

# The Montreal Daily Herald

AND DAILY COMMERCIAL GAZETTE.

VOL. LXXVII.—148.

MONTREAL, TUESDAY, JUNE 16, 1885.

Subscription \$6.00 a Year.  
Single Copies Three Cents.

## NORTH-WEST NEWS

Indians on the Battle River Reserve  
Putting on War Paint.

General Middleton Starts to Join Forces  
With General Strange.

The Troops Tired Out and Anxious to  
Return Home.

Daily Arrests of Indians Who Have Raided  
Settlers' Homes.

WINNIPEG, Man., June 15.—A despatch dated Fort Pitt, June 13, and Straubenzie, June 14, received to-day, states that General Middleton left this morning with the same forces as went to Loon Lake to join General Strange's column at Beaver River.

Rev. Father Legoff, who escaped from Big Bear, reached Col. Strange's camp after being seven days in the woods.

The troops are all weary and foot-sore, with their clothing in tatters, and care not how soon orders may come to start home.

The notice was again put in order this morning that volunteers from different corps, to remain in the North-West until the 1st of November at ordinary active service pay.

The Ninetieth and Grenadiers were asked on parade, but so far none have volunteered. They have been given till Monday to consider.

Heavy June rains have begun and the weather is very cold at night for the time of the year.

A despatch from Battleford, dated June 14, states that the Indians are leaving the Battle River reserve and going north towards Big Bear's outfit. They are supposed to be induced to go away by the Indians observed a few days ago going toward Poundmaker's reserve.

Fears are entertained that unless a speedy example is made of the ringleaders of the rebellion that the Indian fight will have to be done over again.

Peter Taylor and his scouts brought in a large herd of cattle from the north of Cut Knife River. He also secured other property.

The Indian who caused a row last summer at Poundmaker's and also shot the Policeman Cowan at Fort Pitt was killed by a shell during the fight with Strange.

Three half-breeds arrived here yesterday claiming to have been prisoners with Big Bear.

The civilians continue to identify Indians who raided their property, and secure their property.

Capt. Clarke, the 90th Battalion, arrived from Saskatoon hospital last night fully convalescent. He was met at the depot by members of the St. Andrew's Society in a body and given a cordial welcome home. He is First Vice-President of the Society. After spending a few days with his family he will leave for Ottawa and proceed thence to England as second in command of the Winnipeg team.

A despatch from Brandon to-day states that last evening a young boy twelve years of age, named Crosby, while endeavoring to drown a cat in the Assiniboine, fell into the water himself and was drowned before assistance could be given. The body was recovered at midnight.

## TORONTO.

Grand Trunk Magnets Delighted With  
The New Canadian Pacific Rail-  
way.

Arrival of the Steamship Alberta at Owen  
Sound With a Valuable Cargo.

[SPECIAL TO THE HERALD.]

TORONTO, Ont., June 15.—Sir Henry Tyler, President; Joseph Hickson, General Manager, and J. B. Benton, Secretary of the Grand Trunk, and party arrived here to-night over the Canadian Pacific and are understood to have been delighted with the trip, the equipment and road-bed being considered excellent.

The Canadian Pacific steamer Alberta arrived at Owen Sound this morning with ninety passengers, twenty-five thousand bushels of wheat, two car-loads of flour, and four of general merchandise. Among the passengers were Capt. Mason and Bugler Gaughan, Private Canniff, of the Ninetieth; Color-Sergeant Cummings and Privates Dunn and Jones, of "C" Company of Infantry, and Private Cook, of the Midland Battalion.

All except Cook were amongst the wounded. Cook is returning home on account of the death of his father. The boat also brought the body of Mr. Elliott, of the Ninetieth, killed at Duck Lake, to be buried in London, Ont. A special train with the wounded men and other passengers arrived here at 3.45 this afternoon.

## WEATHER REPORT.

Meteorological Office, 1 a.m.  
TORONTO, Ont., June 16, 1885.

The pressure is decreasing along the St. Lawrence Valley, with showery weather, and increasing in the other districts with fair weather. It continues fine and comparatively cool over the greater portion of the North-West, temperatures ranging from 33° to 50° during the day. It is now becoming warmer in the extreme West.

## Probabilities.

Lakes—Southwest to northwest winds, fair weather; slightly lower temperatures. Upper St. Lawrence—Westerly winds; fair weather, preceded by a few local showers or thunder storms. Lower St. Lawrence and Gulf—Moderate to fresh, southwest and west winds; fair weather with a few local showers or thunder storms. Maritime Provinces—Moderate to fresh; southwest and west winds; fair weather, higher temperatures.

## LATEST CABLE NEWS.

The Marquis of Salisbury Decides to  
Form a Ministry.

He Returns to London and proceeds to  
Complete his Programme.

Unusual Activity of the Conservative  
Leaders Manifested.

Alarmed and Suspicious Afghans.

LONDON, June 15.—A correspondent near Herat writes that the delay in the delimitation of the Afghan frontier is causing excitement and suspicion among the Afghans and Turcomans. The former still continue to prepare for war. The Boundary Commission is proceeding with its explorations, and is meeting with goodwill and civility everywhere.

With a Broad Smile.  
LONDON, June 15.—The Times ridicules Mr. Chamberlain's comparison of England and America on the tariff question.

Austrians Opposed to Cremation.  
VIENNA, June 15.—The Austrian Government has refused to sanction the organization of private cremation societies. The Government holds that such societies tend to the increase of crime.

House of Commons.  
LONDON, June 15.—Mr. Gladstone was in his usual place in the House of Commons this afternoon, and was greeted with cheers when he rose to make an announcement. This was that the Marquis of Salisbury had consented to form a Government.

Mr. Labouchere (Radical) asked Mr. Gladstone if there was any truth in the report that Lord Salisbury had only consented to form a Conservative Ministry when assured of assistance by the present Liberal Government.

Mr. Gladstone assured Mr. Labouchere that he was ignorant of the existence of any arrangement whereby the present Government was bound by any promise to assist the Conservative Government. The House then completed the remaining stages of the bill granting an annuity to the Princess Beatrice on the occasion of her marriage.

Before the adjournment of the House of Commons this afternoon, Mr. Gladstone moved the consideration of the amendments of the House of Lords, to the Redistribution of Seats Bill.

Sir Henry Drummond Wolff, Conservative, moved the adjournment of the House.

Sir Charles Dilke, Radical, explained that it was the desire of the Marquis of Salisbury that the amendment should be considered.

Sir Stafford Northcote, Conservative, confirmed the statement of Sir Charles Dilke, but Lord Randolph Churchill, Conservative, supported Wolff's motion. His motion was then rejected by a vote of 333 yeas to 25 nays.

Sir Michael Hicks-Bach and Slater-Booth, Conservatives, voted with the Ministry.

HOUSE OF LORDS.  
The House of Lords, this afternoon, adjourned until Friday, when Lord Salisbury will announce his programme, and probably his Ministry.

Desecrating a Church.  
DUBLIN, June 15.—A panel in the Jesuit Church, recording the fact that Lord Lieutenant Spencer had presented a memorial window to the church in token of his high appreciation of the character and worth of Under Secretary Burke, who, with Lord Cavendish, was murdered in Phoenix Park, has been stolen. There is no clue to the thief.

Creating a New Channel.  
PORT SAID, June 15.—A new channel has been made across the dredger which was accidentally sunk in the Suez Canal. It is probable that the traffic of the canal will be resumed by Thursday.

The Deceased Vale of Cashmere.  
LONDON, June 15.—Earthquake shocks continue throughout the vale of Cashmere. There are from eight to ten shocks daily. The violence of the shocks is, however, abating.

UNITED STATES TELEGRAMS.

A Web of Circumstances Connects Murderer  
Maxwell with his Crime.

The Wheat Crop as Reported for the North-  
Western States.

The Points of Superiority of the New Steel  
Ships.

From One Extreme to the Other.

New York, June 15.—Richard Short, the dynamite who was charged with attempting to "remove" Captain Phelan, has been married to Kate Deasy, a sister of Tim Deasy, one of the men hanged for the murder of Cavendish and Burke.

The New Steel Ships.  
WASHINGTON, June 15.—Commodore Sigsbee's summing up of the points of superiority which the new steel ships now being constructed may claim over the old gives the following:—First, the new ships have double bottoms. If any accident happens to the outer one the ship is not seriously injured, provided the inner one still remains intact; second, they have protective decks which slant fore and aft toward the sides. These decks are made of thick steel, and beneath them the engines and magazines are located; thirdly, they have athwart ships water-tight bulkheads; fourthly, they have numerous subdivisions below, so that if the ship springs a leak it can only fill one of these and soon be repaired; fifth, there are powerful pumps connected with all the subdivisions and with the double bottom; sixth, they carry a considerable amount of coal above the protective deck and on each side of the boilers. This serves as a sort of earth-work; seventh, they have gun shields made of two inch steel plates. These are placed upon the front of the gun carriages and are intended to protect the carriages and crew in a measure from small shot

and pieces of shell. The guns are otherwise protected by heavy hempen mats called "mantles," which are hung up between the guns.

Cheese Markets.  
UTICA, N.Y., June 15.—Five hundred boxes cheese sold at 74c, 800 at 74c, 680 at 74c, 770 at 74c, 215 at 74c, 177 at 74c, 80 at 74c, 1,450 consigned. Market active and somewhat excited.

LITTLE FALLS, N.Y., June 15.—Seven hundred boxes cheese sold at 64c, 250 at 7c, 1,700 at 74c, 4,000 at 74c, 1,200 at 74c, 105 at 8c, 1,450 commission, 900 boxes farm dairy at 64c, 274c, also 120 packages butter at 18c, 22c.

Foreign Telegraph Fishes.  
LONDON, June 15.—A Russian fleet has taken possession of a port in Corea.

TRINIDAD, June 15.—The Emperor has ratified the treaty of peace with France.

BERLIN, June 15.—Minister Pendleton will present his credentials to the Emperor William to-day.

SIMLA, June 15.—Serious public disturbances have taken place in the Kingdom of Boudan.

Admiral Courbet Dead.  
PARIS, June 15.—In the Chamber of Deputies this afternoon Admiral Courbet announced the death of Admiral Courbet. The Admiral died on board his ship, "The Bayard." His death was caused by prostration brought on by overwork and mental anxiety. The Chamber adjourned as a mark of respect.

Conference of Conservative Leaders.  
LONDON, June 15.—The leaders of the Conservative party, including the members of the last Disraeli Cabinet, Colonel Stanley, and Lord Gifford, met at noon to-day at Lord Salisbury's residence. The names of the new Cabinet selected will be submitted to the Queen upon the arrival of Her Majesty at Windsor Castle.

Lord Randolph Churchill was invited to attend the meeting, but failed to attend. It is reported that Baron Worms has been chosen for Under Secretary for Foreign Affairs. Lord Churchill arrived just before the meeting dissolved. Lord Salisbury explained the results of his interview with the Queen, and hoped he would have the assistance of his colleagues to form a Cabinet.

The almost unanimous opinion expressed was in favor of the acceptance of office by the Conservatives. The lobbies of the House of Commons presented a very animated appearance to-day. It is understood Lord Churchill and the Marquis of Salisbury differ in regard to the necessity for the re-enactment of coercion measures for Ireland.

The St. Louis Hotel Horror.  
SAN FRANCISCO, June 15.—Aukland's advice have been received here giving additional particulars of the arrest of Maxwell, who is charged with the murder of Preller, in St. Louis. When arrested, Maxwell appeared to be disconcerted, but recovered his composure while the officers were handcuffing him, coolly remarking that the whole matter was a mistake. Among various articles found in Maxwell's trunk were two embroidered handkerchiefs marked "C. A. P." and a shirt with two large spots of blood upon it. In Maxwell's grip were found thirty-four cuffs and two handkerchiefs, all marked "C. A. P." a memorandum book marked "Dangier," a pocket medical dictionary, in which "W. H. Lennox Maxwell, M.D., F.A.C.S., and a dressing case marked "W. H. Lennox Maxwell."

All of these articles Maxwell said he bought from a man named Robinson in San Francisco. Maxwell has been arraigned and remanded from time to time since his arrest, pending the arrival of the St. Louis officers.

The North-Western Wheat Crop.  
MINNEAPOLIS, Minn., June 15.—Reports have been received from over eight hundred points in Minnesota and Dakota, covering every wheat growing county of importance, and from three hundred points in Northern Wisconsin and Iowa. One hundred and fifty-five reports say the condition now is good, one hundred and thirty-five say the condition is better than last year, at this time, fifty say it is 10 per cent better.

Fifty say the condition is poor, thirty-seven say it is not as good as last year, and twenty-five say it is from ten to fifteen per cent worse. The bad reports are all from the old counties, where the ground is weedy and where the wheat was sown late.

WASHINGTON SMALL TALK.

Some Suggestions to the Army of Office  
Seekers.

Hungry Claimants do not Admire This  
Administration.

Important Decision of the Cabinet Regard-  
ing the Foreign Mail Subsidy.

WASHINGTON, June 15.

The prediction of bourbon republican journals that as soon as a democratic administration came into power hordes of hungry claimants would be knocking at the treasury door has not come true. No republican administration ever had so few claims pressed for payment. Just enough claims have been presented to test Secretary Manning's temper and one experience has proved enough for the jobbers. A treasury official said to-day:—"The first one had a claim that had been several times rejected by the accounting officers of the treasury, and was manifestly illegal." The request that it be re-reported was met by a decided negative. Rejected claimant number two received the same treatment. The disheartening effect of this upon the other claimants was soon noticeable, and now there are a few number of them seeking the attention of Secretary Manning than ever known before. The knowledge that he has turned a cold shoulder upon them, and that he has found more important work to do than listen to the long-winded appeals of men whose claims are evidently

worthless, has spread rapidly, and the claimants have abandoned the field."

There was a large crowd at the public concert in the White House grounds yesterday evening. The President listened to the entire programme from the south portico of the White House, where were gathered Secretary Manning, Mrs. Manning, Col. and Mrs. Lamont, Miss Cleveland and Miss Nelson, and a half dozen other ladies, who were present by the invitation of Miss Cleveland. It was the President's first appearance at these concerts, and, strange as it may appear, it was the first opportunity that a number of the residents of this city had to see him. Secretary Manning was present last Saturday afternoon, and numbers went away with the impression that they saw the President. As they stood side by side on the portico this afternoon it was easy to see how one could be taken for the personal appearance of the President. The President, however, is stouter. He has less hair on his head than Secretary Manning, and it is somewhat darker.

The Postmaster-General is more sought for by Congressmen and politicians than any other member of the Cabinet. He has, of course, more favors to bestow than all of the other members of the Cabinet combined. It is no unusual thing to see the Postmaster-General being sought for in the office of the Postmaster-General and the ante-room attached to his office, waiting for an opportunity to present their claims.

The decision of the Cabinet not to divide up among the owners of certain lines of foreign mail steamers the \$400,000 subsidy will take away from the Postmaster-General an enormous amount of work. Every line of steamers had its representative here claiming a share of the subsidy. The subsidy clause, it will be remembered, was put on the Postal Appropriation bill by the Senate during the last day of the session of Congress, and although the House fought it as it has a rule, having declined to grant the subsidy by two or three direct votes, the subsidy advocates still carried their point by having the clause added to the bill in the Conference Committee. It was not agreed to, however, until about the last hour of the session, and only then was consented to by the House to save the Postal Appropriation bill. All of the work now comes for naught, and the subject will come up at the next session, loaded down with the black eye that the Cabinet had given it.

The President yesterday appointed Frank Gordon, of Georgia, to be principal clerk of the surveys of the general land office. Mr. Gordon is a young lawyer of Atlanta, Ga., and is a son of ex-Senator Gordon. He succeeds Oscar Hendricks, who has been removed.

Bradley, Chairman of the Board of Pension Appeals, has been superseded by John Rogers of Kansas. Mr. Rogers is said to be a lawyer of ability, and his appointment was urged by a number of influential Kansas democrats. He was a brigadier-general attached to the Army of the Tennessee, and is said to have been the youngest officer of that rank in the service during the war.

THE CANAL TOLLS DOOMED.

Meeting in the Corn Exchange to Re-  
ceive Answers from Government—  
Concession of Half the Canal Tolls  
Not Considered Sufficient—Abolition  
Demanded.

A meeting was held in the Corn Exchange yesterday at noon of leading exporters and shippers belonging to this port, Mr. John Major presiding. The attendance was large, as the proceedings commenced on the termination of business on the Exchange, and all the members remained. More interest and warm feeling were manifested by the speakers on the situation after hearing Hon. Mr. Pope's decision than at any of the meetings that had previously taken place on the same subject. Three of the Jamaica delegates were present during the animated discussion, and occupied seats in the front. The proceedings commenced by the Chairman reading a telegram from Hon. Mr. Pope, Acting Minister of Railways and Canals, stating that an Order-in-Council had been issued reducing the canal tolls one-half, the same as last year. Mr. Major said the news was disappointing, as no half way measure would give the relief that was absolutely necessary to compete with the free route to New York. He was ready to hear suggestions as to what should be done.

Mr. W. W. Ogilvie said that the concession returned to was by no means adequate to enable the St. Lawrence route to compete with the Erie, and he thought it was imposed upon the Government the better. He was glad to see such a meeting with members of Parliament, such as Mr. Desjardins, and of the Local House, as Mr. Stephens, member for the Central Division of the city, present, as it showed unmistakably that grant what was wanted on the subject that brought them together. He urged warmly that steps be taken to get the Government to remove the obstruction to the traffic on this route that the tolls on the canals presented. After showing how the Americans were united in freeing the Erie Canal of tolls, he concluded by proposing the following resolution:

"That the reduction by one-half the present rates is in the opinion of this meeting an ineffectual measure and one that can afford only temporary and fractional relief. Mr. Robert Reford seconded the resolution and urged strenuously that Government being refused to grant what was wanted, the full abolition of the tolls, or the trade and traffic would be diverted to the Atlantic ports of the United States.

Mr. George W. Stephens, M.P.P., was well received and made a spirited speech, which was loudly cheered at its principal points. He commenced by saying that he felt that Montreal commercial men were not more truly represented in Parliament, where the mercantile and other interests were legislated for, and where alone the wants of the commercial community could be addressed. The merchants themselves, however, were to blame for the present state of affairs, when they sent a man to represent their principal district who knew nothing whatever of business, and he pressed upon them to return here, no matter what their politics might be; he was speaking as a citizen he said and not as a politician, who would

fully represent the commercial interests of the city.

The speaker went on to refer to the sums of money laid out on the highways of the Dominion by the Government, and hoped that the route from Port Arthur to this port would be freed from all obstruction in the shape of tolls. He then read from the records of Parliament, commencing with the year 1870, the amounts of subsidies which Hon. Mr. Pope had asked the House to vote for railways in which he was interested in carrying out to the south-eastern seaboard, whilst he refused to grant a small concession of \$30,000 to Montreal to save her traffic from being taken elsewhere. He said that it was shameful that whilst money was lavished on other ports in the Dominion without any return of interest, all ships and steamers entering this port had to be taxed heavily to pay the interest on the money given by Government or Parliament for deepening the channel and making a harbor. He next read from Parliamentary records of 12th inst. of Hon. Mr. Pope moving a vote of \$52,000 for deepening the harbor of Three Rivers, whilst in the same session he refused to retain the traffic by the St. Lawrence route had been denied. He asked whose fault was this, and next referred to Montreal city paying \$300,000 per annum, or one-fifth of the whole revenue of the province. As a reason for abolishing the charges for interest on the river and harbor loans Mr. Stephens cited the policy of the United States Government in the cases of New York, Boston and all other harbors in the Republic, which it assumed. On retiring Mr. Stephens was loudly applauded.

Mr. D. A. P. Watt next came forward and proposed the following resolution:—"That the Council of the Board of Trade, Committee of Management of the Corn Exchange, the Harbor Board and the members for the city to the Legislative Assembly be requested to co-operate with the Committee having the matter in charge in arranging for a conference with the Mayor and City Council with a view of having the claims of the St. Lawrence route pressed upon the Dominion Government."

The motion was seconded by Mr. Kinghorn and passed unanimously.

Mr. L. Tourville, a French merchant, after endorsing the views of those who had spoken as to the importance of pressing for the abolition of the tolls, concluded by proposing the following resolution:

"That, in view of the keen competition by the trunk lines of railway and the untaxed navigation of the Erie canal route, the Canadian canals must be made altogether free and the other onerous taxation specified in the unworkable bill be removed from the shipping trade of the Dominion."

The resolution was seconded by Mr. John Torrance and carried unanimously.

Alderman Fairbairn on being called on to state what action the City Council had taken formerly in connection with harbor matters, replied that the council had been applied five years ago to act with the Board of Trade and Harbor Commissioners as to Lake St. Peter debt removal. After taking steps to co-operate, a message was received from Mr. Henry Bulmer, acting Chairman Harbor Commissioners, saying the Government was ready to do anything required but did not want to see a deputation. This ended the negotiations. Not being a politician the worthy Alderman could say nothing about the reasons for not receiving a deputation. (Laughter.)

Mr. A. W. Ogilvie commented upon the constitution of the Harbor Board, and thought it was never more efficient than under the constitution given to it by the late Sir George Cartier and he thought it had better go back to that system. He understood that the board was to be reduced to the reduction demanded and without which we could never hope to retain the flourishing traffic that formerly existed.

Mr. Chas Gould the representative of the Corn Exchange in the Harbor Board remarked that the greatest animosity was against the appointed and elected members of the Board in favor of the proposed reductions, and it was an entire misrepresentation to assert otherwise.

Mr. Watt said the Harbor Board held a trust from which they could not free themselves as they were bound to raise \$200,000 per annum to pay the interest upon the bonds which they had issued unless the Government came forward and assumed the debt by which all the dues would be removed.

Mr. Kinghorn made some observations about the history of the canals, which had their origin in the original American people, who should support them now. He recalled what the Premier, Sir John A. Macdonald, said lately in Parliament, that at one period it cost 12c to carry a bushel of wheat from Kingston to Montreal but by canals it only now costs 2c. He stated that the original owners of the canals were injured by the National Policy and therefore had a strong claim on the Government.

Mr. Joseph tried to renew the discussion about the constitution of the Harbor Board, but there were expressions of dissent.

Mr. Edghe MacLennan got up and remarked that he had no objection to the question of the time and place of holding the next annual meeting, Dr. McDonald moved, seconded by Rev. Mr. Laidlaw, that the next meeting be held in St. Paul's Church at Hamilton. A show of hands being taken Hamilton carried the day.

Over the election of Moderator of the Assembly was next taken up, Rev. Mr. McLeod submitting a resolution to the effect that the question be sent back to the presbyteries for consideration, and that during the year the presbyteries nominate a Moderator as usual.

Rev. Dr. McMillen seconded the motion.

Rev. Robert Campbell moved in amendment to the effect that the present arrangement be not interfered with. He contended that the presbyteries never had the right to select Moderators and that to say that any constitutional right had been taken away from them, showed a lamentable amount of ignorance on their part.

Rev. Principal Grant seconded the motion in an eloquent address.

Rev. Dr. King moved a second amendment to the effect that the action of the last Assembly in regard to the election of a Moderator be set aside.

Dr. Reid seconded the motion.

Prof. Caven thought that it would be a pity to squarely reverse the action of last year. The matter might be sent to the presbyteries for consideration to report on next year.

Dr. MacVicar spoke in favor of appointing a committee to consider the matter.

The two amendments were then put to the meeting, and Dr. King's declared carried.

The main motion was not put, as Dr. Caven moved in amendment to the amendment that the question of the election of a Moderator be sent to the presbyteries to consider and report at the next meeting of the Assembly.

Another vote was then taken, and re-

## PRESBYTERIAN ASSEMBLY.

Yesterday's Proceedings.

Division of Presbyteries—The Union of  
Colleges—Hamilton Chosen as the  
Next Place of Meeting—Method of  
Electing the Moderator Discussed—  
An Evening Devoted to Temperance.

At the morning's seditur of the Assembly yesterday the first business taken up after the opening exercises was the receiving of the report of the committee on the division and erection of new presbyteries. The committee reported in favor of the erection of a new presbytery at Orangeville, Ont. This, on motion, was remitted to the Synod of Toronto and Hamilton for consideration. The committee also reported favorably on the formation of a new presbytery at New Westminster, B.C. Referred to Committee of the Western Section. Also, that the Presbytery of Brandon be divided into two portions, to be called Brandon and Regina respectively. Granted. Rev. Mr. Livingstone was appointed Moderator of the new presbytery.

The Rev. R. H. Warden presented to the House the College Fund of the Presbyterian Church in Canada [Western Section] for the year ending May, 1885, as follows:—

The total receipts for the year are \$10,830.78, appropriated as follows: Knox College, Toronto, \$5,674.82; Presbyterian College, Montreal, \$2,837.42; Queen's College, Kingston, \$2,269.33; Printing, stationery and postage, \$48.60; total, \$10,830.78. Report adopted.

Mr. McLennan read the report of the committee for the disposal of the College Fund, which recommended the abolition of the common fund and considered the consolidation of the various colleges impracticable at the present time. The estimated requirements this year were stated for Montreal \$3,250; Queen's, \$4,000; Knox College, \$7,800; total, \$15,050 for the current year. He recommended an increase of salary to Dr. Proudfoot, and asked that the Standing Committee on the common fund be composed of two representatives from each college, and proposed the names of Principal Caven and Dr. McDonald, Principal MacVicar and the Rev. Mr. Warden, Principal Grant and Mr. James MacLennan as the committee for the current year. Mr. McLennan to be convenor.

Mr. Charlton spoke at some length on the question of the consolidation of the colleges, concluding by offering the following resolution:—

"That in the opinion of the Assembly college consolidation would increase the resources and equipment of our theological schools and greatly promote the thoroughness and efficiency of the work of theological education and the best interests of the Church, and that the efforts to secure consolidation should not be abandoned without thorough investigation as to whether the scheme is feasible or attainable, and that therefore the matter be remitted to a special committee, with instructions to give their earnest consideration with the view of reporting to the next Assembly whether any satisfactory and mutually acceptable scheme of consolidation can be recommended. The committee to consist of the Hon. G. W. Ross, David Morrie, W. B. McMurich, D. McDonald, J. McMillan, Q.C., Hamilton, Cassis, D. C. Fraser, John McLean, Geo. Haddow, Principals Caven, MacVicar, Grant, MacKnight and Cook, Rev. Messrs. McMillen, Durnfield, Bain, W. Armstrong, W. Donald, D. J. MacDonnell, D. Matthews and the mover.

After being seconded by the Rev. Mr. McMillan the matter was left over for further discussion, as the appointed time had arrived for deciding on the next place for holding the annual meeting.

Rev. Mr. Laing moved, seconded by Dr. Burns, that the Assembly meet in Halifax next year. Agreed.

Ventures were read from the Synod of Hamilton and London, protesting against the action of the Assembly in taking away from the Presbyteries the right of nominating for the Moderatorship of the General Assembly.

A discussion arose on this point and lasted until the hour of adjournment.

AFTERNOON SESSION.

After prayer and reading of the minutes the report of the Business Committee was submitted.

The report contained a memorial from Mr. D. Watt on the subject of the proposed annual meeting, which he referred to a special committee to report upon hereafter. Carried.

It was agreed that Rev. Alex. McDonald, a delegate from the Free Church of Scotland, be invited to address the House this evening at 8.45.

Rev. Mr. Wardrop read the following despatch received since the morning session:—

Tamsui—500 more converts, ordained two native pastors.—G. L. Mackay.

It being resolved to reconsider the question of the time and place of holding the next annual meeting, Dr. McDonald moved, seconded by Rev. Mr. Laidlaw, that the next meeting be held in St. Paul's Church at Hamilton. A show of hands being taken Hamilton carried the day.

Over the election of Moderator of the Assembly was next taken up, Rev. Mr. McLeod submitting a resolution to the effect that the question be sent back to the presbyteries for consideration, and that during the year the presbyteries nominate a Moderator as usual.

Rev. Dr. McMillen seconded the motion.

Rev. Robert Campbell moved in amendment to the effect that the present arrangement be not interfered with. He contended that the presbyteries never had the right to select Moderators and that to say that any constitutional right had been taken away from them, showed a lamentable amount of ignorance on their part.

Rev. Principal Grant seconded the motion in an eloquent address.

Rev. Dr. King moved a second amendment to the effect that the action of the last Assembly in regard to the election of a Moderator be set aside.

Dr. Reid seconded the motion.

Prof. Caven thought that it would be a pity to squarely reverse the action of last year. The matter might be sent to the presbyteries for consideration to report on next year.

Dr. MacVicar spoke in favor of appointing a committee to consider the matter.

The two amendments were then put to the meeting, and Dr. King's declared carried.

The main motion was not put, as Dr. Caven moved in amendment to the amendment that the question of the election of a Moderator be sent to the presbyteries to consider and report at the next meeting of the Assembly.

&lt;





## TERMS OF SUBSCRIPTION

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

Montreal Daily Herald, per annum, - \$6 00  
do do half year, - 3 00  
do do three months, 1 50  
Montreal Daily Herald, single copies, 3 cts  
Montreal Weekly Herald, per annum, \$1 00  
do do half year, - 50c  
do do three months, 25c  
Special Rates for Clubs on application.

## The Montreal Herald.

TUESDAY MORNING, JUNE 16.

## NOTICE.

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

P. MITCHELL,  
MONTREAL, April 13, 1885.

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

P. MITCHELL,  
President "The Herald Company."  
MONTREAL, April 13, 1885.

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

## SPECIAL NOTICE.

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

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

THE HERALD COMPANY,  
(Limited).

## THE RIGHT STAND.

We are pleased to see that the merchants of Montreal are becoming alive to the importance of pressing their claims for consideration on the Government. The meeting that was held yesterday was well attended, and it expressed its opinion with firmness and decision.

It is no wonder that those who attended it were indignant and that they expressed their indignation in forcible terms. The Government's tardy answer to their very moderate request was disappointing and aggravating. Anyone who has given the least thought to the subject of attracting trade to the St. Lawrence route must see how miserably inadequate the assistance offered by the Government is to secure that end. Not one-half that the merchants asked for has been granted. They wanted a permanent abolition of the canal tolls, and a remission of one-half for a short period has been vouchsafed to them. The merchants of Montreal deserved better of the Government than this and if they had been more energetic and more unanimous in pressing their claims they would have had something like an adequate recognition of them now.

It is not a little surprising that none of the representatives of the city in the Dominion Parliament have been present at any of the meetings held by the merchants of Montreal on this very important subject of the abolition of the canal tolls. It might be expected that when a subject on which the prosperity of the city so largely depends was being agitated by so influential a class of their constituents that they would contrive at least to be present and hear their views in order that they might give them the assistance they so greatly need in Ottawa.

The service that an able, an energetic, an independent and a determined representative in the House of Commons might do to the commercial men of this city at the present moment is incalculable. Were the city represented by two or three such men, who identified themselves with Montreal and who made its cause their own, there would not be much need of sending delegations to Ottawa to wait upon Ministers, cap in hand, to beg as a favor what ought to be cheerfully granted as a right. Men of that stamp would not allow their constituents to be humiliated by being compelled to wait until it should suit the convenience of some understrapper to telegraph to them the answer of the Minister. Why the representatives of Montreal should, with one consent, absent themselves from the meetings of its merchants asking for an abolition of canal tolls and harbor dues, is rather mysterious. There have been so many of those meetings that their non-attendance could hardly be accidental. It is to be hoped, now that they will find a way of impressing upon their representatives in Parliament that they expect them to evince an interest in all that concerns the welfare of the city and its harbor. With the hearty cooperation of their members and their own united and energetic action they may

hope before the navigation opens next year that the Government may be brought to see the necessity of permanently freeing the grain trade of the St. Lawrence from the taxation which is such a burden to it and which prevents it competing on equal terms with its American rival.

## OUR INDIAN POLICY.

The traditions of a couple of centuries cannot be abandoned because there has been evidence of the partial failure of the policy based on them. We do not abandon the Pacific Railway because the commercial outlook is less brilliant than was thought. We do not abandon the North-West because there are early frosts that sometimes kill the wheat. We do not give up preaching Christianity because Christians show progressive apathy to its teachings. We do not abandon the attempts to relieve the poor because the task seems so hopeless. Why should we abandon in a panic the Indian policy which has been hitherto used and adopted? It is necessary to be prudent and not hasty.—Toronto Mail.

As a matter of fact we fail to abandon the things of which the Mail speaks, because we can not, we dare not, abandon them. The Pacific Railway has to be sustained, the North-West soil must be cultivated, Christianity must be taught, and the poor must be supported, all for the excellent reason, in the first place, that we have no alternative, and, in the second place, because all these great agencies and marks of civilization, notwithstanding all drawbacks, tend to the great advancement of the people and the uplifting and cementing of the Dominion. With our Indian policy it is far otherwise. When it should have stood the test it failed lamentably. At the critical moment it collapsed utterly. When it was expected to show its strength it proved a rope of sand and worthless. "The traditions of a couple of centuries" have proved to be traditions only. The fear of the troops and the existence of the Pacific Railway have sufficed to keep one section of the Indian population of the North-West quiet, but beyond the reach of these influences our Indian policy, our traditions and all the rest of the items of Indian management have had to stand aside while the painted, filthy savages have worked their sweet will with the lives, the homesteads, the cattle of the white settlers. If ever utter, absolute "failure" was stamped on the policy of a Government or a people in regard to any question, it has been in the case of our so-called Indian policy. If ever the expectations of a people were wrecked by disappointment it is in the case of the pampered "wards of the Government," whose first impulse, when opportunity offered, was to turn upon their guardians and the great commercial company whose treatment of them was humane and just. Where we looked for good faith we found treachery. Where we expected honor we found only baseness. Where we counted on allies our settlers were treated to pillage and massacre. Where the Government might fairly have reckoned upon the absence of obstruction, if not upon active assistance, in suppressing the rebellion, they found their supply trains attacked, their teamsters captured or killed, their property stolen wholesale and borne away to the strongholds of the savages. If "our Indian policy" has not failed the world has lost its meaning; and if the people of Canada are not thoroughly averse to a continuation of this collapsed and discredited policy, they do not mean what they say. It may be humiliating to organs of the Government to admit the failure; the Government itself may be expected to resent the imputation; but the shocking occurrences of the past three months are too deeply engraved on the hearts of the people to be winked out of sight because they happen to prove the disastrous and tragic character of the collapse of "our Indian policy." For the future we want a white man's policy, a policy which will not retard the settlement of the great North-West—a policy which will ensure the protection of the white settlements and colonies—a policy whose record will not be sought in the bloody trail of the Indian thief and Indian murderer.

It is deeply to be regretted that everything suggesting reform in North-West matters is being stoutly opposed by journals which pass for "organs" of the Government. These journals seem to think that the institution of reforms in that quarter must be regarded as a concession of wrong-doing or blundering on the part of the Government, and that the Government's skirts must be kept clean, whatever becomes of the North-West. They are showing little respect to public intelligence when they adopt such a role and expect the country to blindly follow their lead. It may be as well for them to understand, first as last, that these reforms must be forthcoming, whatever becomes of the Government. It is not proposed, in order to save the Government from all censure, that the people of Eastern Canada shall consent to the interests of the North-West being trodden under foot and the Territories treated as satrapies and the property of spoilers. The country has, had as much of this sort of thing as it can stand, and it now demands a change. The whites of the North-West are entitled to representation in Parliament, and they should have it at once. They are entitled to the amplest protection from the Indians in the future; this can be accomplished by disarming the Indians and sending them north of the white settlements, and the course suggested should be adopted without hesitation. They are entitled to have their squatters' rights recognized without delay, fully, freely and without reservation of any description; and the necessary steps should be forthwith taken. They are entitled to have their complaints listened to re-

spectfully and considered without delay; and those who advise the Government to turn a deaf ear to North-West "grievances" as unworthy of even a respectful hearing, should be treated as public enemies. If, instead of instituting such reforms, and instead of drawing public attention away from the failure of the past, by presenting a reformed programme for the future of the North-West, the Government insist upon fixing public discussion on the discredited policy which collapsed three months ago, on their own heads be the consequences. Their organs should understand that there must be a change—a great, a radical change—in "our Indian Policy" and all other matters affecting the North-West, and the Government that simply stands in its tracks, and refuses to propose measures called for by the changed circumstances of the country, is committing political suicide.

## THE SITUATION IN ENGLAND.

Lord Salisbury has undertaken to form a Cabinet and to govern the nation until the people shall choose at the polls who their rulers shall be. The Conservative chief has a difficult task before him. He, notwithstanding the support he may receive from the Home Rulers, is in a minority in the House of Commons. The continued support of Mr. Parnell and his followers can only be had on conditions which must be most distasteful to Lord Salisbury and the great majority of his Conservative friends. The Government, when it is formed, will therefore have to exist on the sufferance of its opponents until the elections are over. This evidently cannot be done unless some understanding is come to between the two parties, and Mr. Gladstone said in the House of Commons that no such understanding had yet been arrived at. It does not seem very reasonable that the Conservatives should expect much from the forbearance of the Liberals, for when Mr. Gladstone is in difficulties they literally showed him no quarter, and it is said that a very large section of the Liberal party is now disposed to retaliate. Electioneering has commenced already, and the political prophets on both sides are at work forecasting the result, but matters are in such a state of confusion that the vaticinations of the shrewdest of them are entitled to very little credit. It seems to be settled that Mr. Gladstone does not intend to resign the leadership of the Liberal party until after the general elections, if then. The meaning of this is that there is going to be a vigorous fight for the political supremacy in England.

## THE FATHER OF LAND-GRABBING.

Those who recall the wild-cat, land-grab bill framed by the Hon. Mr. Mills when Minister of the Interior, and presented to the country as the *ne plus ultra* of the wisest statesmanship of that favored time, the time when the will of Mr. Mills dominated the North-West territories and bestowed on Canada a faint reflection of the Augustan era, will be inclined to wonder at Mr. Mills' appearance in the role of a conservator of the public domain. If Mr. Mills were to communicate his innermost thoughts to this present unfortunate country, which maintains only a sickly existence since it is deprived of the advantage of his golden rule, he would no doubt condescend to assure the rest of the five millions of Canadians that the brightest page of legislation which Canada had ever been blessed with was contributed by himself, and that the greatest achievement of his genius and the greatest gift ever bestowed upon his countrymen was the measure by which he had provided for the construction of railways everywhere in the North-West by provisions which would have enabled the country to be overrun by speculators and land-grabbers *ad infinitum*. Under this remarkable bill, which his countrymen miserably failed to appreciate, Mr. Mills proposed that any five or more persons might form a railway company to build a railway anywhere in the North-West. He proposed, in effect, that the grabber and speculator should be lord and king of that country. He opened before the eyes of this class of Her Majesty's subjects visions of land-grabbing of which they had never even dreamt. He invited them to enter in and possess the land, and he never once considered the rights of the Indian, the half-breed or the white located in the country. About the last thought to find a kind reception in his capacious mind was the degree of warmth with which his mammoth propositions, his bounteous gifts to outsiders, would be received by the occupants of the lands of the North-West country. Impressed with the belief that the North-West and the fulness thereof were fairly the prey of the speculator and the grabber, he saw himself dispensing charters by the score, and lands by the tens of millions of acres. He saw an army of his retainers marching into the promised land, all loyal to the chief who, seated on the throne of the Interior, could look calmly down on his myrmidons, gathered, like a plague of grasshoppers, for the devouring of every green thing in that vast region. Acting on the apothegm, "After us the Deluge," he seemed willing to sacrifice the entire North-West, all its prairies and villages, its minerals, its present and its future, that he might erect for himself a monument by which he would be remembered for all time. And it must be admitted that he came near to providing for himself a fame scarcely second to that of Nero. Mr. Mills, indeed, had he remained a year or two longer in office, might have been re-

membered, not by the burning of a city, but by the destruction of half an Empire. He had the will and he had made provision for throwing the whole of the vast North-West—thousands of miles of territory, hundreds of millions of acres of land—into the hands of his own friends, to the everlasting ruin of that country's prospects. He would, no doubt, have made the fortunes of a few hundreds of his friends; he could have shown himself an adept in the worst forms of political corruption; and he might have satisfied an ardent ambition to mark his rule by some striking act of administration. But it would have been at the expense of the population, the lands and the resources of the North-West, and it would have ranked in history, we have no doubt, with the striking acts of George Law or the more remote Guy Fawkes. It would have given the gifted statesman a place in history, but we must confess it would have resembled somewhat the place which Macaulay has given Barriere. Fortunately, Mr. Mills' rule was out short; his will was strong but the country was stronger. It is not too late, however, even at this day for the land-grabbers and speculators and promoters of every kind of wild-cat schemes to recognize the masterly manner in which their theories were reduced to practice in the bill which the statutes of Canada were expected to preserve as a testimony to the insane ingenuity which attends the claim of Mr. Mills to rank as the perfect father of land-grabbing and wild-cat scheming in this Canada of ours.

FRANK LESLIE'S ILLUSTRATED NEWSPAPER recently treated its readers to a homily on "the different kinds of discarded food," based on the following incident:—A Professor C. V. Riley, the Government Entomologist, who first gained the public attention by his enterprise and energy in fighting the cicada, or so-called seventeen-year locusts, at the West, has abandoned the methods of extermination which he formerly used and recommended, and has discovered another method which, if universally adopted, would prove infallible. He was found, the other morning, breakfasting at his own table on these destructive creatures, eating them fried in breadcrumbs. They looked like fried oysters, cracked like shrimps, and ate like "the delicious quintessence of all vegetable juices." The professor now, says our New York contemporary, thinks that the way to exterminate the cicada is to make him the victim of the epicurean example he has set; but the frontiersman whose wheat-field is overrun might find the contract too large for him. The professor also recommends to the afflicted farmer to "eat the grasshoppers"; but when that ravenous bird increases at the rate of a hundred bushels a minute, the advice may seem appalling. It is pointed out that John the Baptist lived on locusts and willow honey—that dogs, cats, rats, mice and birds' nests are eaten today in some parts of the East—that in parts of Mexico flies are fried and eaten—that horses and mules have been eaten, in many instances, in besieged cities, etc. It is, of course, purely a question of taste. People who eat and appreciate the flesh of swine ought not to turn up their noses at the tastes of others, whose bill of fare may be more extended but can scarcely include anything less wholesome than pig's meat.

A GREAT DEAL of the news published in the *Star* is unreliable, a fact which is generally acknowledged and allowance made accordingly. Few persons care to correct the numerous mis-statements which appear in that quarter, as they are generally subjected to abuse when they attempt it, and THE HERALD's recent correction of a *Star* statement was no exception to the rule. When THE HERALD alleged that statements published by the *Star*, reflecting on the conduct of Major McGibbon, in his treatment of Government teamsters, were not entitled to credit, the *Star* replied by a volley of abuse of THE HERALD, having no relation whatever to the point at issue. Our contemporary has since received new light on the subject, and in regard to the matter on which it attacked THE HERALD so viciously it apologized in the following terms:—

Major McGibbon, the Transport and Supply Officer for Alberta, was accused by our correspondent of unwarrantably repudiating contracts made with teamsters by his predecessors. Major McGibbon does not appear to be in any way to blame, but, on the contrary, to have acted with commendable discretion.

It was for stating, in effect, the same facts that the *Star* saw fit to assail THE HERALD, an example of journalistic discourtesy which has brought its own punishment in the contrition now manifested in our contemporary's apology.

THE NORTH SHORE.—Our Ottawa correspondent has learned that the Grand Trunk management have at last decided to abandon the North Shore road. They have blocked legislation and progress in this direction for a long time, but we suppose they need the money more than they do the road. They will now sell out their interest, and the Government will buy the road and lease it to the Canadian Pacific. This solution might have been reached a year ago but for the stubbornness of Sir Henry Tyler and Mr. Joseph Hickson. The country tributary to the road will gladly hail the change.

## New Advertisements.

I have arranged that during my absence in the North-West my practice shall be extended to by DR. FRANK MATTHEWS.

C. J. ALLOWAY, V.S.

## New Advertisements. New Advertisements.



## PARK AVENUE HOTEL, NEW YORK.

THIS ELEGANT HOUSE, occupying the entire front on Fourth Avenue, between 52d and 53d Streets, and covering half the block in depth to Madison Avenue, is centrally located for transient visitors, and families desiring the quiet of an elegant home. It is contiguous to the most fashionable thoroughfares, with means of quick conveyance to all the business centres; it is within eight minutes' walk of the Grand Central Depot, from which trains depart for and arrive from all points, and within five minutes' walk of East and West side Elevated Railroads.

As a structure it is absolutely the only entirely fire-proof hotel building in the United States.

Surrounding a spacious open court, adorned with fountain, garden and balconies, it forms a most delightful and attractive home in summer as well as winter. Its Grand Parlor, Reception Rooms, Library, with its choice literature, Dining Rooms, and private apartments, with their connecting Bathing and Dressing rooms, ensure to its guests every comfort and luxury that can be desired.

All its interior rooms are most pleasant, while outside ones, on its upper floors, give extensive views of the East River, Long Island and the suburbs.

Ample arrangements exist for the complete heating of the rooms and halls with steam, and particular attention has been given to the perfect ventilation of the structure.

The sanitary condition of the house is very highly commended by the most eminent of the medical faculty.

The entire house is elegantly furnished, and is perfect throughout in its appointments.

The Hotel is conducted on the American system.

Dispatches from arriving guests requiring accommodations will receive careful attention.

Rates lower than any first-class up-town Hotel.

HENRY CLAIR, Lessee, 51

February 23

## STEINWAY

—AND—

## CHICKERING

## PIANOS

THE BEST IN THE WORLD.

SOLD ON LIBERAL TERMS.

PIANOS AND ORGANS by various makers, in great variety, sold on the installment system, or can be rented with option of purchase.

A large assortment of second-hand PIANOS AND ORGANS at prices to suit all purchasers. Agents wanted for the celebrated

## ESTES &amp; KIMBALL ORGANS.

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

Apply to A. & S. NORDHEIMER,

211 ST. JAMES STREET, MONTREAL.

## The Canada Co-operative Supply Association, (LIMITED.)

UNRESERVED SALE!

To reduce the present extensive stock great reductions in price have been made in the following departments:—

Dry Goods, Stationery, Jewellery,

Fancy Goods and Cutlery.

Groceries and Glassware,

Drugs and Toilet Requisites, &c. &c.

Groceries, Wines and Liquors.

COUNTRY AND CITY ORDERS FILLED AS USUAL.

Montreal, June 8, 1885.

## CLENNINEN &amp; SON.

FOUNDRY!

Patterns Unlimited to Select from for

COLUMNS,

PILASTERS,

RAILINGS,

MACHINISTS' CASTINGS, &c.

Melting a large amount of iron every day we can give great expedition to orders. Persons in need of

## CASTINGS

can often save a large sum of money by using our patterns. We are always happy to look up Patterns for our Customers.

ORDERS SOLICITED.

## W. CLENNINEN &amp; SON.

June 16

NEW FIRE STATION,

CHABOLLEZ SQUARE.

SEALED TENDERS, addressed to the undersigned, will be received at the City Clerk's Office, City Hall, until FRIDAY, the 17th of July next, at noon, for sundry artificers' work required in the erection of a NEW FIRE STATION, Chabollez Square, according to plans and specifications to be seen at the office of Messrs. Perrault & Mesnard, architects, No. 11 Place d'Armes Hill.

The lowest or any tender will not necessarily be accepted.

(By order),

CHS. GLACKMEYER, City Clerk.

CITY HALL, Montreal, 16th June, 1885.

143

C. J. ALLOWAY, V.S.

## Amusements.

## ACADEMY OF MUSIC!

Henry Thomas.....Lessee and Manager

## M. MATHIEU GRAU'S

## Famous French Opera Company!

To-night—Hocacolo.

Wednesday Evening—Benefit of Mlle. NOR-

DALL.

Thursday Evening—Last time of

La Perichole.

Friday Evening—Last time of

Francis Les Bas Bleus.

SATURDAY MATINEE AT 2.

Saturday Evening—Benefit of M. LARY.

Seats for sale at Nordheimer's.

Prices: 75, 50 and 25 cents.

June 15

## THEATRE ROYAL.

SPARROW & JACOBS, Proprietors & Managers.

Every Afternoon and Evening, Week

Commencing Monday, June 15th.

## THE INTENSE MELODRAMA

## —THE—

## Stranglers of Paris!

A great play, founded on facts, and produced

for over 750 times in France and Europe, also

through the leading cities of the United

States with the greatest success. A magni-

ficent cast of noted artists. Massive original

scenery, all the original Parisian Costumes.

Prices of Admission—Matinee, 10c and 25c.

Evenings, 10c, 25c and 50c. Reserved Seats at

Prince's. Performances—Matinee, 2, 3, 5

Evening, 8 o'clock.

## CRYSTAL PALACE OPERA HOUSE.

MISS JANET EDMONDSON.....Manager.

EVERY EVENING AT 8.15

Emphatic success of Gilbert & Sullivan's

Beautiful Opera, the

## SORCERER!

32 ARTISTS 32

ADMISSION, 25c; Reserved Seats, 50c and

(first five rows) 75c. Seats on sale at Prince's

Music Store and Windsor Hotel.

Non-Members.....25 Cts

SATURDAY FREE.

May 25

## New Advertisements.

## Special General Meeting

## —OF THE—

## MONTREAL BOARD OF TRADE.

A special general meeting of the Board will

be held at the Corn Exchange on Tuesday,

15th inst., at 8 o'clock p.m., to meet the mem-

bers of the Royal Commission from Jamaica,

W.I., and hear their statements regarding

proposed reciprocal trade relations between

their island and Canada.

A full meeting is requested.

(By order), W. M. J. PATTERSON, Secretary.

u 112

## LACE CURTAINS!

The store for the largest assortment and

best value in Lace Curtains,

S. CARSLY'S.

## S. CARSLY'S,

## BLACK DRESS GOODS!

Black BLACK FRENCH CASHMERE Goods

Black BLACK FRENCH CASHMERE Goods

Black BLACK FRENCH CASHMERE Goods

Black Just received from the best En- Goods

Black Black open manufacturers, three Goods

Black Black cases of New French Cashmere, Goods

Black Black in Blue, Black, Jet Black, Coal Goods

Black Black and patent. Black to be Goods

Black Black sold at special low figures. Goods

Black Black S. CARSLY'S. Goods

Black Black BLACK SILK HENRIETTA Goods

Black Black BLACK SILK HENRIETTA Goods

Black Black BLACK SILK HENRIETTA Goods



## THE ARBITRATOR.

By Paul Roche, in the Paris "Gaulois."

[Translated by Ovide Ste. Marie.]

Among its attributes, War, as well as Themis, has also its scales. Long ago our old Gaulish Chief Brennus proved it well when, under the walls of Rome's capital, he threw his heavy sword into the scales which were being used to weigh the ransom.

But now, in this age of ours, it is before the combat that war takes its scales. It leads the two peoples, the two interested nations, to place their grievances each on one side of the scale, and then it calls on a crowned head, a monarch, to examine and decide on which side the balance inclines.

The Cabinets of St. James and St. Petersburg have just decided the important duty to His Majesty Christian IX., King of Denmark, of the Vandals, of the Goths, and Duke of Slesvig, Holstein, &c., &c.

The King of Denmark is the arbitrator chosen to pass judgment on the recent conflict and give back peace to Europe.

His judgment, it is hoped, will be absolute, such as was that of Agamemnon, the king of kings, or that of Jupiter, the chief of the gods.

King Christian IX., as it is well known, father to Maria Fedorovna, Empress of Russia, and father to Alexandra Caroline, Princess of Wales.

Had there been war between the two nations it is not easy to say or imagine on which side the heart of the good king would have leaned—a parallel to the chaos of sentiment through which Christian would have been forced to pass only to be found at the Theatre Francaise when Les Horaces are being played, and that Sabine, sister of Curiake and wife of the Roman warrior, declaims the pathetic verses of the immortal Corneille.

It is indeed a glorious duty, that of returning peace to the world—This thought will no doubt sustain the good old King in the difficulties of his task.

Indeed, Christian must endeavor to give satisfaction to both his sons-in-law, but still, by the force of circumstances, no matter what his decision may be, it is certain that one of the parties cannot help believing himself wronged.

This duty of "arbitrator" to two of the most powerful nations of the world, who would, twenty-five years ago, have predicted that Christian IX. would one day be called upon to perform? When, on the 15th November, 1863, by virtue of the treaty of London of the 8th May, 1862, and also by virtue of the Danish laws of succession, he was called to the throne of Denmark, he was then only a duke of the small dukedom of Slesvig Holstein. He was succeeding King Frederic VII., so popular and so well beloved, and it is reported that among all the German Princes, Christian was chosen, because, among them all, he was the only one who, in 1848, had not taken arms against Denmark.

Christian IX. grew in popularity very rapidly in his kingdom. He is blessed with those strong *certus de famille* that high regard for human and royal dignity, to which the northern people are so respectful.

What immense and slow increase of influence and moral power will he possess to-day, we might say, at the head of the Kings of Europe has come to him through his family by the marriages of his children. Thus, with a charming effusion does Christian IX. show himself happy and proud of his children.

His Danish majesty, as well as most of the Princes and Kings of Europe, is a member of the *Société de Tir de Copenhague et Confédération Danaise*.

Every year, on the anniversary of Christian's birthday, that is to say, on the 8th of April, this Association gives a grand dinner to the King, and when the cloth has been removed and the time has arrived to give the toasts, the King rises and invariably begins his speech as follows:—"My brethren (this is the formula used on those occasions) I am happy to be able to give you good news of my dear children."

And it is a fact, that His Majesty can indeed give good news. Besides his two daughters, Alexandra and Dagmar (now Maria-Fedorovna), his second son George is King of the Hellenes. In this respect King Christian is more fortunate than the "Grand Roi" Louis XIV., with all his glory, for it is given to him to see his own son on a throne, whereas Philippe V., King of Spain, was only the grandson of the great king. And again, the Princess Thyra, third daughter of Christian IX., has married the Duke of Cumberland, the rightful heir to the throne of Hanover.

Alone the sixth child of King Prince Valdemar, who is now twenty-seven years of age, is only a lieutenant in his father's royal navy, but doubtless on the first throne becoming vacant, Europe will think of him.

It is the Castle of Fredensborg and its magnificent gardens, which have seen the youth and growth of the young Princes and Princesses who are now married, and it is there that King Christian receives his Imperial guests from London and St. Petersburg.

The rooms they occupied in their childhood have been kept exactly as they were when the royal children occupied them. The playthings are all preserved, and to this day still are on the shelves of the cupboards and in the drawers of the tables of the rooms.

Princess Dagmar, when about to start for Russia, wrote with a diamond upon the glass of her bedroom window "*Adieu, mon Ardenberg, bien aimé*," and that pane of glass is still there. And when King George comes to Fredensborg he will find his rooms in exactly the same order as he left them years ago, and still, the grand old forest trees, the white snow white *bouleaux*, the white birch of Fredensborg, as of old, still listen to the joyous screams and witness still the pleasures, pastimes and diversions of young princes and princesses.

In fact, the hereditary Prince Frederic, who is married to Princess Louise of Sweden, has no less than six children, boys and girls, the oldest of whom is fifteen years old, and the good old King, their grandfather, insists upon having them near him.

The King's mode of living is of the most simple kind. The people of Copenhagen are well acquainted with the daily morning walk of His Majesty. Christian IX. goes out on foot, plainly attired, through the streets of the city, escorted by his two large dogs; they form his only guard, his only watch, his only protection. His safety is in the hearts of his people, and he knows it. As he goes along all happy to him respectfully. Happy King! happy people! The King's picture, the King's portrait, is to be found in every home and is to be seen in every window of the business streets. His subjects love to have the features of their old sovereign constantly before their eyes—he is so good. He has in his department, in his countenance, in his physiognomy something which brings to mind the Emperor Alexander II.; he wears his beard like him, and like him he is tall, stout and well shaped. Christian, with his sixty-seven years, does not appear to be older than forty.

The great historian St. Simon has

devoted many pages to the appetite of King Louis XIV., therefore I who am only a simple, plain writer of notes, may well be allowed to say that King Christian has an appetite which would have caused the despair of even a *cute*.

His Majesty never eats of more than two dishes, and it never appears to make any difference to him of what they are made, he is never anxious or uneasy on that subject, as his good appetite enables him to relish even the simplest kind of food.

In 1865, during a voyage he made to Iceland, accompanied by twelve or fifteen of his officials and friends, the quarter-master (*mairechal des voyages*), put to his wits' ends by so many tastes, such a variety of exigencies, used to frequently exclaim: "Oh, if I had the King only to satisfy, how much less trouble I would have—he is so easy to please!"

The only failing one can perceive in Christian IX. is the show he likes to make of his astonishing memory. After many years he will recognize a person he has seen only once. Thus it is that in his good city of Copenhagen it sometimes happens to him to stop and call by name some passer-by, who is taken aback and surprised how it is that the King can recognize them and remember their names after so many years of absence. They had imagined he had long forgotten them, and are overwhelmed by the honor done them. The King often rides on horseback, he is as good a horseman as is the Queen a good musician.

Such is, in a rapid sketch, which has no pretension to be a page of history, the man on whom to-day depends war or peace.

[WRITTEN FOR THE HERALD.]

A VISIT TO THE HOCHLAGA CONVENT. We had occasion the other day to visit this institution upon business, after transacting which Sister Alexandra kindly offered to show us through the building, an opportunity we gladly availed ourselves of, as we had heard much of this as being the finest convent in Canada; and certainly it well deserves its reputation. The building itself is a most spacious one, with fine, large, airy rooms throughout and all well lighted. Everywhere one is struck with the scrupulous cleanliness of the place. There are pupils here from all quarters, and the joyous, happy expression of the faces would indicate both good care and pleasant associations. Indeed, the characteristic seems to be making it a homelike place. The Sisters are a most refined and highly cultured class, and leave nothing undone that will turn out scholars who will be an honor to themselves and a credit to their parents and teachers. It was, indeed, a treat to go through the school rooms. Everything was there that would aid the student in the acquisition of knowledge, nearly all branches of literature, science and "art" being taught; and each is illustrated by drawings and actual specimens. Especially is this the case in natural history, geology, mineralogy and entomology, the specimens in the latter department having been captured and prepared by the sisters, there being some very fine specimens of butterflies, moths, etc.; also some fine ones in the department of ornithology. Then the botanical department is portrayed by dissected plants in figure; the "art" by some beautiful paintings, and physiology also by charts and drawings. The work of the pupils speaks for itself; the fancy work is simply lovely, and one cannot help but wish he could meet the clever ones whose fingers so deftly worked those intricate mats, embroideries and crochet, mysteries to us. Astronomy is also taught in a most practical way, the large flat roof of the main building being admirably adapted for the purpose. Here in the evenings, the telescope—a very fine one—is brought up, and the class can study the science upon the outspread canopy of heaven, the various planets pointed out, and all the incidental points of interest indicated. How different this from the writer's study of this beautiful science. I can well remember the plan of the heavens being laid out in a broad sheet, and black splashes shown us for Mr. Jupiter, Mrs. Venus, &c., &c., and naturally, we looked for just such black splashes on the sky, but of course without avail. Descending from these upper regions, we were shown through the dormitories, all nicely in order, clean and tidy. There are also private rooms for those pupils who desire them, and for which a small extra charge is made. On inquiring as to the means of heating, fire probabilities, &c., we found the whole place heated by hot water coils; also fire escapes provided on the outside, reaching from the top story to the ground, and ample provision made for escape, should such a remote contingency ever arise, which is scarcely probable in such a well handled institution. We also observed Babcock Fire Extinguishers on each landing and also at the end of the halls in the upper stories, thus showing a careful forethought, which unfortunately is not so common as it ought to be in educational institutions. In the large room downstairs are a number of excellent pianos for the use of the pupils, music being an art which is in a high state of efficiency here. Those who desire to learn the harp can also be accommodated, as we observed two beautiful instruments there for this purpose. The chapel is a model of beauty in all its fittings and appointments, and alone well worthy of a visit. The service we had the pleasure of hearing whilst present was a treat, the singing being very charming, by those of the pupils who were there—and nearly all were. The organ is a fine instrument, and well played. The finishing department for pupils is an admirably arranged room, offering every facility for preparation for the final examinations, and for which many enter, and prizes are not only valuable in themselves, but the honor in carrying them off in an institution such as this convent is much more so, some very brilliant scholars being graduated from this place, and many have made their mark in the world of letters, as also the larger field of the domestic fire-side, to be not small part of the Sisters' duty to teach all the necessary concomitants to make a successful housekeeper, a course which might well be initiated in other schools.

Some very curious ideas prevail regard-

ing these places. One gentleman, a prominent politician from the other side, after being shown all through, seemed not quite to have made up his mind that all had been shown to him, and asked, "where are all the dark cells into which you put refractory girls?"—and was actually surprised when told that he had seen the darkest of them. The Sister smiled as she told us—and I must confess the fact, as many people think they cannot smile; but so much prejudice exists against these institutions that they must be seen to be appreciated, and to us the visit was a treat in every way. Space forbids my enlarging; I would just say, Mr. Editor, take the first opportunity you have and visit the Hochelaga Convent, and you, as an educated gentleman, will perhaps appreciate more than your humble scribe the beauties of the place, outside and in; and when you do I hope you will meet the charmingly entertaining and brilliant Sister Alexandra, who assured us that they were always glad to see and show visitors through the place, at all reasonable hours; and if more would visit them, there would perhaps be less prejudice against those who for the good of their fellow-beings have sacrificed their claims to domestic felicity and become the harbingers of good to many, and, we feign would believe, ill to none—and who might adopt as their motto "Amicus humani generis."

VISITOR.

Professional Cards.

R. J. Kimball & Co.

ESTABLISHED IN 1865.

Bankers and Brokers,

10 AND 12 BROAD STREET, NEW YORK.

Both of our firms are MEMBERS OF THE NEW YORK STOCK EXCHANGE.

We personally execute all orders for purchase or sale of Stocks, Bonds, &c., in the Exchange, and carry the same at the option of our clients.

United Pipe Line Certificates (Petroleum) also bought, sold and carried on margin.

ROBERT J. KIMBALL ALER DE LOUNSBURY May 6 31st 103

STUART & CO.,

Stock Brokers,

13 HOSPITAL STREET.

Members of the Montreal Stock Exchange.

January 17 15

ANDREW A. WILSON,

Stock Broker

(Members of Montreal Stock Exchange)

Stocks bought and sold for cash or on margin

Office Hamilton Chamber.

17 St. John St.

(P. J. Box.)

October 27. 257

OTTAWA, ONT.—MONTYRE & LEWIS

BARRISTERS & CO., Supreme

Court and Departmental Agents; Solicitors

for the Bank of Montreal and

Union Bank of Lower Canada, &c.

A. P. McIntyre. J. Travers Lewis

March 7 15

CAMERON & McPHILLIPS,

Barristers, Solicitors, &c.,

Cawthra Chambers, 43 King Street West,

TORONTO.

Hector Cameron, Q.C. P. McPhillips,

May 7 15

H. COTTE,

Accountant and Auditor.

Address P. O. Box No. 1,368.

September.

PAGNUELO, TAILLON &

LANOTTE,

Barristers and Solicitors,

No. 31 ST. JAMES STREET, MONTREAL.

Simon Pagnuelo, Q.C.,

Hon. L. O. TAILLON, Q.C., Attorney-General,

Hon. Mr. Justice, B.C.

MAOHAON, MAOHAON &

DRAYTON & DUNBAR,

Barristers, Solicitors, &c.,

No. 7 York Chambers,

Toronto Street,

TORONTO.

HUGH MACHAON, Q.C. P. H. DRAYTON,

Geo. MACDONALD, F. J. DUNBAR,

November 14 12th sw 274

BEATTY, CHADWICK,

BLACKSTOCK & GALT,

BEATTY, CHADWICK,

BLACKSTOCK & NEVILLE,

Barristers, Solicitors, Notaries, &c.

W. H. BEATTY,

THOMAS CHADWICK, T. G. BLACKSTOCK,

ER. M. GALT, R. S. NEVILLE.

Offices—Bank of Toronto Buildings,

CORNER OF WELLINGTON AND CHURCH STS.

TORONTO.

December 31. 211

GIBBONS, McNAB &

MULKERN,

Barristers and Attorneys,

OFFICE:

Corner Richmond and Carling Streets,

LONDON, ONT.

Geo. C. Gibbons. I. Geo. McNab.

January 3. 2

G. HERBERT LEE,

Barrister-at-Law, Notary Public, &c., &c.

ST. JOHN, N.B.

(P. O. Box 284.)

See Collections promptly made in all parts

of Canada.

Montreal references given if required.

March 19 68

H. SANDFIELD MACDONALD,

(Late Macdonald and Macdonald.)

Barrister, Solicitor, Conveyancer, Notary, &c.

SOLICITOR FOR THE MONTREAL BANK.

CORNWALL, ONT.

N.B.—Special facilities for making prompt

Collections throughout Ontario and Mani-

toba.

June 29 193

LEITCH & PRINGLE,

Barristers, Attorneys-at-Law, Solicitors in

Chancery, Notaries Public, &c.

CORNWALL, ONT.

Jan. Letich.

August 25 1 R. W. Pringle.

WELDON, McLEAN & DEVLIN,

Barristers and Attorneys,

ST. JOHN, NEW BRUNSWICK,

Chas. W. Weldon, Q.C., M.P.

Solicitor for Bank of Montreal.

Hugh H. McLean. James Devlin.

March 14 64

OLEMENT J. ALLOWAY,

Veterinary Surgeon, Licentiate of the Ontario

ing these places. One gentleman, a

prominent politician from the other side,

after being shown all through, seemed

not quite to have made up his mind that

all had been shown to him, and asked, "where

are all the dark cells into which you put

refractory girls?"—and was actually

surprised when told that he had seen the

darkest of them. The Sister smiled as

she told us—and I must confess the fact,

as many people think they cannot smile;

but so much prejudice exists against these

institutions that they must be seen to be

appreciated, and to us the visit was a treat

in every way. Space forbids my enlarging;

I would just say, Mr. Editor, take the first

opportunity you have and visit the Hochelaga

Convent, and you, as an educated

gentleman, will perhaps appreciate more

than your humble scribe the beauties of the

place, outside and in; and when you do I

hope you will meet the charmingly

entertaining and brilliant Sister Alexandra,

who assured us that they were always glad

to see and show visitors through the place,

at all reasonable hours; and if more would

visit them, there would perhaps be less

prejudice against those who for the good of

their fellow-beings have sacrificed their

claims to domestic felicity and become the

harbingers of good to many, and, we feign

would believe, ill to none—and who might

adopt as their motto "Amicus humani generis."

VISITOR.

Professional Cards.

R. J. Kimball & Co.

ESTABLISHED IN 1865.

Bankers and Brokers,

10 AND 12 BROAD STREET, NEW YORK.

Both of our firms are MEMBERS OF THE NEW YORK STOCK EXCHANGE.

We personally execute all orders for purchase or sale of Stocks, Bonds, &c., in the Exchange, and carry the same at the option of our clients.

United Pipe Line Certificates (Petroleum) also bought, sold and carried on margin.

ROBERT J. KIMBALL ALER DE LOUNSBURY May 6 31st 103

STUART & CO.,

Stock Brokers,

13 HOSPITAL STREET.

Members of the Montreal Stock Exchange.

January 17 15

ANDREW A. WILSON,

Stock Broker

(Members of Montreal Stock Exchange)

Stocks bought and sold for cash or on margin

Office Hamilton Chamber.

17 St. John St.

(P. J. Box.)

October 27. 257

OTTAWA, ONT.—MONTYRE & LEWIS

BARRISTERS & CO., Supreme

Court and Departmental Agents; Solicitors

for the Bank of Montreal and

Union Bank of Lower Canada, &c.

A. P. McIntyre. J. Travers Lewis

March 7 15

CAMERON & McPHILLIPS,

Barristers, Solicitors, &c.,

Cawthra Chambers, 43 King Street West,

TORONTO.

## CORRESPONDENCE.

## MEN WOMEN AND THINGS.

## Or Clippings From All Quarters.

## (MODERATE.)

(Written after reading Prof. Hill's article on "English in the Schools," in *Star* of June 10.)

I am a modest little maid,  
Who thinks it more polite  
To bid a man "good evening,"  
Than bid a man "good night."  
And if the human members  
Are introduced by him,  
I always call an arm an arm,  
A leg a "lower limb."

I am a modest little maid  
Who never goes to bed,  
But to my chamber I retire,  
Most properly instead.  
And when the chaste Aurora  
Unleashes my sleepy eyes,  
The act which some call getting up  
I designate "to rise."

I never speak of feeling sick,  
But say that I am "ill."  
And being in my dressing-gown  
I style an "enchanting."  
I am always ready to  
To call a spade a spade,  
Because, you see, I try to be  
A modest little maid.

"How can I find out all about the  
young lady to whom I am engaged?" asked  
a prospective Benedict. Ask some other  
young lady who wants to be engaged  
to you.

There is one place in this country—  
away down in Maine—where the people  
are so polite that they never speak of  
unmarried ladies as old maids. They simply  
call them ladies-in-waiting.

"Smelling bottles cause red noses and  
watery eyes," says a New York doctor.  
That may perhaps scare the ladies a little,  
but it is a fact. Men with extra coo-  
neal noses seldom smell of bottles. They  
don't want to smell.

"Don't you think a war between  
England and Russia would cause a rise in  
bread as well as wheat?" asked a newly-  
married woman of her husband. "I hope  
something will occur which will cause a  
rise in your bread—it is terribly heavy,"  
was the heartless reply.

It is stated that in some of the Iowa  
towns where the Prohibitionists have  
seized what they supposed to be malt or  
spiruous liquors, but failed to make a  
case against the parties selling it, they  
have had to pay for large quantities which  
they failed to return, having used it very  
extravagantly in sampling.

Conjuror, pointing to a large cabinet—  
Now, ladies and gentlemen, allow me to  
exhibit my concluding trick. I would ask  
any lady in the company to step on the  
stage and stand in this cupboard. I will  
then close the door. When I open it again  
the lady will have vanished without leav-  
ing a trace behind—Gentlemen, in the  
front seat, aside to his wife—I say, old  
woman, do me a favor and step up!

One of the best Latin and Greek  
scholars in Athens is working for 70 cents  
per day sowing grass. "Which college  
did you graduate from?" asked the  
Philosophical *Call*. This shows how  
little the *Call* really knows about colleges.  
If this man were a college graduate he  
wouldn't know anything about Latin or  
Greek, and he would be earning \$3,000 a  
year in a base-ball club.

Some weeks ago the redoubtable Chief  
Poundmaker and his band captured a sup-  
ply-train near Battleford. For a week the  
simple red men feasted on eardrums, lob-  
sters, jams, pickles, and pie put up by the  
ladies of Toronto for their brothers and  
sweethearts in the army. Then the braves  
succumbed, and Gen. Middleton made  
easy prey of Poundmaker and his leading  
men, Leat-Man, Yellow-Mud Blackie, and  
Breaking-Through-the-Ice. This is the  
noble aborigine demoralized by contact  
with our civilization.

Two young men who move in the very  
best of society went on a spree not long  
since. After they were pretty well under  
way one of them said, in an inebriated  
chant, but I hold that every man  
in Canada is interested in this  
question. We cannot afford to let the  
fellow fellows that plow our inland waters  
transfer their allegiance to a foreign coun-  
try, and either sail their vessels under an  
other flag or let them rot in our docks and  
quays. It is not patriotic, nor will it pay,  
to force our enterprising grain men and  
shippers to close their business here and  
go to a place where the Government will  
allow them to live. Any legislation which  
actually wipes out of existence a most im-  
portant branch of commerce is, to say the  
least, unjust.

I do not think this matter is as gener-  
ally understood as it ought to be. The  
Board of Trade and Corn Exchange whilst  
eminently representative in their character  
do not directly touch the matter. We  
agree, if need be, let public meetings  
be held. Place the facts before the people  
and the canal tolls, which are now keeping  
Canadian boatmen in semi-bondage and  
injuriously affecting every other branch of  
trade, will speedily be known as a thing of  
the past.

W. CLENDINEN.

## Prevention Better Than Cure.

To the Editor of THE HERALD.

Sir,—Dr. J. T. Miller, of California,  
gives the following as a "Preventive of  
Cancer":—"Place one oz. of cream of  
tartar in 16 oz. water and take a table-  
spoonful three times a day, and you may  
sleep with a smallpox patient with perfect  
impunity."

Let each citizen do this for fifteen days  
and it may be the end of smallpox in this  
city.

Yours, &c., OBSERVER.

15th June, 1885.

## A Definition.

"What is the difference between an ac-  
cident and a surprise?" asked Mrs. Spel-  
ter at breakfast.

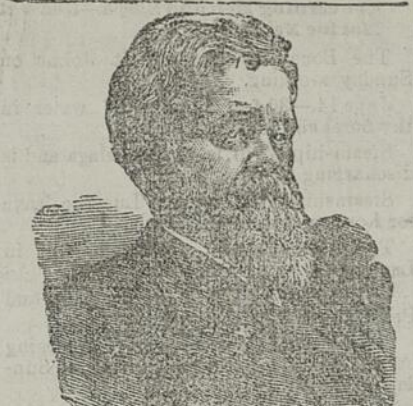
"All accidents are surprises, but not all  
surprises are accidents," replied S. "If I  
were to tip over the lamp it would be an  
accident. If you were to say anything about  
it it would be a surprise."

"I see," said Mrs. S. dangerously. "And  
if you were to come home from the club  
stuffed with both an accident and a sur-  
prise?"—*The Judge*.

HOLLOWAY'S PILLS.—The Great Need—  
The blood is the life and on its purity de-  
pends our health, if not our existence.  
These Pills thoroughly cleanse this vital  
fluid from all contaminations, and by that  
power strengthen and invigorate the whole  
system, healthily stimulate sluggish or-  
gans, repress over excited action, and es-  
tablish order of circulation and secretion  
throughout every part of the body. The  
balsamic nature of Holloway's Pills com-  
mends them to the favour of debilitated  
and nervous constitutions, which they  
soon resuscitate. They dislodge all ob-  
structions, both in the bowels and else-  
where, and are, on that account, much  
sought after for promoting regularity of  
action in young females and delicate per-  
sons who are naturally weak, or who from  
some cause have become so.

A wise exchange says "only one  
woman in a thousand can whistle." This  
probably results from the fact that so long  
as a woman can talk she doesn't care to  
whistle.

## Miscellaneous.



## THE GREAT DR. DIO LEWIS

## His Outspoken Opinion.

The very marked testimonials from  
College Professors, respectable Physi-  
cians, and other gentlemen of intelli-  
gence and character to the value to  
Warner's SAFE CURE, published in the  
editorial columns of our best news-  
papers, have greatly surprised me.  
Many of these gentlemen I know, and  
reading their testimony I was impelled  
to purchase some bottles of Warner's  
SAFE CURE and analyze it. Besides, I  
took some, swallowing three times the  
prescribed quantity. I am satisfied the  
medicine is not injurious, and will  
frankly add that if I found myself the  
victim of a serious kidney trouble I  
should use this preparation. The truth  
is, the medical profession stands dazed  
and helpless in the presence of this  
one kidney remedy, while the testi-  
mony of hundreds of intelligent and  
very reputable gentlemen hardly leaves  
room to doubt that Mr. H. H. Warner  
has fallen upon one of those happy dis-  
coveries which occasionally bring help  
of an erasing humanity.

For full information regarding Time Tables  
of all Through and Local Trains, Tickets,  
Stops in Parlor Cars, Berths in Sleeping  
Cars, &c., apply at the Company's New City  
Ticket Office.

266 ST. JAMES ST.  
(Corner McGill Street.)  
Windsor Hotel Ticket Office, Quebec Gate  
Station, and Express Office, 225 St. James,  
corner Cathedral street.

D. MONTGOMERY,  
General Passenger Agent.

W. C. VAN HORNE. W. WHYTE.  
VICE-PRESIDENT. GEN. SUPT.  
April 22.

General Passenger Agent.

D. LORNE MACDOUGALL  
& LORNE S. MACDOUGALL,  
Stock Brokers.  
Members Montreal Stock Exchange.  
11 HOSPITAL STREET.  
Stocks and Bonds bought or sold for cash  
May 50 on margin. 1y 123

GEO. W. HAMILTON,  
No. 7 ST. SACRAMENT ST.  
Stock Broker.  
Member of the Montreal Stock Exchange.  
Stocks and Bonds Bought or Sold.  
March 25.

MACIVER & BARCLAY,  
Stock Brokers.  
(Members Montreal Stock Exchange.)  
130 ST. FRANCIS XAVIER ST., MONTREAL.  
Canadian and New York Stocks and Grain  
and Provisions in Chicago bought and sold  
for cash or on margin.  
Agents in New York: BALDWIN & WEEKS,  
Chicago: MCCORMICK, ADAMS & CO.  
March 18.

P. LAMOTHE & SON,  
Real Estate, Insurance and Investment  
Office—3 Place d'Armes Hill.  
ESTABLISHED 1844.  
Grain and Provisions Bought and Sold for  
Cash or on Margin.

J. & R. ESDAILE,  
Grain and Freight Brokers.  
ESTABLISHED 1844.  
Correspondents in Western Markets and  
New York.  
March 4.

MOFFAT & CALDWELL,  
Bankers, Stock and Real Estate Brokers,  
44 MAIN STREET, WINNIPEG, Man.  
Real estate bought and sold. Mortgages  
negotiated. Collections made. Corre-  
spondence invited.  
Address Drawer 1293, P.O., Winnipeg.  
August 13.

MACDOUGALL BROS.,  
Stock Brokers.  
39 ST. FRANCIS XAVIER STREET,  
Buy and Sell all Securities quoted on New  
York Stock Exchange, through their Agents,  
Messrs. Prince & Whitley.  
Terms—Ten per cent. margin on the par  
value.  
Commission for buying 1 of one per cent.  
and same for selling.  
December 29.

R. THOMSON & SON,  
Blacksmiths, Engineers.  
18 St. Constant Street, Montreal  
(Facing Drill Shed.)  
Forgings of all kinds made to order. Steam  
Engines and Shafting fitted up. Removal,  
erection and repairs of Printing machinery.  
Manufacturers of Ovens and Stoves.  
Established 1844.  
Registered Cable & Telegraphic Address, "Pool," London.

MARCUS POOL & SONS,  
17 West Smithfield, E.C., London, Eng.  
Live Stock Commission Agents in  
London, Liverpool, Bristol & Southampton  
Reappointed in the United States and Canada by  
R. Richerdtke, Montreal. 7y 50

Railways.  
Central Vermont Railroad  
New York, Boston & New England  
GREEN MOUNTAIN ROUTE.

Intercolonial Railway  
SUMMER ARRANGEMENT.  
Commencing 1st June, 1885.  
THROUGH EXPRESS PASSENGER  
TRAINS RUN DAILY (Sundays excepted) as follows:

Leaves Pointe-Levis..... 8.00 A.M.  
Leaves Montreal..... 8.15 A.M.  
Leaves Quebec..... 8.30 A.M.  
Leaves Trois-Rivières..... 8.45 A.M.  
Leaves St. John's..... 9.00 A.M.  
Leaves Halifax..... 9.15 A.M.  
Leaves St. John's..... 9.30 A.M.  
Leaves Montreal..... 9.45 A.M.  
Leaves Quebec..... 10.00 A.M.  
Leaves Trois-Rivières..... 10.15 A.M.  
Leaves St. John's..... 10.30 A.M.  
Leaves Halifax..... 10.45 A.M.  
Leaves St. John's..... 11.00 A.M.  
Leaves Montreal..... 11.15 A.M.  
Leaves Quebec..... 11.30 A.M.  
Leaves Trois-Rivières..... 11.45 A.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves Quebec..... 5.30 P.M.  
Leaves Trois-Rivières..... 5.45 P.M.  
Leaves St. John's..... 6.00 P.M.  
Leaves Halifax..... 6.15 P.M.  
Leaves St. John's..... 6.30 P.M.  
Leaves Montreal..... 6.45 P.M.  
Leaves Quebec..... 7.00 P.M.  
Leaves Trois-Rivières..... 7.15 P.M.  
Leaves St. John's..... 7.30 P.M.  
Leaves Halifax..... 7.45 P.M.  
Leaves St. John's..... 8.00 P.M.  
Leaves Montreal..... 8.15 P.M.  
Leaves Quebec..... 8.30 P.M.  
Leaves Trois-Rivières..... 8.45 P.M.  
Leaves St. John's..... 9.00 P.M.  
Leaves Halifax..... 9.15 P.M.  
Leaves St. John's..... 9.30 P.M.  
Leaves Montreal..... 9.45 P.M.  
Leaves Quebec..... 10.00 P.M.  
Leaves Trois-Rivières..... 10.15 P.M.  
Leaves St. John's..... 10.30 P.M.  
Leaves Halifax..... 10.45 P.M.  
Leaves St. John's..... 11.00 P.M.  
Leaves Montreal..... 11.15 P.M.  
Leaves Quebec..... 11.30 P.M.  
Leaves Trois-Rivières..... 11.45 P.M.  
Leaves St. John's..... 12.00 P.M.  
Leaves Halifax..... 12.15 P.M.  
Leaves St. John's..... 12.30 P.M.  
Leaves Montreal..... 12.45 P.M.  
Leaves Quebec..... 1.00 P.M.  
Leaves Trois-Rivières..... 1.15 P.M.  
Leaves St. John's..... 1.30 P.M.  
Leaves Halifax..... 1.45 P.M.  
Leaves St. John's..... 2.00 P.M.  
Leaves Montreal..... 2.15 P.M.  
Leaves Quebec..... 2.30 P.M.  
Leaves Trois-Rivières..... 2.45 P.M.  
Leaves St. John's..... 3.00 P.M.  
Leaves Halifax..... 3.15 P.M.  
Leaves St. John's..... 3.30 P.M.  
Leaves Montreal..... 3.45 P.M.  
Leaves Quebec..... 4.00 P.M.  
Leaves Trois-Rivières..... 4.15 P.M.  
Leaves St. John's..... 4.30 P.M.  
Leaves Halifax..... 4.45 P.M.  
Leaves St. John's..... 5.00 P.M.  
Leaves Montreal..... 5.15 P.M.  
Leaves

—The Rev. W. W. Hicks, a combined preacher and politician, is now engaged in peddling a patent stump-pulling machine in Florida, but then several preachers and politicians took an ineffectual pull at the stump Henry Ward Beecher stood on last fall.