeons

—OF THE—

PROVINCE OF QUEBEC.

Triennial Meeting.

The Triennial Meeting of the College of Physicians and Surgeons of the Province of Quebec will take place on the

14th of July next, at Montreal.

In the rooms of the "Cabinet de Lecture Paroissial," Notre Dame Street, corner of St. Francois Xavier Street, at 10 o'clock A.M.

ORDER OF THE DAY.

1st—General Business.
2nd—Election of the Board of Governors.
A. G. BELLEAU, M.D., Secretary
A. DAGENAIS, M.D., Secretary
June 14, 1880

CRICKET NEWS.—Page's Cricket Club, Balls, &c., Footballs and Lawn Tennis. Manufacturing, Kennington, London. Feb. 20.

