The Quebec Gazette.

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The Quebec Gazette

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QUEBEC GAZETTE.

January 11, 1893.

Lord Kelvin and the Black Butler.

Lord and Lady Kelvin have found time to visit Philadelphia. Sunday night Frank Thomson gave a handsome dinner for them at Corker hill, Merion, and invited half the country to meet them informally afterward. Through some mistake the distinguished guests did not arrive at 7.30, the hour set for the dinner, and as the moments sped the guests assembled in the drawing-room began to experience slight sensations of uneasiness. Suddenly the draperies before the doorway were thrust aside, and in the opening beamed the butler, an ebon relic of ante-bellum days, who at once announced: "Mistah Thomsing, de Lawd am come!" — New York *Town Topics*.

Patent Report.

Below will be found the only complete report of patents granted this week to Canadian inventors by the Canadian and United States Governments through the agency of Messrs. Marion & Marion, solicitors of patents and experts, head office, 185 St. James street, Temple Building, Montreal.

57,712—David A. Taylor, Black Cape, P.Q., bicycle brake.

57,765—Paul Hereng, Bruxelles, carburator.

57,833—El. Gaboury, Quebec, cabbage cutter.

57,844—Oscar Legros, North Bay, Ont., fare box.

57,845—H.J. Hutchinson, Montreal, paper file.

57,848—Jules Lacroix, Alexandria, Ont., milk sterilizer.

57,852—Jos. Beauregard, St. Pie, P.Q., wire stretcher.

57,854—Victor Allard, Montreal, door stop and catch.

57,856—Michel E. Bernier, Montreal, smoke consumer.

57,857—John Bean et al, Montreal, churn.

57,868—Jos. B. Martel, Montreal, door step.

57,885—William R. Boisvert, Quebec, ruler.

AMERICAN PATENTS.

591,140—Jean Naud, Montreal, hydrant coupling.

591,888—J. B. E. Rousseau et al, Quebec, leather measuring machine.

592,440—Jos. Ouellette et al, St. Hyacinthe, stop motion for knitting machines.

Trafalgar Day.

Why worry about Nelson? He has been dead for a great many years, and it may irritate Spain and France to have us recalling by public ceremonial the fact that a British fleet smashed their allied forces in Trafalgar Bay. That is what the *Little Englander* says on October 21, when Nelson's Column wears its gala dress of laurel wreaths, and apathetic London wakes up to the consciousness that Landseer's lions represent the might of British power on the seas. That power was established and guaranteed by the great naval fight that saved England from invasion and won for us a hundred years' lease of the Empire of the world. We can only estimate the importance of Trafalgar by calculating what would have been the consequences of defeat. Had we lost that famous battle England might have been to-day the unconsidered insular dependency of a great French Empire, embracing the half of Europe; our colonies would be non-existent; our commerce would be represented by units where thousands now stand in the accounts of the world. Humanity at large would have suffered with us. The share that England has taken in winning the dark places of the world from savagery to civilisation would have been unfulfilled, and the prosperity of the human race as a whole would have been retarded for many generations. For without Trafalgar and its glorious example England of the early century might well have wearied of its struggle against Napoleon; the stubborn Peninsular campaign would never have been fought; Wellington would never have saved Europe from the domination of Napoleon; Waterloo would never have been won.

Shall we forget to celebrate a fight so momentous in its results and so memorable in its record of bravery and skill because ignorant cynics sneer at our enthusiasm, and foreigners allow their wounded national vanity the outlet of a grumble? It will be an ill day for England when we become too lazy to remember the victories of our fathers, or too polite to commemorate valiant deeds that were wrought at the expense of nations now friendly. Trafalgar Day, after all, does not rankle in the minds of the French people. A few bilious journalists may grumble over it, and some aspiring politicians, who are seeking place and power on the basis of a spurious patriotism, may make it the basis of abusive oratory. But France has almost as much reason as ourselves to be glad that Trafalgar, and the consequences of Trafalgar, curbed the ambition of her Emperor, and kept open a way for the progress of Europe to freedom. For ourselves, we can never be the worse for remembering that our ancestors have fought a stout battle against heavy odds, and won a glorious victory by British pluck and British seamanship. The history of our race is not yet written. There is combat before us in the future, combat fierce and furious. We hold the mastery of the sea still, but our empire of the waters is menaced by forces more dangerous than have ever been accumulated against it since Nelson's famous battle was fought. How shall we better prepare for the trial that lies before us than by recalling the triumphs of the past, and implanting in the hearts of Englishmen of our generation the glorious lesson of Trafalgar? —London *Daily Mail*.

"Only the Best"

Should be your motto when you need a medicine. Do not be induced to take any substitute when you call for Hood's Sarsaparilla. Experience has proved it to be the best. It is an honest medicine, possessing actual and unequalled merit. Be wise and profit by the experience of other people.

Hood's Pills are the favorite family cathartic, easy to take, easy to operate.

An inventory of Chantilly and the collections bequeathed to the Institute of France by the Duc d'Aumale has been made. The value of the bequest is placed at 15,000,000 francs. The library contains 28,000 volumes and 1,400 manuscripts; there are over 500 paintings, 580 portraits, 400 of them painted in the sixteenth century; 1,800 sketches and water colours, and 3,000 engravings. The income from the estates is estimated at 400,000 francs.

Thanks to the activity of Canon Rawnsley, a movement has been set on foot in England for the erection at Whitby of a memorial in honor of Caedmon, "the father of English poetry."

HENRY GEORGE BURIED.

BOTH A PROTESTANT AND A ROMAN CATHOLIC PRIEST OFFICIATE AT THE FUNERAL.

The simplicity of the man's life and the gentle tenderness of his nature were reflected in the brief ceremonies which attended the final laying away of Henry George's body in beautiful Greenwood Cemetery.

In contrast to the solemn grandeur of the public funeral of Sunday, the simple services at the home were none the less impressive.

The expressed wish of the family that they be permitted to lay away their dead in privacy was so far respected that none save those especially invited were present, either at the house or at the grave.

The home of the Georges is a pretty Colonial villa at Ninety-Ninth street and the Shore road, Fort Hamilton. It is far out of the track of the world's travel, situated upon a grassy cliff overlooking the Lower Bay, the Narrows and the terraced ramparts at Fort Wadsworth.

The casket, which had been brought to the house about midnight Sunday, at the conclusion of the public funeral, stood in the drawing room, surrounded by beautiful tributes of flowers.

READ A PROTESTANT SERVICE.

Mrs George, the widow, supported by her sons and her daughter, sat near the head of the casket when the Rev. Dr. McGlynn offered prayer. The Rev. John W. Karmer, pastor of the Episcopal Church of Bath Beach—the church that Mr. George sometimes attended in the later years of his life—conducted the simple service according to the Anglican ritual. Then, standing beside the casket, in a voice vibrant with emotion, Mr. Kramer began a short address, not so much of eulogy as of tender reminiscence.

"Henry George," said the clergyman, "was a simple, kindly, yet vigorous nature. He was always a man of God; above all else a firm believer.

"Often," he continued, "have I rambled about at night with him. That was one of George's habits—to prowl about the streets at night with an intimate friend. Prowling is the right word to use. It accurately describes the way in which he went about investigating the condition of the poor. It was during these walks about the streets at night that the most beautiful side of the man's character showed itself."

HIS FAITH IN RELIGION.

Choked with emotion the clergyman paused for a moment. Then he continued:—"I well remember one of these night walks about the streets with our friend in 1887. In that walk he unburdened his soul to me. Of the attacks of others on the faith, he said he could not regard them as other than dangerous to society. I recollect well his once saying to me, 'If there is nothing in religion, then is our own cause lost. All our labor is wasted. If there be no God, then we can never obtain the land for God's people, the poor.'

"This is All Saints' Day," said Mr. Kramer, in the course of his simple oration, "and it is fitting that on this day we should lay to rest that latter-day saint, Henry George. His life was that of a devout Christian saint. He has gone to his reward."

There was not a dry eye in the room when Mr. Kramer had finished. Dr. McGlynn wiped away a tear as he arose to pay a last tribute to his friend and associate in the battle for humanity's advancement.

"I come to mingle my tears with yours in sorrow that a noble figure has passed," he said. "We mourn him who was more to us than father, brother or husband. He was a man whom we loved with a devotion little short of idolatry—a man who had been raised up by God to teach us a great truth. We stand at the ear of a hero returned from triumphant battle rather than at the bier of the dead. He believed in God. The last paragraph in his book showed that he was an intense believer in the immortality of the soul.

"Eleven years ago, on that November night when he was defeated for the office of Mayor of New York, I accompanied him to his home. There was no sense of defeat about him. He looked up at the heavens and in ecstasy exclaimed: 'How wonderful! How magnificent! How beautiful are the heavens!'

"Then he went on to speak of the universe and of mortality. He had great faith. He was a man of steadfast faith.

"This man is more alive to-day than ever before, for he lives in the heart of the multitude. He has done more by his death than even by a more protracted life he could have done."

HIS MEMORY WILL LIVE.

Turning to Mrs. George, Dr. McGlynn, in accents of deep feeling, said: "And to you, his dear wife—you must look through your tears and remember that the memory of your husband will live. You must also take comfort from the recollection that he did all he could for humanity and for the welfare of the people, and that he has now gone to heaven.

"I came here simply to say Amen. He earned a place which he has got. Lift up your eyes and catch a glimpse of that immortality into which we hope Henry George has already entered."

The Rev. George A. Latimer, of Philadelphia, cousin to Mrs. George, also spoke a few fitting words, and with them the simple yet impressive ceremonies ended.

. . . .

A pile of fresh earth, beside a brick-lined narrow grave, a profusion of flowers upon a velvet lawn which still retained the pristine green of the Summer's last days, trees, whose semi-nude branches rustled with the last sere leaves of bright October coloring. A little knot of black-robed people gathered about a flower-strewn coffin. Out and away, beyond the sweep of turfy-terrace and marble-flecked lawn, the waters of the mighty harbor—bright and smiling in the sunlight of Summer, cold, gray mist hung on this day of sorrow—that was the scene when, with the solemn sentences of the church's offices, gravely intoned, the body of the great philanthropist and humanitarian was laid away forever from the sight of men whom he had lived and died to serve.

Henry George had picked out the spot himself. He had chosen the gentle acclivity on Ocean Hill as his own last resting place when that daughter, whom he loved so dearly, was to be laid away last May. As he chose the spot in the eastern end of the beautiful city of the dead Henry George said that when he was laid to rest he should like to feel that he would face the sun and the sea.

And so it was done, in all simplicity and tenderness by those who had loved him best in life.

A Testimonial.

"How do you like your new typewriter?" inquired the agent.

"It's grand!" was the immediate and enthusiastic response. "I wonder how I ever got along without it."

"Well, would you mind giving me a little testimonial to that effect?"

"Certainly not; do it gladly."

So he rolled up his sleeves, and in an incredibly short time pounded out this:—

"After Using the automatig Back-actiona type writ, er for thre emonthan d Over, I unhesittattingly pronounce it prono nce it to be al even more than th e Manufacturs claim? for it. During the time been in our possesion e. i. th ree monthzi id has more than paid paid for it$elf in the saving of time an d labrr? John $ Gibbs."

"There you are, sir."

"Thanks," said the agent, and moved quickly away.

Ready-Witted Pat.

The commanding officer of a corps was much troubled about the persistent untidiness of one of his men. Reprimand and punishment were unavailing. The man was incorrigible, and remained as dirty as ever. A brilliant idea struck the colonel. Why not march him up and down the whole line of the regiment and shame him into decency? It was done. The untidy warrior was ordered to exhibit himself and march up and down the entire regiment, and the men were told to have a good look at him. The unabashed Pat halted, saluted the colonel, and said, in the hearing of the whole corps, with the utmost *sang-froid*; "Dhirtiest regiment I iver inspected, sorr!"

His Step-Ladder.

Bobby—"Mamma, I am a lad?"
Mamma—"Yes, Bobby!"
Bobby—"And is my new papa my step-father?"
Mamma—"Yes."
Bobby—"Then am I his step-ladder?"

Resourceful Canada.

BY BYRON NICHOLSON.

Amid the strife of parties and contention of factionists it is refreshing to turn the attention to the quiet and steady progress of our country—to drop political speculation and devote a short time to the history, position and prospects of the Dominion of Canada.

There is not in the civilized world a country of equal importance with Canada, and of which, at the same time, there is so little known in other countries. Although it has been known to Europeans since Cabot first set foot on it four centuries ago, and has been colonized by them for quite two and a half centuries, it is notorious that its extent, resources, prospects, state of society, etc., are little understood in Europe. It is still more surprising that in Great Britain, which has held Canada as a Colony for more than a century, the general impression is extremely erroneous, and almost always unfavorable, especially when compared with the opinion which prevails there concerning our Republican neighbors. And no wonder, for these latter lose no opportunity of extolling their own land as the most favored on earth; and if they notice Canada at all it is to draw a contrast to our prejudice.

To judge from the tone of the press, as well as from the common idea, both across the border and in England, we should be led to suppose that the United States were possessed of resources and were making unparalleled progress, such as no other part of the universe could attempt to rival; whilst Canada, on the other hand, had no resources, was devoid of enterprise, and effected no progress. Too many suppose it to be a dreary, inhospitable region of ice and snow, the inhabitants of which are either too spiritless to seek a better home or too ignorant to know that other lands offer greater privileges. These are extremely false impressions, and were it not that I am confined to the limits of a newspaper article, I should enquire into their cause and endeavor to suggest a remedy. At present, however, I shall confine myself to stating a few encouraging facts with reference to our country, and pointing out some of the many advantages it possesses over other lands.

The extent of Canada and the abundance of its resources entitle it to a place amongst the first nations of the globe. All it wants to give it this position is a population to develop those resources which nature has so bountifully furnished. We have the place to put an industrious, intelligent and enterprising population, whose rapid growth might fittingly close a century of marvellous strides in every department of civilization throughout the world. There is no country which is so full of immediate promise as this largely unsettled and unappreciated half of a great continent. A pressing need, however, is a well directed effort in the way of advertising our country's manifold advantages to the industrial classes, where the tide of emigration flows in the old land. This Jubilee year has placed Canada prominently before the people of the Motherland, and to this advantage should be instantly added a thoroughly digested scheme of familiarizing the citizen of the Old World with the many benefits to be derived from residence in Canada. Our Republican neighbors have manifestly outdone us in this specialty of proclaiming theirs as a desirable country for the emigrant. Why should Canada not be equally on the alert?

Let us glance at the countless resources of Canada, and a glance, I think, will be sufficient to demonstrate what has been advanced with reference to her prospects. The lines of the sea coast in the Atlantic and the Pacific, including an area which stretches from Labrador to British Columbia, and measures nearly four million geographical miles, present facilities for commerce, navigation and fisheries and other national industries unsurpassed by any other country. The numerous rivers and lakes which abound in the interior are becoming as serviceable for internal communication as the former for commerce with foreign nations. Add to these advantages the splendid railroad systems which already obtain throughout the length and breadth of our country,—others projected or in course of construction—and where is there a country that affords greater facilities for railroads—and our channels of traffic will compare with those of our prouder rivals.

Canada seems peculiarly favored with every essential for her development into a great commercial country; an inexhaustible supply of the best varieties of timber for exportation and ship building; an unlimited quantity of whatever is necessary for the equipping and furnishing of any number of vessels; collossal mineral resources, abundance of valuable products for export, and endless quantities of imports required. In view of these advantages, and possessed of ample means of uninterrupted communication with the distant regions of the globe, are we not justified in asking: What is there to hinder Canada from becoming one of the greatest commercial countries in the world?

The mineral resources of Canada are, as yet, but little known even to her own inhabitants; but there are unmistakeably indications that in these she is destined to excel. So far as the geological survey and practical development of the mining districts of Canada have proceeded, the results are highly gratifying, and the gold and silver mines of the Provinces of Ontario and British Columbia give promise of being extraordinarily remunerative. The discoveries already made are sufficient to justify the prediction that in mineral wealth alone Canada will be nearly independent of the world. For manufacturing purpose she has resources both in material and means which only require to be developed and fostered in order to put our country on a par with the most favored nations of Western Europe.

But it is to her agricultural resources that Canada is to be chiefly indebted for her greatness. The boundless grain fields of Manitoba and the North-West, and the increasing areas of arable lands in the older provinces, afford variety illimitable in her products. In these she has few equals, and the superior quality of these products is acknowledged wherever they are known. Many varieties of grain and fruit until recent years almost unknown in the country have been made to flourish as abundantly here as they do in the lands where they are almost indigenous,—skill and diligence alone being required to make them profitable branches of Canadian industry. Our climate some have supposed to be prejudiciable to agricultural pursuits; but, on the contrary, the snows and frosts of our two and half or three months winter anticipate the labors of the plough, and by pulverizing the soil, prepare it for the various crops which our ardent summer sun brings in due time to perfection.

One cannot but regard with admiration the skill and science displayed so far in the varied improvements of Canadian industry, the greater part of which have been the work of comparatively recent years. The waste places of our country as a natural result of such healthy innovation are being cleared, cultivated and transformed. Canada promises by the industry of her sons to become one of the most productive countries in the world. May such bright indications animate her citizens to continued exertions, and if the soil is to be the treasury from which the largest portion of her future wealth must flow our material progress will greatly depend upon the skill of the husband-man. Agriculture may be followed as a simple rude art, yielding but scant returns, or it may be practised as one of the noblest sciences which can engage man's physical and mental energies, furnishing material wealth and abounding plenty. If the gods place labor before honor, and if there be dignity in human industry, then labor and industry become enroled under the guidance of enlightened judgment, and bring in their train a thousand blessings. As the poet observes:—

"Life without works is unemployed,
The happiest are the best employed,
Work moves and moulds the mightiest birth
And groups the destinies of earth."

But while agriculture is and will continue to be our chief and leading interest, there are some other objects which must engage the enterprise of our people. The husbandman raises more than he can consume, while in this age of high civilization he is the creature of a thousand wants which the land cannot directly supply. We must look to commerce and manufactures to supply these wants, and to give a marketable value to all our surplus produce. We must foster in every legitimate way those branches of industry which will give employment to the growing population of our cities and towns, secure to us a home market, and consolidate our wealth. Canada has already been successful with her foundries, tanneries, boot and shoe factories, woollen, cotton and paper mills, engine and machine shops, implement and bicycle factories, etc., etc. There is a spirit of enterprise abroad in our country, despite the cry of commercial distress; and when we look at our noble St. Lawrence, and those great inland, unsalted seas,—the Upper Lakes,—which, along with our railroads and canals, afford such facilities for carrying on all our commercial exchange; and when we remember our boundless extent of water power, the certain local demand for all manufactured products, together with the fact that we have a territory that can sustain a dense and teeming population, we must feel that our country presents an unlimited field for human enterprise.

We have in our minerals, grainfields and workshops inexhaustible resources of honest wealth, and to bring it within our reach we require nothing but the intelligent application of modern science. It is to science that we are indebted for all those discoveries, inventions, and appliances, which have given to the world so many comforts, and ministered so powerfully to our present high civilization that the peasant of to-day enjoys more luxuries and is more refined than the Prince of a few centuries ago.

Let us turn to certain happy circumstances under which we are living, and see how many things around us is calculated to induce further and private enterprise, and inspire our Canadian people with a love and attachment to their country. Here all, even the poorest emigrant that comes to our shores, can by honesty and industry become the possessor of broad and fertile acres; holding their own deeds direct from the Crown; whilst in every improvement they make, whether of utility or taste, is adding to their future comfort or wealth, and to the future comfort and wealth of those who are nearest and dearest to them. But this is not all. We are living in a state of society where the invidious distinctions of rank and fortune are little known, and industry and integrity command everywhere respect, while the highest points of honor and emolument are fairly and equally open to all. They have thus every natural incentive to honorable ambition, and a thousand considerations to animate us to strain every nerve for our country's advancement.

It would, perhaps, not be out of place to observe that we cannot unfold the page of history without perceiving that every nation which has risen to eminence in ancient or modern times has been distinguished for the patriotism of its sons. What led the countless conquests, the glory and renown of ancient Greece and Rome? What absorbing passion animated the immortal Wallace to such deeds of heroic valour and self-sacrifice as he performed, that to the end of time his memory will be warmly cherished in the heart of every patriot? What noble enthusiasm led the British soldier—regiments not exclusively English, but composed alike of men from the rural districts of England, Ireland and Scotland to scale so gallantly the heights of Alma, and to rush into sanguinary struggle at Inkerman? And we unhesitatingly reply, a far higher honor than that of gain. The fame of British valour and the integrity of the Empire, the future peace of Europe, and the course of liberty throughout the world hung upon the issue. But in this utilitarian and wealth-amassing age, at least in this region of the globe, "our swords" have been turned into "ploughshares" and our "spears" into "pruning hooks;" and in the great neighboring Republic and elsewhere we behold the spirit of nationality inflamed with a desire to excel in the arts of peace, rather in those of war, and to attain commercial preeminence rather than military glory. May this great public virtue continue to manifest itself amongst us, stimulating the improvement of our agriculture, the increase of our manufactures, or the extension of our commerce, and in abuing all with an earnest concern for the country's material prosperity until at last the Motherland, old England, who, when the welfare of the people and the cause of humanity demanded it led the nations of the earth in war, shall teach us "to learn war no more." "Zeal for the public good," says Addison, "is the character of a man of honor, and must take the place of pleasure, profits, or most other private ends. Whoever is wanting in this motive is an open enemy or an inglorious traitor to his race in proportion to the misapplied advantages with which nature or fortune has blessed him.

It requires no argument to show that a region extending over several million square miles, and possessed, at almost every part, of so many natural advantages, is destined to become a great country. The question, then, What is to be the character of the population of this great country? is one that must come with thrilling interest to the heart of every Canadian patriot and philanthropist. There is a steadily developing sentiment that Canada has outgrown her small clothes of colonialism, and there is a not unreasonable ambition for either a natural status within or without the limits of the empire of which she forms an integral part. Whatever may be the destiny of Canada in the future, far-seeing Canadians realize that we cannot long continue, under existing auspices, as a dependent colony, as either the "one grand federation," or isolated independence is the goal towards which our country is tending with no lagging pace. Whichever it may be, the influence to be exerted by the Canadian press in cultivating a rational sentiment is incalculably great, or should not be underestimated or misdirected. That our country is abundantly capable of sustaining a numerous, enlightened, and happy people, is clear; but it is sad truth, that the richest blessings of nature or Providence may be so abused as to prove evils instead of benefits; and many countries evidently designed to be the abodes of light and liberty, health and happiness, have been turned into scenes of ignorance, misery and degradation. With such views before them it is not surprising that all intelligent Canadians should watch with jealous anxiety the doings of their rulers, and the progress of their national institutions—arts and institutions pregnant with an incalculable amount of weal or woe to the many millions, who, in the no distant future, will form the population of Canada. Without entering the domain of politics one may remark that anxious care and patient attention are due from every inhabitant of our land to all those acts of our Legislature which bear upon our civil, religious, moral and educational institutions and projects—in short, all acts relating to the social, civil and religious prosperity of what is evidently destined to become a great nation.

Tennyson's Fondness for the Sea.

In his preoccupation with ideas of poetic workmanship, Tennyson walked about the world forever prepared to seize, with delicate exactitude, impressions of physical beauty. In all his journeyings, he was watching for effects, for conditions, for phenomena, which he would used as the illustration or the ornament of moral ideas. And the first place must be given to his incomparable study of the sea. It is evident that the movement of water was the physical fact which, in the whole of nature, gave Tennyson the most acute pleasure. All of us know the exquisite, and we may have thought the somewhat bold, image with which "Audley Court" closes. Here is the source of it, in a note made at Torquay in 1842: "I saw a star of phosphorescence made by the buoy appearing and disappearing in the dark sea." The sea on the coast of the English Channel displeased him; it "not grand," he wrote, "only an angry, curt sea."

"The finest seas I have ever seen are at Valentia, on the west coast of Ireland, Mablethorpe, in Lincolnshire, and in Cornwall. At Valentia the sea was grand, without any wind blowing, and seemingly without a wave; but with the momentum of the Atlantic behind, it dashes up into foam, blue diamonds it looks like, all along the rocks, like ghosts playing at hide and seek. When I was in Cornwall it had blown a storm of wind and rain for days, and all of a sudden fell into perfect calm. I was a little inland of the cliff, when, after a space of perfect silence, a long roll of thunder, from some wave rushing into a cavern, I suppose, came up from the distance, and died away. I *never* felt silence like that."

But at Mablethorpe, too, he had his grand phrases about the "interminable waves rolling along interminable shores of sand." And at Bonchurch he notices "a little salt pool fluttering round a stone upon the shore"; and again in Ireland "claps of thunder on the cliffs, amid the solid roar"; and at Babbicombe, in Devonshire, the marks of the tide "like serpent-coils upon the deep."—From "The Life of Tennyson," by Edmund Gosse, in *North American Review* for November.

Logic Refuted.

"You haven't heard anything until you have heard both sides," says a writer.

This may be very pretty logic, but the bass drum refutes it.

MAD MOOSE FIGHT.

THEY RUN THROUGH A SMUGGLERS' CAMP AND THEN BATTLE IN THE WRECK.

A despatch from Ashland, Me., says:—Since Albert S. Carlisle's celluloid decoy moose caught fire and exploded, blowing a $600 stable into shoe pegs, Mr. Carlisle has occupied his leisure by skirmishing along the New Brunswick border on the lookout for violations of the game laws. He has just returned from one of these trips and tells a story of adventure with two mad moose that would not be credited if he were in the habit of taking liquor or spinning yarns.

Coming up the St. John River below Grand Falls Mr. Carlisle fell in with a bateau load of smugglers, who were running Toronto whiskey across the line and selling it to the Maine lumbermen at 200 per cent profit. The revenue officers are alert just now, because they think they may be removed to make room for Republicans, and hope to hold their places by performing deeds of heroism. Consequently the smugglers made their start at midnight and hauled up for rest and refreshments two or three hours before noon. On the second day after Carlisle joined the smugglers they hauled up near the mouth of Little Aroostook River, hid their boat and went far up into a hardwood valley to cook their meals and sleep. While they were getting wood for the fire the men noticed that all the small maple had been stripped of bark, which is a sure sign that moose are around, but as nobody would fire a gun for fear of arousing the revenue collectors, the men took their meals and went to sleep without looking for big game.

As near as Carlisle can guess, it was about 9 o'clock in the evening when he was roused out of a sound sleep by a heavy fall of something against the shelter tent. There was a crash, bringing down the poles and canvas on top of the sleeping men.

"The blue caps! They're onto us!" yelled the leader of the smugglers, catching up his rifle and making a dash for the woods in an opposite direction from the place where the boat was concealed. As the men freed themselves from the wreck of the tent they rushed away after their commander until Carlisle was left alone. Stationing himself behind a big oak tree, which was raining acorns all the time, Carlisle shaded his body from the moonlight and peered out to see the cause of the commotion. While he looked the canvas covers of the tent arose in a great flapping mass until its top was ten feet from the ground and then sailed away into the thick growth after the men, uttering a great "O-o!" as it went out of sight.

Before Carlisle recovered from this shock he heard something coming crashing through the timbers from the opposite side of the valley, and when he turned to look a giant bull moose a rod tall and having horns that looked like a stump fence ploughed his way through the underbrush and charged head on straight into the fire, which was burning near the camp site. The animal plunged its antlers among the smoking brands, throwing up fireworks and hot ashes, and stamped with its feet and bellowed. The hot coals lighted on its back and neck, burning great holes and filling the atmosphere with the smell of scorched hair, and the hotter it got the more the moose pawed and bellowed. After five minutes the animal quit the fire and charged upon the camp beds, lifting the heavy army blankets upon its horns and trampling the ends to shreds beneath its sharp hoofs. When its head and shoulders were fully decorated with ribbons and streamers, the moose turned its attention to Carlisle, who promptly went up a tree, leaving his rifle and a good part of his courage behind.

The moose stood on the ground and looked at Carlisle and Carlisle sat on a limb and looked at the moose until the moon had climbed to the zenith. The scattered embers had gone out, and both Carlisle and the moose were feeling cold, though the moose was better off than the man, having a lot of blankets to keep it warm. At last Carlisle made up his mind to run the risk of alarming the revenue men, and he began to yell to the smugglers for help.

"Come up here and kill a moose," he cried. "It's got me up a tree and is freezing me to death. Hurry up now, or I'll complain of you."

When the echoes had got through reporting his remarks to the surrounding hills, Carlisle heard an angry "O-o!" far off in the woods, and the brush began to snap. Then another great moose, with head and front decorated with fragments of the canvas tent, shot across a wide bar of moonlight and came in violent collision with the blanket clad head of Carlisle's moose, which had turned about at the first sound and was ready for the encounter.

Carlisle does not attempt to describe the fight which followed. He saw the moose meet head on, and heard the impact of skull against skull. Bracing their legs, the two moose pushed against each other. After a moment of this they backed off a rod and butted. Then they hooked and pawed and gouged until the dirt and leaves flew up and hid them from view. When the conflict was thickest, Carlisle stole down from his tree, got his rifle, and shot one of the moose, and while the survivor was still goring the body of its fallen antagonist, another bullet placed the whole party out of danger. It was an hour before Carlisle could get the smugglers to come back to the camping place, all of them feeling sure that Carlisle was having a fight with the revenue officers. After the fire was rekindled and the men had wrapped themselves in the tattered tent and blankets for sleep, the faint and sorrowful cry of a lovesick cow moose came to them from an evergreen thicket half a mile away.

"She's the old jade that has made all this trouble for us," said the Captain of the smugglers. "Both of them bulls were looking for her when they tumbled on to us. I wish to gracious they'd found her."

WHERE IS HEAVEN?

EVANGELIST MOODY DOES NOT CONSIDER ITS LOCATION AN IMPORTANT MATTER.

"Perhaps the first question that presents itself regarding Heaven is its location," writes Evangelist Dwight L. Moody in the November *Ladies' Home Journal*. "For my part, I am not satisfied with the vagueness that describes my future home as everywhere and nowhere. I read that the Master promised His Disciples an abode in His Father's mansions, whither He was going to prepare them a place, and in the Revelation the Apostle John described the wondrous beauties of the City of God. The Evangelist Luke tells us that Christ ascended from the little group of His Disciples as they followed Him out toward Bethany, and that while they stood gazing up into Heaven there appeared unto them two messengers to cheer them with the promise of His coming again. And so it is with the child of God when the earthly pilgrimage is over, the soul ascends to those mansions which Christ has gone on before to prepare for those who love Him. The location of Heaven is not an important matter. Christ said very little about its situation, but a great deal about its being with God. To be sure God is everywhere, but Heaven is His Home, it is the 'Father's House.' It is not the homestead that makes home the most attractive place on earth, but it is those who live there. And so it will be with Heaven."

Telephone Dead Head.

Any man who is in business knows how important it is to be on hand when wanted. If he isn't he may lose the chance. Mr. A. has a proposition to make to Mr. B.; he goes to call him up by telephone; he is told "the line is in use." Mr. A. can't wait, so he calls up Mr. C. or changes his mind. You can imagine how mad Mr. B. is when he learns that when his "line was in use" a dead head had stepped into his office and asked to use his telephone. He used it for ten minutes in some foolish conversation. The "gabber," or "buzzer," or "giggler" over a business telephone is a nuisance. —Toronto *World*.

A Something With Wings.

The other morning in Old Street, when a thick fog had temporarily cleared off, a considerable crowd collected to observe the aerial evolutions of a bat. It may be assumed that the average Cockney does not know a bat from a heronshaw, and in answer to any query as to what the curiosity was, there was a response after this fashion:—"It's a something with wing, but it ain't a bloomin' sparrer!"

A BROTHER'S CRIME.

Tom Nulty's Quadruple Murder.

He Confesses to Killing His Brother and Sisters.

Tom Nulty, murderer of his brother and three sisters at their home at Rawdon, has confessed his crime, which is the work of a youth frenzied with rage and passion. He simply killed his eldest sister, according to his own account, because he had a dispute with her; and partly in his mad rage and partly, no doubt, with a view to conceal his crime, slaughtered all the remaining members of the family at home.

There had always been bad blood between Tom and the two eldest sisters. They had quarrelled, often dangerously, in the past; and more than once only prompt interference had prevented serious mischief being done, when either of them had snatched up a handy weapon. Once, when the second sister, who bears the reputation of being a fearless fighter, had seized the axe, Tom had armed himself with a lumberman's long-handled axe and blows had been mutually struck, which would have been fatal had not the other members of the family dragged them apart. On the night of the horror another of these vicious quarrels had arisen between Tom and his eldest sister, Elizabeth. Words had been succeeded by oaths and blows until Tom drove his sister out of the house. He followed her to the barn, threatening to murder her. The second sister, Anne, then took a hand in the quarrel. Arming herself with a keen-bladed axe, with which she had often killed prowling bears, she followed Tom—resolute to protect her sister from violence even if she had to use it herself. Tom had turned sharp round, and before she was aware he came suddenly upon her from behind the manure pile. A brief struggle for the weapon was followed by a piercing shriek as Tom wrested the keen axe from her hands and struck savagely at her neck. His woodman's skill did not fail him. The keen weapon was buried in her neck, and with a chokeing sound between a cough and a gurgle, she fell dead on the manure, just as the horrified Elizabeth ran up to see what had happened. As she turned turned to flee, uttering scream after scream, the murderer remembered her as the first cause of his crime, and resolved to carry out his original impulse of revenge. He chased the shrieking girl to the barn and struck her also with the axe, felling her as he had done poor Anne. Then he turned, still muttering with rage, to the house. When he reached it he found the door closed and barred. Fiercely he demanded that it be opened at once. The two children inside refused, crying out that he was a murderer. Straightway in fury he commenced to batter down the door. At last it yielded to his furious strokes, and rushing into the room with two blows he finished his fearful record of crime.

The confession was made to Government Detective McCaskel and has only reached the nearest telegraph station from the settlement by a special messenger who brought the above meagre details.

Nulty has been lodged in Joliette gaol. His confession has caused the greatest excitement in the district.

PASPEBIAC BAY TO GALWAY.

A NEW TRANSATLANTIC ROUTE IN CONTEMPLATION.

The Tuam (Ireland) *Herald* says in a recent issue:—Last Saturday, Mr. Armstrong, the managing director of the Atlantic & Lake Superior Railway, paid a preliminary visit to Galway, and during the time at his disposal possessed himself of all the desirable information by sight and figures needed to give him some idea of the resources and suitability of the place. As he proposes coming again we shall give some idea of what it is he has in view and what influence he has behind him. Mr. Armstrong did not come direct from Canada to Galway for a mere pleasure trip. He meant and means business, and being the managing director of a new railway in Canada, which has just got a connection with the coast at New Carlisle it opens up Paspebiac Bay for communication with Europe and his company intend having a steamer service from it to Europe. This point shortens the distance between Liverpool and America by many hundreds of miles and of course would abridge the intervening space between Europe and Canada more considerably still by the selection of Galway, which is so much nearer than any part of England, or any available part of Ireland. It is shown by measurements, for instance, that Liverpool is nearer to Quebec by Cape Race and Paspebiac by about 197 miles than either Halifax or Portland, and that the water voyage through the Straits of Belle Isle would be shortened by railway connection to Quebec via Paspebiac by some 267 miles. Paspebiac bay is situate on the north side of Bay des Chaleurs, nearly opposite Shippegan (lat. 48 deg. 1 m. N., long. 65 deg. 14 min. 30 sec. W.) It is bound on the east by a sandy beach projecting out three-quarters of a mile called Paspebiac Point; on the west by another sandy beach projecting out one-third of a mile and called New Carlisle Point; on the north by the mainland which describes a semicircle four-fifths of a mile in depth, presenting a cliff of red sand stone about forty feet in height, and on the south by the Bay of Chaleurs, which here forms an open sheet of water fourteen miles across, unimpeded by islands, reefs, squals or any other obstructions. The distance from New Carlisle to Paspebiac Point is three miles and three-quarters, and the depth of water on a line from point to point varies from six to eight fathoms. Over the anchorage ground the depth of water varies from four and a half to six fathoms, and vessels of war anchor there almost every summer. Paspebiac Bay is free from ice as well as the Bay des Chaleurs for thirty miles above. There is a developing shipping trade there with all parts of the world, and it is from this favorable point to which the Atlantic & Lake Superior Railway Company now runs that it is proposed to establish the connection with Galway. This necessarily brief review of its advantages and resources shows what benefits to these parts will flow from such a communication if established, and it is now being seriously considered by the company, of which the principal and managing director, Mr. Armstrong, visited Galway on Saturday. We don't say the matter is definitely settled, but we do deliberately say that the question is approached by the Canadian Railway Company in a practical and business-like way and that it will be very seriously and fully considered on its merits. Galway labors under many disadvantages of advocacy, but its geographical position cannot be ignored or blotted out on the map. There it stands unrivalled in the possession of what is the greatest of all relative advantages, its obvious proximity to America. The figures cannot be controverted. Taking Halifax, it is 2,184 knots, or miles, distant, as compared with Queenstown, which is 2,226, and Moville, which is 2,273, so that, as contrasted with the other Irish ports, it beats them all. As side by side with any English port the farthest Irish is some hundred of miles or knots nearer it is obvious that Galway comes out of the comparison with many superiorities. Of course we cannot and do not deny that it would require some improvements not necessarily indispensable but beneficial, and that the usual neglect of the British Government to carry these out after so many urgent representations is a scandalous instance of its settled policy of indifference to everything Irish and a standing argument for home rule or any change of system that would remedy such a condition of things. As nature left Galway so it is to-day a monument of man's neglect and one of the most discreditable examples of the many scattered through the country of England's absolute unconcern for the material interests of its consequently most discontented and most unprogressive dependency. But this defect may be remedied if Galway had the sense to urge its claims properly and influentially and could manage persistently to voice in Parliament its wants in this respect as it is sadly failing to do owing to causes unnecessary to particularise."

Unknown Baffinland.

Dr. Bell's Exploration of the Third Greatest Island of the World.

Much interesting information has been received regarding the exploration trip of Dr. Robert Bell, of the Dominion Geological Survey, during the summer, in connection with the Hudson's Bay expedition. The steamer "Diana" cruised to Big Island and launched Dr. Bell's yacht in Ashe Inlet on July 20. It was arranged that the "Diana" should call for Dr. Bell at the same inlet on September 10. In the meantime he was to explore the coast to the north-west as far as possible and return. This he managed to do very successfully in spite of many dangers and difficulties. He also explored some of the vast interior of Baffinland and returned to Big Island ten days before the appointed date. The interval was filled up by extending his explorations east of Big Island, as far as Icy Cove.

The northern side of Hudson Strait is the southern coast of Baffinland, which is the third largest island in the world, being 1,150 miles in length. Greenland and Australia alone exceed it in length. Hudson Strait is about 500 miles in length and averages about 100 miles in width. Big Island, which lies near the north side, is thirty miles long and twenty miles wide. Both shores of the strait are mountainous and destitute of trees, being beyond the limit of the northern forests. The land along the western half of the south shore is higher and bolder than any other part of these coasts, and rises to a height of between 1,000 and 2,000 feet above the sea. The eastern half of the south coast is rather low, and is not broken by any mountain range. Dr. Bell says:

"The whole north shore is rugged, but it rises more gradually as we go back from the sea, and attains a general elevation of 1,000 to 1,500 feet at a distance of ten to twenty miles inland. In the spring a cold, ice-laden current, flowing in from Davis Strait, passes up the north side of the Hudson Strait, while the warmer water of Hudson Bay flows out along the south shore. The north side has therefore a more Arctic character than the south."

At the outset of his journey Dr. Bell was fortunate enough to find an Eskimo who knew something of the coast and understood English fairly well. The greater part of the coast to be explored was so completely unknown that it was not indicated on the charts even by a dotted line. Passing to the north-west of Big Island, the mainland became fringed with many islands, and a little further on the whole coast seemed to be broken up into innumerable mountainous islands of all sizes, from single hills of rock surrounded by water to ranges several miles in length. This border of islands is from ten to twenty miles wide.

It was difficult to determine when the mainland was finally reached. Even when the explorers ascended a mountain they could see many channels of the sea running in all directions among the high hills. Besides the channels and shore separating the islands, a number of large fjords running far inland were discovered and explored. These geographical conditions are due to the geological structure of a great development of crystalline rocks, their extensive erosion and partial submergence. Dr. Bell does not recall so striking an example of this kind of topography in any other part of the world. Here glaciation has reduced the general surface to a low level and a comparatively even outline.

The channels of this great archipelago of southern Baffinland have an angular and zigzag character, which adds to the difficulty of following them. Owing to the vast extent and complicated nature of the channels, if the little party had met with any accident while exploring this labyrinth of islands it would have been impossible for others to have found them, and they would inevitably have perished when the long winter came on.

Fox Hunting, Not Miss Nancyism.

There has always been in the North, and more particularly throughout the New England States, a class who deprecated fox-hunting, wondered what the world was coming to when an able-bodied man could waste such valuable time while there was so much to do; but the South is almost if not quite free from men who think thus, although there are many worthy people who know nothing of the sport and who think that fox-hunting, tea drinking, and Miss Nancyism go hand-in-hand, and consider it their bounden duty to hold the red-jacket gentry up to ridicule. However, those who know aught of cross-country riding where the jumps are stiff and the country hard to navigate, will tell you that in order to excel in the field, or indeed to stay there at all, your fox-hunter must be in capital trim or come to an inglorious and ofttime serious end. He must steer clear of that physical condition so abhorrent to all athletes and termed by them "soft."—Hanson Hiss in *Outing* for November.

Railway Earnings.

G. T. R.

The traffic returns of the Grand Trunk Railway from October 22 to October 31 are as follows:—

1897	$729,708
1896	761,993
Decrease	$ 32,285

C. P. R.

Return of traffic earnings of the Canadian Pacific Railway Co., from October 21 to October 31:—

1897	$853,000
1896	790,000
Increase	$ 63,000

Judge's Resurrection.

A few years ago there was somewhere in Australia, a clever judge, "a jolly good fellow," who was over head and ears in debt. He became concerned in a questionable mining transaction, out of which he made £800. After some months his victims threatened to show him up unless he compromised with them. This he couldn't do. He died suddenly—according to the papers. There was no inquest. No one was allowed to see the body. He was insured for £4,000. Everybody said he committed suicide to escape disgrace. He had a big funeral. A citizen who knew him well avers that he saw the deceased judge in America a few months ago. —Sydney (Australia) *Bulletin*.

Only Sound.

He—"Candidly, what do you think of my argument?"

Friend—"Sound—most certainly sound."

"And what else?"

"Nothing else."

"Yes, sir," said the man in the cell, "time was when I was admitted to the very best houses." "And what brought you here?" "They caught me coming out."

The Sunday School class was singing, "I Want to Be an Angel." "Why don't you sing louder, Bobby?" asked the teacher. "I'm singing as loud as I feel," explained Bobby.

In his inaugural lecture in the chair of geology at Oxford, Prof. Sollas caused much amusement the other day by one of his illustrations of the theory of evolution. First, he said, came the hobby horse, which gradually developed into the boneshaker. This, by the operation of natural selection, survival of the fittest, and other evolutionary laws, passed through the stages known as "kangaroo," "rational," etc. Now the highest form has been reached in the machine of to-day—genus, bicycle; species, safety; variety, pneumatic.

Miracles.

"My hair turned from raven black to snowy white in a single night."

"That's nothing. I went into a pawnbroker's shop once and stayed only fifteen minutes. When I came out, my watch had turned from gold to silver."

Proving the Rule.

"I always make it a rule to mind my own business," said the crusty bank president to the inquisitive reporter.

"And you were doing that when the cashier made his haul?" the impertinent young man asked.—Chicago *Record*.

Not In the Same Class.

"Don't you speak to Mrs. Brown any more?"

"No, indeed. I've found her out at last."

"What's the matter?"

"Her talk about sprockets and handle-bars was all put on. She has no wheel."—Chicago *Post*.

Klondyke Necessities.

I am amazed at the popular ignorance concerning a proper outfit for the Klondyke. I have before me several newspaper lists of articles necessary for the outfit. The longest contains only three hundred and forty-seven items. How ridiculously inadequate!

Now, I flatter myself that I know something about the matter. I have been hunting for gold all my life, though I have seldom obtained anything better than silver and dirty bank bills. Moreover, I was a minor for a number of years. I can mention a number of things that should be added to those lists, and which are just as useful as half the articles now on them.

In the first place, take along your full-dress suit. Gold hunting is adventure pure and simple, and almost every adventurer I have seen wears a full-dress suit. In fact, often he possesses no other. Cigarettes should be added to go with the dress suit. Also patent leathers and monocle. The latter is also useful while actually looking for the gold.

None of the lists mention whisky. Take lots of it. It is weary work waiting for the gold to turn up, and you want to pass away the time as happily as possible. There is no danger attending its use, for as soon as you find gold you can take the gold cure.

Take along at least twenty pounds of axle grease to rub on the runners of your sled. It will make the sled slip over the snow easily. Moreover, you can eat it if your grub runs short.

Every list I have seen contains a cooking stove. Remember that you cannot cook over a campfire. For the same reason you should take along a large base burner heating stove. A campfire wouldn't keep you warm. In the days of '49 every miner's cabin was supplied with steam or furnace heat. However, you can't expect to live as luxuriously as they did.

Take along plenty of canned goods. A rich and varied menu is essential. Don't forget a good cook book. There is not a cowboy's camp or miner's cabin in all the West that is not supplied with one of these aids to civilization.

Take along plenty of linen, as there are few laundries *en route*, and don't forget your nighty. You have got to sleep there just as you would anywhere else. A bath robe is also an aid to modesty, if you intend to bathe during your sojourn in Alaska. You will soon discover that there are some that bathe, but there are others. Take along plenty of cards and games. Progressive euchre parties are all the rage in Dawson City. Likewise take a good library, an encyclopedia and an unabridged dictionary.

Don't forget your silk hat.

Take along plenty of starch for your linen. In the days of the Argonauts men suffered keenly because of a lack of cleansing material. One of the saddest songs of the old days, at which every '49er used to weep began as follows:—

"Good-by, old standing collar,
With all your pride and starch.
I've worn you from September
Till the seventeenth of March."

Also don't forget to take along a small sack of flour and a few pounds of bacon.—*The Yellow Book*.

London's Rialto.

THE PLAYER'S HAPPY HUNTING GROUND.

Between the engaging thoroughfares yclept Adelaide and Catherine, in the Strand, is situate the domain known to all Bohemians as the "Rialto."

But although a few artists, playwrights, poets and journalists have here their beat, the Rialto is really the terrestrial happy hunting ground and peculiar pleasaunce of the actor. He has all London to roam in; but he has made this spot his own.

The actor is, as every one knows, a gregarious biped, and life would be unendurable apart from his species. So every day in the week, between eleven and half-past four, the pavement of the Strand, between the streets aforementioned, swarms with male and female stars, juvenile "leads," leading heavies, first and second old men, low comedies, walking gents, choristers, and supernumeraries—gathered from every corner of the metropolis which boasts a theatre.

Here the pedestrian finds on his right and left bevies of blue-jowled men arrayed in flamboyant costume for the most part, redolent of cigar or cigarette, of profuse coiffure; and perpendicular in attitudes which suggest the footlights, and the fatuous frenzy of the fair but foolish females in the fauteuils. Here one may encounter the leaders in "the profession," and the failures. Here is Mr. William Terriss, in the tweed headgear he has almost made famous; Messrs. Harry Nicholls, George Giddens, Charles Cartwright, Fred Kerr, Walter Passmore, Harry Monkhouse, Arthur Williams, John Le Hay, and others equally well known and too numerous to mention; and the thousand and one dramatic aspirants whose names are not well known—and, alas! never will be — who daily fight the great battle to keep the body and soul together, and nightly taste the dubious delights of their calling. Yet they are a brave, cheery, light-hearted lot of fellows—men and women all—and the Rialto rings with their loud laughter and their faites and gestes.

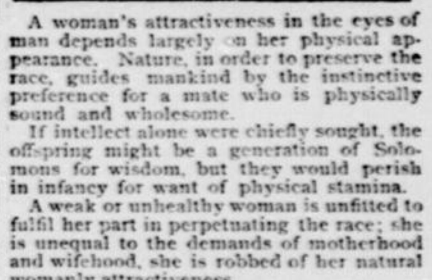
The Rialto actor's high temple is Gatti's, although only the elect resort there. The portico of the Adelphi Restaurant usually shelters a score or so of more or less familiar figures, and the same may be said of Romano's and the Vaudeville. The ladies—bless 'em!—do not loiter, but they are quite as much in evidence, because they are, if anything, in the majority. They are always hastening to and from "their agents." Garrick street, Wellington, Catherine, and the streets about Covent Garden fairly teem with theatrical agents, whose premises, in turn, teem with heroines, soubrettes, and chorus girls.

You can see a great deal of life on the Rialto, and you may possibly hear some strange stories and meet with some whimsical adventures. It is the most highly-coloured bit of the world's greatest city—an ever-shifting kaleidoscope of highly-coloured humanity.

Unremunerative Posterity.

"I am writing," said the poet, "for posterity."

"Well," the poet's wife complained, "I wish you'd break off and go to work for somebody who'd be willing to pay you a little something on account."—Chicago *Record*.



A woman's attractiveness in the eyes of man depends largely on her physical appearance. Nature, in order to preserve the race, guides mankind by the instinctive preference for a mate who is physically sound and wholesome.

If intellect alone were chiefly sought, the offspring might be a generation of Solomons for wisdom, but they would perish in infancy for want of physical stamina.

A weak or unhealthy woman is unfitted to fulfil her part in perpetuating the race; she is unequal to the demands of motherhood and wifehood, she is robbed of her natural womanly attractiveness.

Many a woman is cheated of life's choicest gifts by a dyspeptic, bile-poisoned condition of the system, which shows itself in a pimply skin, sallow complexion, tainted breath, or thin, ungraceful form.

The most perfect remedy for all the mortifying symptoms of mal-nutrition and impure blood is Dr. Pierce's Golden Medical Discovery. Through its remarkable effect upon the liver and digestive organs it sweeps all impurities out of the circulation and creates a fresh supply of new, rich, life-giving blood.

It gives clearness and bloom to the complexion; sweetens the breath; rounds out the face and form, and invigorates the entire constitution with vital energy.

It restores the invincible beauty of wholesomeness and womanly capacity.

"I was a complete wreck; appetite gone, nervous system impaired; could not sleep, and was so weak that I could not stand on my feet ten minutes," writes Miss Ella Bartley, of No. 215½ South Grant Avenue, Columbus, Ohio: "I only weighed 95½ pounds when I commenced taking Dr. Pierce's Golden Medical Discovery. After I had taken a half bottle I began to improve; I could sleep soundly the whole night, and would awaken with an appetite for breakfast, which was a rare thing as I never had for two years back eaten a hearty breakfast. I now have an excellent appetite, and my friends say they never saw me looking better or in better spirits since they knew me. I tell them it is all due to Dr. Pierce's 'Discovery.'"

In all cases of obstinate constipation, the "Discovery" should be supplemented with Dr. Pierce's Pleasant Pellets.

QUEBEC, WEDNESDAY, NOV. 10, 1897.

THE LOCAL GOVERNMENT'S EDUCATIONAL POLICY.

As the session of the Provincial Legislature approaches the greatest interest is manifested in the legislation that will be enacted with regard to the important subject of public instruction. The Government is, naturally enough, not over-communicative in regard to its intentions. Its Education Bill is now, however, in the hands of the printers, and the CHRONICLE is specially privileged in being able to make known to its readers some of the main provisions of the new measure. But a few changes in some of its present provisions are probable, and it is almost certain that some additions will be made as the result of an interview had yesterday with members of the Cabinet by the Revd. Dr. SHAW and Mr. H. B. AMES, of Montreal, and Dr. R. H. HENNEKER, of Sherbrooke, representing the Protestant Committee of the Council of Public Instruction. The educational department is to be placed by the bill in question under the control of a responsible Minister, and it is admitted in Ministerial circles that this Minister will be the Hon. Mr. ROBIDOUX, than whom it would be difficult to find one more generally acceptable. There will still be a Council of Public Instruction divided into Protestant and Roman Catholic sections, but this will be rather advisory than executive, and the Government will retain the distribution of public money, voted for educational purposes, in its own hands. Amongst the more interesting of the amendments to be made to the present school law is one to enable school funds to be used to hire conveyances to carry scholars to central points in order to strengthen certain schools, and to provide that in such cases municipalities may be extended beyond the five mile limit. The Secretary of the Protestant Committee has long contended for this authorization, and it has now been resolved upon by the Government on recommendation of both Committees. It is based upon the idea that it is much cheaper to convey ten or twelve children daily to a school a few miles distant than to engage a special teacher to instruct them. One conveyance can be used for all, just as one farmer drives the milk of several of his neighbors to the creamery. The number of small, weak schools, and of poorly paid teachers, may thus be reduced, as school houses have to be renewed. As an illustration of the condition of affairs which this amendment is intended to remedy, it may be mentioned that until quite recently one township in this Province maintained twenty-three schools for 250 children. The proposed Act will provide that commissioners or trustees may be non-residents, and that they must be able to read and write. They are to be a court of *enquete* in case of complaints, they will be empowered to furnish school books free, while the Chairman is to have a vote in addition to a casting vote, and to continue in office till his successor be appointed. School inspectors are to be required to audit accounts of school municipalities, and teachers are not to be permitted to collect fees. In addition to the above mentioned changes proposed by the Government on recommendation of both committees, a number of other amendments were urged on the Government yesterday by a deputation of the Protestant Committee consisting of the gentlemen already mentioned. They were received by the Hon. Messrs. MARCHAND, DUFFY, ARCHAMBAULT, ROBIDOUX and DECHENE. They proposed that the taxes upon incorporated companies should be divided between Roman Catholic and Protestant schools in the municipality by the annual meeting of the Corporation. If this be not done, division may be made as at present, according to school population. The deputation also ask that the "Panel system," such as under special charter now obtains in several cities and towns, should be provided for in any school municipality when either the Roman Catholic or Protestant School Board may demand it. That is to say, that the line of dissent once established shall not be changed. The third amendment proposed by the deputation is that the law should be changed so as to allow either committee under its own regulations duly approved by the Lieutenant-Governor-in-Council, to administer its share of the elementary school grant if it prefer this to the present system, which is by population ; such share to be determined by the last census as in the case of the superior education grant. This would empower either committee to give more aid to elementary schools. The Protestant Committee might decide, for instance, under such a provision of the law, that the $5,000 voted to the School Commissioners of Montreal, or the $200 or thereabouts to the Commissioners in large country towns would be scarcely missed by them and could be more advantageously employed in poorer municipalities. The Government is making an evident attempt to prepare a measure for submission to the Legislature that will command the respect and support of all classes of the community. It may not succeed in this, but it is entitled to credit for its well-intentioned efforts and to a careful and unbiased consideration and study of its proposed legislation, especially upon a subject that should be so far removed from the arena of party politics as that of public instruction.

OUR JAMES BAY TERRITORY.

Not many months since it was decided by the Dominion Government to hand over to the Province of Quebec a portion of the James Bay Territory, for which the Provincial authorities had been asking for many years past. The territory thus transferred to the Province, is bounded on the south by the height of land, forming the old northern boundary of the Province, on the west by the new boundary of Ontario, extended from Lake Temiscaming to James Bay, on the north by the East-Main River, which flows into the Bay, and on the east by Labrador. This vast territory comprises an area of 70,000 square miles, or over 40,000,000 acres, most of it in about the same latitude as Winnipeg ; and until this year its physical features and resources were almost unknown, even the largest of its rivers being marked on the map by a dotted line. The Hon. Mr. TURGEON, the Minister of Colonization and Mines in the new Provincial Administration, determined, very wisely, that the Province should not be kept any longer in ignorance as to the value, if any, of the newly acquired territory, and despatched his inspector of surveys, Mr. HENRY O'SULLIVAN, in August last, to examine and report upon the country. That gentleman has just returned, and an outline of the results of his trip was given in the CHRONICLE of Saturday last. The information acquired is most interesting, and upsets all our preconceived notions as to the inhospitable character of the country between the height of land and James Bay. In fact, there can now be no doubt that the Province has acquired a most valuable territory, for Mr. O'SULLIVAN reports that the whole region is a great level plain, lower in elevation than Manitoba, being nearer to the sea, with a rich clay soil, well wooded with the best quality of merchantable spruce, and having an excellent climate. The best proof of the latter statement is the ripening of wheat in the centre of the district, and the meteorological observations taken at Moose Factory, on James Bay, showing the average summer temperature there to be three degrees warmer than at Rimouski, and the average snowfall about half that of Montreal. The hardy explorer himself placed on record a rather curious proof of his climatic assertions by bathing in the sea, with more or less comfort, on the third of October. The southern end of James Bay is, as a rule, shallow, and the Ontario portion of it has no good harbors, ships at Moose Factory being obliged to anchor six or seven miles from shore. Mr. O'SULLIVAN thinks that our Province will be better off in this respect, as fairly good harbors are to be had at the mouths of the Rupert and the Nottoway, the latter being a river longer than the Ottawa. Mr. O'SULLIVAN is of opinion that the only way to develop this country is by building a railway from Roberval to the mouth of the Nottoway, a distance of about 380 miles Such a road would pass through the very centre of the territory recently acquired by the Province. Of course the Province is not in a financial position to give railway subsidies to new roads. So it is hard to see how such a line could be built unless a land grant were an inducement to capitalists. In any case the result of this explanation is most gratifying, and goes to prove that our Province has a most valuable asset in this new territory that we had never calculated upon. The race for the Klondyke, and the eagerness of American, German and other foreign capitalists to buy up spruce lands for pulp and paper all go to prove this.

THE LATE DUCHESS OF TECK.

Evidences of the deepest grief for the loss sustained by the British people in the death of H.R.H. the late DUCHESS OF TECK, abound in all the newspapers received by the latest European mail. Her goodness and her benevolence had justly earned for her the admiration and the love of the nation. As an illustration of the splendid tributes of love and respect that British journalism has paid to the memory of the illustrious deceased, we take the following from the editorial column of the London *Daily Mail* :—"Many homely virtues nestle round the British throne. Our Royal House is not found wanting when the eyes of Europe demand a pageant of Imperial magnificence ; we can summon troops round the standard of England from all the corners of the world, and out-blaze the splendours of all the Courts of Europe in processional display. But the foundation of our Royal House rests on a more enduring basis than gathered armies from many lands. The loyalty of England springs from quiet and sensible appreciation of the honesty with which our QUEEN and her kinsfolk discharge the duties of their station, always regardful of the wants of the people, always solicitous for the honor of the nation. We have no toy Queen on a painted throne. It is our good fortune to be ruled by a right royal woman, who is mother of her people first and Queen afterwards. Where our QUEEN leads the way in works of charity and well-doing other members of the Royal Family have worthily followed. None have done more graciously and effectively than PRINCESS MARY, DUCHESS OF TECK, whose untimely death it is our melancholy duty to chronicle this morning. For many years past her life has been practically devoted to philanthropic labour. Her name has been familiar in the mouths of the people, and yet it has never crept into the newspapers except in connection with some benevolent work to which she sacrificed her leisure and her health. No one has ever spoken an ill word of her. Her motherly tenderness for the poor and suffering, her genial kindliness of manner, her unpretentious humanity as woman and friend, have gained for her perhaps the warmest corner of English hearts. Of all the 'royalties,' as it is the fashion to call the connections of the Sovereign, none has been so widely loved and tenderly cherished by the English people as the PRINCESS MARY. The list of charitable institutions with which the DUCHESS OF TECK was connected as Patron or President is too long to recapitulate. She never refused her name and her work to a deserving cause. That these charities will permanently suffer by her death we do not anticipate, because the noble tradition of philanthropy which she gave her life to create will devolve upon her daughter, the gracious lady whom we hope to hail one day as QUEEN OF ENGLAND. Yet the poor and the suffering will mourn the dead Princess with good reason, as a friend who felt for all their needs and entered into all their joys and sorrows. England will not quickly forget her. Worthy scion of a Royal stock, good friend, tender mother, kindly woman, she has won her place in our hearts, and we shall mourn her less as the great lady and the mother of our future Queen than as the perfect type of a good Englishwoman, the embodiment of all the homely virtues and womanly impulses which it is our pride and pleasure to associate with the Throne."

THE ENGLISH IN EGYPT.

The conquest of the Soudan, as it is to be achieved by the peaceful but effective process of pushing a railway line towards Khartoum, goes steadily onward. It has now been decided that the road shall be laid as far as Berber, which quite recently was the great trade centre of the Soudan under the rule of the Khalifa, and which will one of these days be a big railway junction as well, with branch lines running eastwards to Suakin and southwards to Uganda. The coming of these inevitable developments is necessarily slow. Money is scarce in Egypt, and the tiresome work of chastising rebellious tribes on the Indian frontier occupies the British troops who might otherwise have been available for a decisive advance to Khartoum. The London *Daily Mail* says :—"We take over Kassala very soon, and with the occupation of this important post another nail will be driven into the coffin of Dervish tyranny. But the Khalifa may sleep sound in his own stronghold till next year. Before Khartoum, however, comes Metemneh and the information gained by the recent gunboat reconnaissance up river, during which the Dervish camp was effectively shelled, shows that this position will be a hard nut to crack. The defensive works are very strong, and the vigorous reply made by the Khalifa's troops to the fire of the gunboats shows that the successes hitherto won by the Egyptian army, and the partial reconquest of the Soudan already achieved, have failed to daunt the spirit of these fanatical warriors. Our difficulty in India is only one of positions ; none of the tribes have so far shown much fighting capacity, and they might prefer random shooting at a British encampment in the dark to standing a charge of the GORDON Highlanders with the bayonet. The Dervishes are made of different stuff. We shall not have to drive them from the shelter of rocks by long range shell fire, and run them to earth in precipitous mountain passes. They will stand up to their work with as little fear of machine guns as of eternal perdition—being comfortably fortified against both by the promises of their priests. Refugees from Metemneh, according to a despatch from Berber which we publish this morning, state that MAHMUD, the Dervish leader, has received positive orders to remain and fight. He has large stores of grain, which are being carefully preserved for the purposes of the anticipated campaign, and all the indications go to show that the first really stubborn resistance to be offered to the Sirdar's advance will be made at Metemneh. When that position falls, the recapture of Khartoum will not be far off, but it will not fall without very stiff fighting, in which the distance of the Dervish fortifications from the river will deprive the attacking force to a great extent of the valuable support which the gunboats have given in previous engagements. They can get close enough to throw shells with some effect, as the late reconnaissance proved, but we do not know that very much harm was done by their fire. The big battle will be an event of next year ; in the meantime our railway line is slowly but surely eating up the whilom territory of the Khalifa."

EDITORIAL NOTES.

Drummond and Arthabaska is a Liberal constituency, and while the present Conservative candidate, Mr. NOEL, is a talented and deserving young man, there appears to be no good reason to hope that he will be able to overthrow the Ministerial majority in the united counties on Saturday next. He is making a gallant fight, however, and a good deal of active campaigning is going on, on both sides. Fully 1,500 people were present at the nomination on Saturday last.

Speaking of the winter mail service the Montreal *Gazette* says :—"The question is at last settled, and while St. John will get the freight, Halifax will secure the mails. Mr. D. W. CAMPBELL, Manager of the Beaver Line Steamship Company, who returned from Ottawa on Saturday, stated yesterday that the matter had been discussed with the Ministers on Saturday, and that all parties were now satisfied, this including the Canadian Pacific Railway. The first mail steamer sailing under the new arrangement will be the 'Gallia,' and she will most likely leave Liverpool on Saturday next, calling at Halifax with the Canadian mails and then proceeding to St. John, N.B., to land the heavy freight. Thus the new weekly mail service of the Beaver line will be inaugurated, and it is to be hoped that it will be accorded that encouragement from merchants and others which the enterprise of the owners of the Beaver line deserve." The Liverpool *Shipping Telegraph* of October 29 contains the following :—"We understand that in view of the postponement of the swift service to Canada, both the Allan and Dominion lines are building a type of combined swift cargo and passenger vessels that will fill the needs of the Canadian cargo and passenger trade, and that will make the proposed fast service unnecessary, and in any case will render it less hopeful of success." The *Shipping Telegraph* may rest assured that Canadians do not believe in the proposed fast service being rendered "unnecessary." There has been too much humbugging of this kind already.

THE NEW JUDGE.

Mr. F. X. LEMIEUX, Q.C., M.P.P., has our sincere congratulations upon his elevation to the Bench of the Superior Court. That he will prove an ornament to the judiciary goes without saying. He has long possessed an enviable reputation as a member of the Bar, and his practice has been a large and most successful one. His colleagues elected him Batonnier of his district, and perhaps none of his predecessors in that office have done as much as he did to advance the interests of the profession. FRANCOIS XAVIER LEMIEUX was born at Levis on April 9, 1851, was educated at the College there and at the Seminary of Quebec. He married M. ELIANA, daughter of the Hon. M. A. PLAMONDON, Judge of the Superior Court at Arthabaska. He was called to the Bar of Quebec in 1872 ; has been Crown Prosecutor at Beauce, and has an extensive criminal practice. He defended LOUIS RIEL at his trial at Regina in July, 1885. He was an unsuccessful candidate for Bonaventure in the House of Commons in 1878 and for Beauce at the general elections in 1882. He was first returned to the Legislative Assembly for Levis at a bye-election held in November, 1883 ; re-elected at the general elections in 1886 and 1890. He was elected for Bonaventure as a successor to the late Hon H. MERCIER, and at the last Provincial elections was elected for both Levis and Bonaventure.

ENGLAND AND FRANCE IN AFRICA.

Many of the CHRONICLE's readers must have made up their minds that the present relations between France and England arising out of their rival interests in the dark continent, are not such as tend to a perpetuation of national friendship, if in fact they do not seem to presage the probability of an early rupture. The frequent references of French journalists to "perfidious Albion" in this connection, are not less complimentary than are the comments of the London press upon what it calls French adventurers and their efforts to "collar" British territory. From a recent English paper we select the following as an instance of this kind of journalism :—"In Continental countries the 'semi-official' note is a favourite weapon of diplomacy, and France is apparently not too conscientious to employ it to our disadvantage in the matter of the Niger dispute. A Reuter despatch from Paris gives the particulars of a curious and significant document issued to the French Press yesterday. This circular sets forth that 'grave difficulties' are anticipated in Borgu and the Nikki region. The Niger Company, solicitous for maintaining British rights in the hinterland of Lagos and Dahomey, has actually been sending officers to the disputed territory, who 'incite the people to rebellion.' This last phrase is a very quaint one, which would be laughable if the issues were not so serious. We may take it for granted that officials of the Niger Company would not incite the natives to rebellion against the British Government. Their offence would appear to be that they encourage resistance to the attempted assertion of French supremacy in a region which is for the most part incontestably within the British sphere of influence. It is somewhat early to talk of 'rebellion' as against the French force which is trying to collar a slice of the continent which we believe to belong to us, and which forms part of the subject matter on which representatives of the British and French Governments are about to confer. French troops, it is added, have been hurried up from Senegal 'as a preventive measure.' The step appears to us much more in the light of a provocative measure, which may lead to the most serious international complications. The public has hitherto been kept rather in the dark about this Niger trouble, and the hasty despatch of British officers and munitions of war to the West Coast of Africa has been explained away in a quite unsophisticated fashion as a measure intended to strengthen the police force of the territory. It becomes more apparent every day that the emergency is a much more serious one than it was at first allowed to appear. There is no question of police efficiency to be settled. It is a question of compelling French adventurers who have tried to 'jump' our claims in the Lagos hinterland to retire to their own territory and withdraw their menacing pretensions in the courts of native chiefs who have already accepted British suzerainty. We have ample proofs that this game of bluff has been played with the King of Boussa, and that France, acting through its tacitly accredited agents, is endeavouring to set aside treaties previously made on behalf of England with native chiefs. This game will not go. French diplomacy tried to work it with Germany, and the terms of the Franco-German Convention, published last week, show that France had to withdraw her pretensions and acknowledge priority of treaties as establishing the basis of territorial right. England will not be found less tenacious of her rights or more susceptible to audacious claims than Germany. But it is disquieting to find the French Government trying to work up public feeling by such insidious means as the 'semi-official' note referred to, which not only distorts the facts of the question, but throws a most unjust aspersion of wilful delay upon the British representatives now sitting upon the Joint Commission in Paris. We trust the French Government will disclaim this note, which is calculated to prevent the peaceable settlement of the dispute, and might well become the basis of a popular access of bellicose sentiment which would drive the two nations concerned into war."

EDITORIAL NOTES.

The Montreal *Herald* very pertinently asks :—"If Wall Street stocks show a $40,000,000 'slump' on mere gossip of war, what would happen if the United States suddenly got tangled up in a real contest ?"

The Hon. ALFRED EVANTUREL, Speaker of the Ontario Legislature, is a Quebecer and was brought up almost next door to Mr. TESSIER, the Speaker designate for Quebec. They were educated together at the Quebec Seminary, graduated at Laval and were admitted to the Bar together. After having been schoolmates and neighbours so long, and lifelong friends, they saw their fathers sworn in together as Ministers of the Crown, in the same Government (SANDFIELD MACDONALD) in 1862. The Speaker of the senior Province of Confederation, for these reasons, has signified to the member for Portneuf his intention of being present on the floor of the House, at the Speaker's election on the 23rd instant, his presence there being merely a mark of consideration and friendship, and void of any political significance. The Hon. Mr. EVANTUREL will leave the following day for Toronto, as the House is convened there for the 30th of the same month.

The Duke of NORFOLK, Postmaster-General for Great Britain, makes an important reference to the Canadian fast Atlantic service in his annual report, just issued in London. He says :—"As regards the fast Canadian mail service, an agreement has been made between the Government of the Dominion and Messrs. PETERSEN, TATE & Co., of Newcastle-on-Tyne. These contractors are to provide a weekly service between Great Britain and Canada by four mail steamers of the first class at an average speed of 500 knots a day. Two of the steamers are to be ready by the 31st May, 1899, when a fortnightly service is to be commenced, and the other two ships are to be ready a year later. I understand that the contribution to be made by the Mother Country towards the cost of the service, when in full operation, is £51,500 a year, and that Your Lordships, in making this contribution, have in view not merely the establishment of a fast mail service between this country and Canada, but also the completion by the Governments of the Colonies concerned of the scheme for communication with Australasia via Canada proposed at the Ottawa Colonial Conference of 1894."

Probably Fatal Accident

Thursday afternoon there was another accident along the river front which may be attended by fatal results. As the steamship "Acadian" was discharging her cargo, one of the booms broke and the tub of coal fell upon two men named David Pouliot, of St. John's Suburbs, and Savard, of Levis, who were working in the hold. Savard was badly cut about the head, and Pouliot was so badly injured that he had to be taken away in the ambulance. It is feared that he will lose his life, but there is some chance of his recovery.

New Alarm Bell.

The new 1,000 pound alarm bell for St. Sauveur Church has been placed in the tower at a height of 180 feet, said to be the greatest elevation of any bell in Canada. The bell bears in relief letters the names of His Worship Mayor Parent, and Mr. Griffin, President of the Fire Committee.

Insolvent Estate.

The principal Quebec creditors of F. Malouin, dry goods dealer, who has just made an assignment of his estate, are: Messrs. Gauvreau, Belleau & Co., $1,854 ; McLimont & Sons, $887 ; Jos. Hamel & Frere, $708 ; McCall, Shehyn & Co., $720. The total liabilities are placed at $15,000 and assets the same.

Masonry at Levis.

A large number of leading members of the Masonic Order in this city accompanied the Grand Master Thursday on his official visit to Tuscan Lodge A. F. and A. M., of Levis. There was a good attendance of members of the lodge and a number of capital speeches were made, the visitors being entertained at an oyster supper.

Riverside Manufacturing Co. Ltd.

At the annual general meeting of this Company held on the 29th ult., at Montmorency Falls, the following were re-elected Directors for the ensuing year :—C. R. Whitehead, H. M. Price, Thomas Pringle, J. T. Ross and L. G. Craig. At a subsequent meeting of the Board, Thomas Pringle was re-elected President and H. M. Price Vice-President.

Montmorency Cotton Manufacturing Company, Ltd.

At the annual general meeting of the above Company held on the 29th ult., the same Board of Directors were re-elected, viz :—C. R. Whitehead, H. M. Price, Thomas Pringle, L. G. Craig and Alexander Pringle. At a subsequent meeting of the Board, C. R. Whitehead was re-elected President and H. M. Price Vice-President.

The Late G. R Renfrew, Esq.

At the last meeting of St. Andrew's Society of this city, on motion of Mr. W. C. Scott, seconded by Mr. W. Sutherland, it was resolved :—"That this Society wishes to place on record its regret at the loss by death of Mr. G. R. Renfrew, who was for many years a member ; and that this Society tenders its sympathy to the members of his family on the loss they have sustained ; that a copy of this resolution be published in the papers."

The Session.

At present it is thought that Mr. Bedard, M.P.P. for Beauce, will move the Address in reply to the Speech from the Throne, and that Mr. Weir, of Argenteuil, will be the seconder. On the 23rd Mr. Jules Tessier will be elected Speaker of the House, and it is hoped that the debate on the Address will be finished on the 24th as the 25th is Thanksgiving Day. There are already 64 notices of Private Bills, 22 of which provide for the admission of the applicants to the liberal professions.

Mgr. Laflamme Congratulated.

Yesterday morning the medical and law students of Laval University waited upon the Rector, Mgr. Laflamme, to tender him their respects and congratulations upon his return from Europe. The students, through the Presidents of their respective societies, congratulated the Rector upon his new found honors as Vice-President of the Geological Congress, and upon the 25th anniversary of his elevation to the priesthood, an event which he celebrated at Rome. The popular ecclesiastic and educationalist replied in terms which showed how fully he appreciated the action of his young friends.

Anticosti Notes.

Mr. Menier, proprietor of Anticosti, has purchased a new steam yacht, upon which he will come next year to Canada. It has a capacity of 1,000 tons and will have a crew of 150 sailors, apart from officers. The "Savoy" returned to Anticosti yesterday afternoon upon what will probably be its last trip of the season. Mr. Commettant, Governor of the Island, who returned by the "Savoy," paid accounts in Quebec for recent improvements on Anticosti, amounting to $22,000. So far nearly a million dollars has been expended on the Island by Mr. Menier.

Turnpike Trust Seeking Extended Powers.

A Montreal Turnpike Trust deputation waited on the Government yesterday and want the law regarding their rates of toll changed. Their revenue has been largely affected by the more general use of bicycles and electric cars. The interview was private and the Ministers prefer not to say what the deputation asked. The members of the deputation were Messrs. James Cochrane, Paul Galibert, T. A. Trenholme, J. P. B. Casgrain and Charles Meunier.

A Quebec Expedition for the North Pole.

It is said that a Quebec captain has a novel plan for an expedition to discover the North Pole, and has applied to the Local and Federal Governments for aid, as he wishes to make the enterprise altogether a Canadian one. His plan, it appears, is to try and reach the much sought for Pole by means of boats mounted on runners, so as to suit either ice or water, and Mr. L. H. Frechette, it seems, has promised him all possible assistance while regarding the plan as quite a feasible one. It is intended that only picked men of great physical endurance shall be taken on the trip should it eventuate.

From Levis to Montreal.

Representatives of the Atlantic and Lake Superior Railway are expected this week at St. Romuald, St. Nicholas, St. Antoine and adjacent parishes to run an independent line for the Company to Levis. It is proposed to bridge the Chaudiere in iron near the Garneau Bridge. The line will cross all the rich parishes along the south shore of the river, and the directors expect to finish the grading during the winter from Levis to Sorel. Several of the bridges, which are numerous, will be erected this winter and the others next spring. The rails will be laid as soon as possible after the spring thaw. The Company expect to finish the road between Levis and Sorel during next summer, and to run trains next September from Levis to Longueuil, since the Montreal and Sorel road, which is now running, belongs already to the same syndicate. The directors claim to have made financial arrangements on the English market for the building of that portion of their line between Levis and Sorel and work is advancing on the Paspebiac section at the same time.

Death of a Centenarian.

Mary Ann Gleason, widow of the late James Moore, died at Ste. Bridgite de Laval on Sunday, aged over a hundred years.

Big Bell Broken.

While the big new bell upon which alarms were to be sounded in St. Sauveur was being hoisted into its position the other night, it slipped and fell from a height of fifty feet and was badly broken.

The Y. M. C. A. Gymnasium.

It is estimated that the total cost of the new building for the Y. M. C. A. gymnasium and swimming baths, work upon which has been commenced, will be over $13,000, including furnishings. The amount so far subscribed is about $10,000.

Discovery of a Badly Conceived Fraud.

A clumsy fraud was attempted the other day by a young man who held a lottery ticket, number 42,554. Now the ticket number 42,551 gained a prize, and the young man in question changed the final "4" on the ticket to "1," but was detected on presenting it to the agent and has not been seen since.

Confirmation.

The Lord Bishop of Quebec, the Right Reverend A Hunter Dunn, held confirmation service at St. Barnabas church, Milby, on the evening of November 1. Ten received confirmation. Rev. Prof. Wilkinson and a number of students, from Bishop's College, Lennoxville, were present. There was a good attendance, although it was a wet evening.

Bequeathed His Library to the Legislature.

The late Honorable Theodore Robitaille, ex-Lieutenant Governor, has bequeathed his library to the Provincial Legislature. A number of immense chests containing the books have been received at the Parliament Library, where they are being classified and placed in order.

Died From Their Injuries.

Norbert Cantin, the victim of last Monday's boiler explosion, succumbed to his injuries, at one o'clock on Saturday. The Coroner will hold an inquest into the cause of his death.——The man Pouliot who was injured in the hold of the s.s. "Acadian" on Thursday, by a tub of coal, which she was discharging, falling upon him, died in the Hotel Dieu Hospital on Saturday afternoon.

The North Pole Expedition.

Captain Bernier, who is an old ship captain of considerable experience, who has made many long voyages and been for some years manager of the Graving Dock at Levis, and who has devoted a great deal of study to the subject of Arctic navigation, proposes to equip a Canadian expedition to the North Pole if Government aid is forthcoming. He is an old and warm friend of Mr. L. H. Frechette, the poet laureate, who is understood to favor the scheme.

Electric Lighting for Roberval.

We learn that the town of Roberval is to be lighted by electricity in the near future. A company has been formed with a capital of $10,000, and the Ouiatchouaniche Falls, purchased for $1,500, will serve as motive power. Poles have been placed in position and this week the work of placing some 300 lights in public and private buildings will be commenced. The Hotel Roberval and Mr. B. A. Scott's mill have been already lighted by electricity, generated by steam, for some time past.

Canadian Health Resorts.

"The Climates and Health Resorts of Canada" is a very handy, well gotten up and handsomely printed pamphlet dwelling upon the matters to which it might from the title be expected to deal with. It is conveniently divided into chapters, and its range is from ocean to ocean. A complete map of the Dominion and the greater part of the United States is found at the back. This succinct and faithful *precis* of information concerning Canada should be in the hands of all travellers.

The Chateau Frontenac Extension.

Messrs. Labelle and Payette, who have obtained the contract for the Chateau Frontenac extension, are pushing forward the work with all possible rapidity. They have installed electric lights, so that the rock which will have to be blasted away can be drilled at night and the mines set off in the early morning before people are about. The foundation stone is to come from Beauport and that for the facades from St. Albans. Two qualities of brick are also to be used, yellow brick for the outside, which has been imported from England, and ordinary red brick, of which 1,200,000 will be used, in the interior, furnished by Mr. Rochette. The annex has to be ready for July 1st, 1898, when the next great annual influx of tourists begins.

Double Wedding in St. Louis Chapel.

A double wedding was solemnized Wednesday morning in the St. Louis Chapel of the Basilica, by the Revd. N. Hudon, of the Jesuit Order, which attracted considerable attention, notwithstanding that it was semi-private in character. The contracting parties were Mr. Gregoire Clement and Miss Bernadette Chalout, and Mr. Jos. René Chalout and Miss Eugenie Roy. Mr. Gregoire Clement is ex-Secretary of the late Hon. Mr. Mercier and of Sir Adolphe Chapleau, and now Private Secretary of Sir Henri Joly de Lotbiniere. Miss Chalout was given away by her father and Mr. Jos. Clement, father of the groom, accompanied his son. Mr. Chalout senr., also accompanied his son, while Miss Roy was given away by her brother, Mr. Alfred Roy, of Montreal. The bride is a daughter of the late Odillon Roy, Esq., insurance agent, who married a Miss Thibaudeau, of Montreal. Both brides wore travelling dresses, that of Mrs. Clement being blue cloth and the other green. The presents in each case were numerous. Only the immediate relatives of the contracting parties were present.

Crushed to Death by the Cars.

Coroner Woodward was called, on Sunday, to hold an inquest at Megantic on the body of one J. C. Fournier, a conductor on a C. P. R. freight train. Fournier met his death on Sunday, about noon, in the station yard at Spring Hill, while attending to the shunting of some cars. It appears that although in full charge of his train, he was doing work that belonged properly to a brakeman. He was coupling two cars and was found dead beneath them, having sustained two fractures of the spine and internal injuries. The jury, at the inquest on Monday, after examination of the cars on the spot, brought in the following verdict :—"We, the jury, find that the death of the said John Fournier was purely accidental, and that the Company are to blame for leaving such dangerous cars to be coupled by their employes." The deceased had about $130 on his person, was well known, and was taken down below Quebec for burial.

Dedication of a Masonic Hall.

A new Masonic Hall was dedicated the other night at Magog, P.Q., the ceremony, in the absence of the Grand Master, being performed by the Deputy Grand Master, R. W. Bro. B. Tooke, of Montreal. The affair was made the occasion of a banquet and entertainment in the Park House by the members of Lake Magog Lodge, No. 55, A.F. and A. M., and their friends. The Committee furnished a good musical programme for the evening's entertainment. In addition to R. W. Bro. Tooke, D.G.M., Montreal, the following were also among the invited guests and replied to the various toasts :—M. W. Bro. Isaacson, Montreal ; M. W. Bro. Stearns, R. W. Bro. Dr. Jones, Past, D.D. G.M., Stanstead ; R. W. Bro. Dolphin, of Magog, D.D G.M. for the district of St. Francis ; Bro. A. H. Moore, M.P. for Stanstead, and Mr. W. T. Whitehead, manager of the Dominion Cotton Mills.

Capt. Wilberforce, of the Queen's Bays, is announced in the *Times*, as about to return to Canada, to resume his position as aide-de-camp to Lord Aberdeen.

Outlaw Defies Arrest.

A notorious outlaw who is now at large and resisting arrest, is about, we are glad to learn, to be vigorously proceeded against by the Provincial Government. This is the infamous deer-slayer of Beauce, the poacher Ladouceur, whose horrid butchery of red deer, in season and out of season, and whose atrocious murder of spotted fawns, born and unborn, has already been referred to in the CHRONICLE. The skins seized by one of the special officers of the Government are now in possession of the Department of Lands, Forests and Fisheries. The offender defies arrest. He has no settled abode, but wanders about the woods in which he pursues his infamous traffic, sleeping in huts and permitting no stranger to approach him. He is the terror of law-abiding citizens, is fully armed and apparently determined to play the Donald Morrison act. It will be remembered that the County of Beauce has already a tough reputation for deeds of brigandage, and that before the time of Morrison, an outlaw named Bartley shot and killed Sergeant Doré, of the Provincial Police Force. Under the vigorous administration of the Hon. Mr. Parent, backed up, if necessary, by the Provincial Police, the public may expect to learn at an early date of Ladouceur's capture.

Hospital for St. Rochs.

The building on St. Francois street turned over to the episcopal authorities by the Cercle Catholique, is now being transformed by the *cure* of the parish into a parochial hospital. The necessary changes are now being made in the building.

Are the Royal Engineers Coming ?

Colonel Kingscourt, of the R. E., Halifax, is a guest at the Garrison Club. A rumor, for which we can find no foundation in fact, has been circulated to the effect that he is here to make arrangements for sending here a detachment of the Royal Engineers.

Relics of the Past.

A cannon ball marked with the fleur-de-lis, which had been dug up by the workmen preparing the foundation for the Chateau Frontenac extension and presented to Mr. James Lambkin, has been sent by that gentleman to Mr. J. N. Greenshields, Q.C., of Montreal. The proprietors of Worth's Museum and other New Yorkers are looking out for similar relics.

Brakesman Loses Both Legs.

On Monday morning, Jos. Dubé, aged 18, a brakesman on the Q. M. & C. Railway, missed his footing while boarding a moving train at the Falls and was run over by three heavy coaches. His right leg was cut off and his left badly mangled. Dr. Ahern found it necessary to amputate the worst wounded limb and the poor fellow is very low from loss of blood. He was picked up and brought straight to the city after the accident, the ambulance taking him from the station to the Hotel Dieu.

Quebec Entomological Society.

The regular monthly meeting of this Society was held on Saturday afternoon last, at the residence of the Honorable Richard Turner, Esplanade, when a most interesting discourse was given by the President, the Revd. T. W. Fyles, on the habits of beetles, and a number of nicely prepared specimens were exhibited by him. The long scientific names of the creatures fell limpidly from the learned President's lips, and a peculiarity that was noticed about them was that the smaller the insect the more formidable was its name. It might almost be said that a very few of the names put together would encroach most seriously on our columns. Mrs. Turner proved an admirable hostess and presided over her hospitality most graciously. The next meeting will be held on the 4th December next, at the residence of Professor Walters, 4 College Close, St. Anne street.

SPORTING NEWS.

HOCKEY.

KINGSTON HOCKEYISTS INTERESTED.

KINGSTON, Nov. 3—Mr. A. B. Cunningham, B.A., has been appointed Commissioner for the purpose of taking the evidence of the Queen's College hockeyists who visited Pittsburg, Pa., during the Christmas holidays of 1896. The evidence will be used in a suit instituted by the Company that placed the freezing apparatus in the Casino destroyed by fire at Pittsburg, against the Casino syndicate. The last named body claims that the apparatus did not give satisfaction, that it did not freeze the ice properly, etc. The Company claims that the machinery was as perfect as could be and is suing to recover its value.

THE WHEEL.

A LONG DISTANCE CYCLIST.

PICTON, Ont., Nov. 4—Mr. Perry McDonald arrived in Picton this evening on his wheel "Canada," which he has ridden all the way from Monterey, California. He was met some distance out of town by the Citizens' Band and the members of the Picton Cycle Club, heading a torchlight procession. As the procession entered the town it was joined by several hundred townspeople and paraded the principal streets. Mr. McDonald left Monterey September 15th and rode the entire distance of 3,200 miles on his wheel.

THE CANADIAN ROAD KING.

KINGSTON, Ont., Nov. 8—Mr. F. O. Myers, the Canadian Road King, has passed the 10,000 mile mark and is speeding on towards the 13,000 mile goal, which he hopes to reach ere the season closes. Some of his achievements are :—Five thousand two hundred miles in forty-six days, from September 12th to October 31st ; 1,200 miles in eight days, from October 23rd to October 31st ; four single and four double centuries ; 100 miles in five hours and twenty two minutes, establishing the Canadian road record for that distance ; 200 miles in twelve hours and twenty-nine minutes, a world's unpaced record. This week Myers will go after a triple century record and expects to bring it down under twenty-three hours. It is also his intention to run up against the Canadian twenty-four hour record, expecting to run the mileage up to between 315 and 320 miles. His Toronto rivals for the century prize have dropped out.

THE TURF.

LONDON, Nov. 8—At the first day's racing of the Lingfield Park meeting to-day, Richard Croker's three-year old filly "Georgian" won the Chelloo's plate of 100 sovereigns for three-year-olds and upwards.

FOOTBALL.

QUEBEC WINS THE ROUND.

Montreal Badly Beaten On Saturday.

It was a very signal victory which the Quebec Football Club won on Saturday afternoon, when amid rain and slush, regular dirty football weather, the Montreal Intermediate team went down before the Ancient Capital's spirited attack. On the preceding Saturday, as our readers may remember, a combination of the Senior and Intermediate Montreal teams downed the Quebec team by a score of 15 to 3, thus gaining a lead of 12 points, which the local men had to reduce Saturday. This they did very effectually, for not only did they reduce the lead but they set it the other way, scoring 24 points to 1 made by their opponents, which left the latter eleven points behind on the round. It was nearly three o'clock when the teams lined up on the rain-soaked turf, in the presence of a number of spectators, including some ladies, and hardly for a minute did the drifting drizzling moisture cease to come down. The teams and officials were as follows :—

Quebec.		*Montreal.*
W. Pugh	Back	Russell.
Stocking (Capt.)	Half Backs.	R. Savage.
C. Tofield		Robinson.
A. Henry		Wadsworth.
Robert	Quarter Back	Holliday.
McGillivray	Scrimmage	Forbes.
Foote		Redpath.
W. Gibsone		Fulton.
Nihilant	Wings.	Dunlop.
T. Pugh		Williams.
G. Anderson		Beckwith.
Smith		Henderson.
F. Seifert		Forain
Miller		Duff.
O'Meara		Porteous.
A. E. Swift	Goal Umpires	G. Gibsone.
Genest	Touch Umpires	Simpson.
A. W. Swift	Timers	Pettigrew.

Umpire, McGreevy.
Referee, McNaughton.

Redpath, for Montreal, kicked off with the wind and sent the oval well down field, only to have it returned by W. Pugh. These forty or fifty yard kicks of Redpath's were about the only thing that ever gave Pugh a chance to show his mettle. After a little scrimmaging and close play the Quebec boys got the ball over their opponents' goal line, but the referee did not allow the point and penalized them. However, a short time later, the Quebec back division returned the leather and McGillivray got the first touch down, from which Henry scored by a beautiful kick.

Quebec, 6 ; Montreal, 0.

Another quick return followed Redpath's kick off and the play was at once in centre field, whence it was steadily and surely worked down to the Montreal goal line. The visitors, however, rallied and returned the ball to the 25-yard line, whence it was once more sent into their territory and over their goal line. Russell kicked it out of bounds behind his goal touch line and another point was chalked up to Quebec's credit.

Quebec, 7 ; Montreal, 0.

For the next ten minutes the two teams seemed on a more equal footing and Montreal got a couple of free kicks which helped her out of some difficulties. The Quebec scrimmage then started to rush their opponents a bit and eventually got over their goal line, where Seifert scored a held in goal.

Quebec 11, Montreal 0.

This completed the scoring in the first half.

Early in the second half the Montrealers seemed to feel the strain upon them and the game became a defence and holding one for them. They at last got the ball back to centre field, but here Henry made a kick from which Stocking, who was quite on side caught the ball, and after a pretty run passed three or four men, and scored fair behind the goal posts. Henry failed to convert.

Quebec 15, Montreal 0.

Not long after Robert got the ball out and passed to Henry, he to Tofield, and the latter to Stocking, who was tackled near the goal line and passed back to Tofield. The latter got the try, but too far out for a goal.

Quebec, 19 ; Montreal, 0.

Another touch-in goal from rapid following up and kicking on the part of the Quebec wing added a touch-in-goal to their score.

Quebec, 20 ; Montreal, 0.

At this juncture the Quebec men seemed to get careless and did not pass and kick sharply, with the result that the pigskin was soon inside their goal line from a Montreal kick. Pugh tried to save but the ball went into touch just inside the goal line.

Quebec, 20 ; Montreal, 1.

Then the home team freshened up a bit and played better together, until at last Henry got an opening through a fumble on the part of Wadsworth and dribbling the ball down scored a try, which Henry could not raise over the cross bar.

Quebec, 24 ; Montreal 1.

The usual mutual cheers were then given and the Quebec team left the field with their rivals.

PUNTS.

Well done boys !
Referee McNaughton was "all right."
All the younger men showed up well.
Look out for the Brits next Saturday.
The Quebec backs worked splendidly together.
Some of Stocking's runs were a sight to sore eyes.
Nihilant and McGillivray did some heavy checking.
Billy Pugh was the only man who didn't get soiled.
The wings should hold their men more and save the back division.
The Montrealers say that Quebec has a scrimmage equal to some of the teams.
All were sorry for Holliday's retirement. His injuries were painful but not serious.
The Q. A. A. A. Grounds lost several pounds in weight and the footballers' clothes were the gainers.
After the match the boys were a study in "Black and White," mostly black with some blue and green mixed in.

M'GILL DEFEATED BY MONTREAL.

MONTREAL, Nov. 7—Montreal defeated McGill in an exciting match yesterday by 11 points to 8.

OTTAWA CITY VS. COLLEGE A TIE.

OTTAWA, Ont., Nov. 6—The Quebec Union has another unfinished game on its hands. The Ottawa City-Ottawa College game ended with the score a tie, each team with eight points and seven and a half minutes left unplayed on account of darkness. Ottawa claims that the score is eight to seven and that a mistake was made by the scorers. The Ottawas still have a majority of one point from the first game with College, when the score ended five to four in favor of Ottawa.

OSGOODE HALL DEFEAT HAMILTON TIGERS.

HAMILTON, Ont., Nov. 6—Osgoode Hall defeated the Hamilton Tigers by a score of six points to two to-day.

MONTREAL, Nov. 8—Saturday's rough football match in Ottawa, between Ottawa City and Ottawa College teams, will, in all probability, be discussed before the Quebec Rugby Union. The officials are waiting a report from the referee and when it is received a meeting will be called. If the charges of alleged misconduct on the part of Walters are verified, he will be expelled from the Union and of course there is a possibility of the Club being expelled also. At last definite action has been taken as a result of the brutality which the Ottawa City team has displayed more than once this season. This afternoon the Governors of McGill met and it is understood that they have prohibited McGill from playing at Ottawa next Saturday. This is a new and startling turn which the championship fight has taken and what effect it will have on the result remains to be seen. The Governors of McGill are determined to see that the game is kept clean and the result of the brutality displayed by the Ottawa teams on Saturday is that McGill will stay at home next Saturday. What a pretty muddle our football is in to be sure.

BOWLING.

The second match for the City Championship was played Saturday evening, on the Quebec Club's alleys, between the second team of St. Roch's and the second team of Quebec ; both teams received a handicap of 75 points from the first teams.

The following is the score :—

St. Roch, No 2.		*Quebec, No 2.*	
Leclerc	508	Bellisle	433
Roy	484	Marcotte, Capt.	446
St. Pierre	457	Tardivel	468
Nadeau	454	Dallaire	507
Picard	432	Barnes	557
Demers, Captain	403	Noonan	526
Total	2,738	Total	2,937

Majority for Quebec, No. 2, 199 pins.

If there ever was a specific for any one complaint, then Carter's Little Liver Pills are a specific for sick headache, and every woman should know this. Only one pill a dose. Try them. m,w,fri&w

Last year premiums were paid on only 171 wolves killed in France, as the number has been steadily decreasing. In 1890 the number was 461, in 1885 it was 900, and in 1882, the first year in which premiums were offered, 1,316 Two-thirds of the animals killed in 1896 were found in six departments—Charente, Dordogne, Meuse, Correze, Vosges and Haute Marne.

Mr. Louis Bruneau has killed a fine cariboo back of St. Raymond.

Lieut.-Col. G. West-Jones, commanding the second regiment of Canadian Artillery, St. John, N B., and Mrs. West-Jones, are in town, the guests of the latter's parents, Lt.-Col. and Mrs. George R. White.

London has a "Society of Reformers," numbering over 300 members, all of whom "have a past," and have banded together to resist blackmailers.

Out of every 100 young men called out for military service in Italy in 1895, 52 were excused for physical unfitness or other reasons.

Six Eskimos brought to the United States by Lieut. Peary are in Bellevue Hospital, New York, suffering from pulmonary and bronchial ailments. One moral pointed by the fate of these unfortunates is that nature's laws can no more be defied with impunity in the physiological than in the economic world.

Woman's Work

Is never done, and it is especially wearing and wearisome to those whose blood is impure and unfit properly to tone, sustain, and renew the wasting of nerve, muscle and tissue. It is more because of this condition of the blood that women are run down,

Tired, Weak, Nervous,

Than because of the work itself. Every physician says so, and that the only remedy is in building up by taking a good nerve tonic, blood purifier and vitalizer like Hood's Sarsaparilla. For the troubles *Peculiar to Women* at change of season, climate or life, or resulting from hard work, nervousness, and impure blood, thousands have found relief and cure in

Hood's Sarsaparilla

The One True Blood Purifier. $1 per bottle. Prepared only by C. I. Hood & Co., Lowell, Mass.

Hood's Pills are the only pills to take with Hood's Sarsaparilla.

GRAND TRUNK RAILWAY SYSTEM

COMMENCING MONDAY, OCTOBER the 4th, trains will leave Levis at
7.30 A.M., 12.40 and 7.30 P.M.

7.30 A.M. For Richmond, Sherbrooke, Island Pond and Portland and Intermediate Stations, arriving in Portland at 6.00 and Boston at 9.30 P.M., also for Montreal, Ottawa and Intermediate Points, and reaching Montreal at 1.35 P.M.

12.40 P.M. For Richmond, Sherbrooke, and reaching Montreal at 6.50 P.M. and connecting at Montreal with Central Vermont and Delaware & Hudson Railways for New York and Boston and points South and arriving in New York at 7 A.M., also connecting in Montreal with trains for Toronto, Hamilton, Niagara Falls, Detroit, arriving in Chicago at 9.10 P.M. and connecting with trains for the West

7.30 P.M. For Richmond, Sherbrooke, Island Pond and Portland and Intermediate Points, reaching Portland at 8.30 A.M. and Boston at 12.50, Noon, also for Montreal, Ottawa, Toronto, Hamilton, Detroit and Chicago and Intermediate Points, connecting in Montreal with C. V. and D. & H. Railway trains for Boston and New York and Points South.

Trains arrive Levis at 7.30 A.M., 2.10 and 10.40 P.M.

Pullman Buffett Cars on Day Trains, and Pullman Sleepers on Night Trains between Levis and Montreal.

Wagner Parlor Dining Cars on Day Trains, and Wagner Vestibule Cars on Night Trains between Montreal and New York, and Pullman Vestibule Cars between Montreal and Chicago.

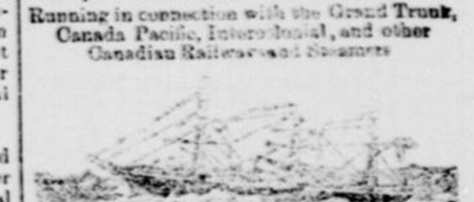
Day Run between Quebec, Portland and Boston.

U. S. Customs officer at Quebec and Levis to cord and seal baggage to U. S. points.

Secure your Tickets, and Parlor and Sleeping Car accommodation and further information at the Company's Offices, Ferry Landing, Dalhousie Street, and 5 DuFort Street, adjoining Post Office, Quebec, Levis and Point Levi Stations.

October 4, 1897.

DOMINION LINE
ROYAL MAIL STEAMERS
Liverpool Service, Via Londonderry.
Running in connection with the Grand Trunk, Canada Pacific, Intercolonial, and other Canadian Railways and Steamers



1897. Summer Sailings. 1897.

From Liverpool.	Steamers	From Montreal.	From Quebec
Oct. 21	Scotsman ...	Nov. 6	Nov. 6
" 28	*Labrador ..	" 13	" 14

1897. Winter Service. 1898.

Steamer.	From Liverpool.	From Portland.
Vancouver	11 November.	27 November.
Scotsman	25 "	11 December.
Labrador	9 December.	25 "
Vancouver	18 "	5 January.
Scotsman	1 January.	19 "

Steamers leave Portland at 1.00 P.M. on day of sailing.

SS. CANADA will sail from Boston November 11, 10.30 A.M., December 9, 10.00 A.M.

These Steamers have superior passenger accommodation, midships saloons, Electric Lights and spacious promenade decks

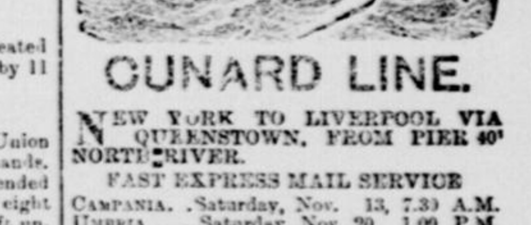
Rates of Passage
Cabin .... $52.50 and upwards
Second Cabin .... 34.00 " "
Steerage at lowest rates to all points.
Return tickets issued at reduced rates

☞ Steamers marked * call at Rimouski about 7 p.m. of date they leave Quebec, to embark mails and passengers

Berths secured. Through Rates quoted from Quebec.

WM. M. MACPHERSON,
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November 5, 1897.



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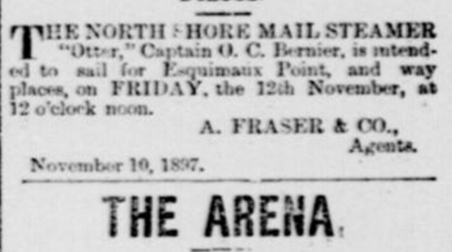
FAST EXPRESS MAIL SERVICE
CAMPANIA... Saturday, Nov. 13, 7.30 A.M.
UMBRIA...... Saturday, Nov. 20, 1.00 P.M.
LUCANIA...... Saturday, Nov. 27, 7.30 A.M.
ETRURIA...... Saturday, December 4, 2.00 P.M.
CAMPANIA..... Saturday, December 11, 6.30 A.M.
UMBRIA....... Saturday, December 18, Noon.
LUCANIA...... Saturday, Nov. 25, 6.30 A.M.
ETRURIA...... Saturday, January 1, ...

Cabin Passage $75.00 and upwards. Second Cabin, $42.50 to $55, according to season, steamer and accommodations. Steerage Tickets to and from all parts of Europe.

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November 9, 1897.



For Esquimaux Point, and Way Places.

THE NORTH SHORE MAIL STEAMER "Otter," Captain O. C. Bernier, is intended to sail for Esquimaux Point, and way places, on FRIDAY, the 12th November, at 12 o'clock noon.

A. FRASER & CO.,
Agents.

November 10, 1897.

THE ARENA.

A Great Magazine that Handles Living Issues and deals with Present Problems.

Without doubt there has never before been a publication which during the first eight years of its existence has exerted the influence or secured the attention and respect of thinking people to the extent that *The Arena* has won during that period As a popular journalist has said, "It does not live in the graveyards of the past." It is leading the progressive twentieth-century movements.

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To the pages of *The Arena* properly expressed and authoritative opinions having in view the betterment of human conditions and human life are welcomed. In this it is distinctive among all reviews and magazines, as the exponent of the last and best thought of the world's thinkers and writers.

Women's Cause and Progress.

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To those who would keep abreast of the great advancement in human thought and progress in science, religion, psychology and metaphysics *The Arena* is indispensable. The student and advanced thinker will find in the wide scope and variety of subjects and in the breadth of treatment given to these subjects, an open court of advanced thought not covered by any other publication in the world.

To those seeking to subscribe to this magazine a late copy will be mailed on receipt of ten cents. Subscription price $3.00 per annum. Single copies twenty-five cents. Address Arena Publishing Company, Copley Square, Boston Mass.

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Have Removed
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UNION BANK, BUILDINGS,
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October 19, 1897

DESPATCHES BY CABLE.

Lord Mayor's Day in London.

The Yearly Pageant Observed With Great Ceremony.

A Popular Procession.

Anglo-American Municipal Institutions—An Entire Family Suicide in Paris—The Recall of General Weyler—Marshal Blanco's Edict to Cubans—A Colonial Exhibition in Paris—African Insurgents Sentenced.

LONDON, Nov. 9.—In spite of a thick drizzle and a heavy fog, the ancient custom of presenting the elected Chief Magistrate of London, Mr. Horatio David Davies, to the representatives of the Sovereign and to the people was observed to-day with success. Throngs of people lined the route and the decorations were more ambitious than usual. They consisted mainly of triumphal arches, Venetian masts, floral festoons and a liberal display of bunting. But in spite of the weather a more stirring proof of the popularity of London's yearly pageant, known as the Lord Mayor's procession, has not been given in a long time, due very largely to the conspicuously brilliant year of office of the retiring Chief Magistrate, the Right Hon. Sir George Faudel Phillips, Bart., K.G., C.I.E. Even the radical critics who annually protest against the existence of the Corporation of London within the area dominated by the County Council, had nothing but praise to-day for the altogether admirable official career of Lord Mayor Phillips, which has given the quietus for years to come to any attempt to abolishing the Corporation. It was not surprising, therefore, that the procession passed through dense masses of cheering people, while windows, balconies and roofs were utilized to a surprising degree and the larger open places, such as Trafalgar Square, were crowded to their utmost capacity. The procession included a car representing "British Sports," with a huntsman bicyclist, etc., including an Indian representing Prince Rangitisinghi, illustrating cricket. Another car depicted the founders of Great Britain, including Sir Walter Raleigh, Admiral Penn, Warren Hastings, Lord Clive and Cecil Rhodes. An old stage coach of the year 1837 was followed by a modern motor car, representing a striking contrast of the mode of locomotion in the past and present times. Then there were the usual contingent of soldiers, sailors, firemen, artillery and the city companies, the whole thickly interspersed with bands of music. When the procession reached the Law Courts the usual solemn courtesies were exchanged, the Lord Mayor, in exercise of an immemorial right, remaining covered while the Recorder read an eulogistic review of the new Lord Mayor's career. From this Court, after the retiring Lord Mayor had been formally presented to the Judges by Sir Forest Fulton, the procession went to the Court of Appeal and was received by the Master of the Rolls and the Appeal Justices attired in their robes of black and gold. The ceremonies here were merely formal.

ANGLO-AMERICAN MUNICIPAL INSTITUTIONS.

The Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, was installed last Wednesday as Lord Rector of Glasgow University. Speaking this evening at the banquet of the Glasgow Corporation, he contrasted municipal institutions in Great Britain with those in the United States. He said that in New York the government of 3,000,000 people had been handed over for four years to a party whose object is avowedly to get the greatest amount of spoils. The success of the British system and the failure of the American, he continued, were to be found in the different ways in which officials were treated in the two countries. He said that they should be "irremovable except for gross proven offenses." They must be "selected absolutely without regard to their political opinions and must be paid the market prices for their service."

AN ENTIRE FAMILY SUICIDE IN PARIS.

PARIS, Nov. 9—A man named Dreyfus, who is believed to be a cousin of Capt. Dreyfus, the deported artillery officer imprisoned on an island off the coast of French Guiana, his wife, formerly Miss Rebecca Fortado Abraham, an American, and their three daughters, aged respectively 13, 11 and 7 years, committed suicide this morning or last night at their residence on the Avenue Marceau. The porter of the house found their bodies in their apartments early to-day. They were lying on the floor in the bedroom of the youngest child. Dreyfus left a letter for the Commissary of Police of the district enclosing 400 francs with which to defray the expense of the funeral of the family. The deceased husband and father was so terribly upset by the sentence imposed on Capt. Dreyfus that he changed his name to that of his wife. It is believed that the suicides were committed because of recent losses of Dreyfus on the Bourse. Dreyfus left a long letter to the *Temps* and others to his financial partner, M. Dikof, and to his mother-in-law. In the letter addressed to the *Temps* he argues that suicide is justifiable, urges that those dissatisfied with life would do well to follow his example, and says:—"It is better for the children to die with their parents, as their mother has also elected to commit suicide." He refers, without mentioning any name, to "a man responsible for my ruin," but all the letters treat the reasons for the suicide evasively. M. Dikof asserts that the deceased man was in comfortable circumstances and had property with an annual income of about $2,500. Dikof's theory is that the tragedy resulted from excess of melancholy or madness. He says he heard Dreyfus allude approvingly to some recent suicides in Paris. The apartments occupied by the deceased family are richly furnished. It appears that the two elder children, Gladys and Stella, went to school daily and registered on the school rolls as Jews of American origin. Last Saturday the girls bade the Superioress of the school good-bye, saying they were going to London with their parents. In addition to carrying on his business in tea, coffee and fruit, Dreyfus had speculated a good deal on the Bourse. He often complained to M. Dikof about his losses and the latter says that he often remonstrated with Dreyfus against indulging his despondency. The method of suicide was asphyxiation by charcoal fumes.

A COLONIAL EXHIBITION IN PARIS.

At the request of the Colonial group in the Chamber of Deputies, the Government has consented to hold a big Colonial Exhibition at St. Cloud, one of the most frequented environs of the city on the west, in connection with the great Exposition of 1900.

THE RECALL OF GENERAL WEYLER.

MADRID, Nov. 9—Lieut.-General Weyler's political backers, supported by his influential followers in the army, are fomenting an agitation on his behalf against the Government policy and preparing to give him a reception on his arrival, which will, if they can bring it about, tend to neutralize the critical attitude of Sagasta's Cabinet. Senor Robledo, who is leading the agitation, addressed a large meeting of Conservatives to-day, at which several senators and deputies were present, and made a violent attack on the governing committee of the Conservative party, whom he charged with being responsible for the dissolution of the party. He eulogized Lieut.-General Weyler as a military commander and a civil administrator and urged that war is the only true policy in Cuba. Senor Robledo will go to Corunna to meet General Weyler on the arrival of the "Montserrat." Meanwhile he is organizing a series of public meetings to protest against the recall of General Weyler, the first of which will be held to-morrow, and he proposes a reorganization of the Conservative party on the basis of the programme of the late Senor Canovas del Castillo, as to Cuba and the Philippine Islands.

AFRICAN INSURGENTS SENTENCED.

CAPE TOWN, Nov. 9—Tato, one of the chief leaders of the insurgents of Bechuanaland, has been sentenced to six years' imprisonment at hard labor, and 500 others have been sentenced to terms of imprisonment varying from two to four years. They all pleaded guilty of sedition.

MARSHAL BLANCO'S EDICT TO CUBANS.

HAVANA, Nov. 9—Marshal Blanco has issued the following edict, officially described as "expressing the magnanimous sentiments of the Queen Regent and the firm determination of the national Government":—"I pardon in full all those who have been prosecuted for the crime of rebellion. Rebels prosecuted for common crimes, independent of rebellion, such as spoliation, immorality and the like, will be pardoned as rebels, but judged for the other offenses committed by them. The sentences imposed to the date of this edict will be in most cases commuted to a certain extent, and, perhaps, in some cases, in full. Persons pardoned should appear before the civil and military authorities at their respective places of residence, which they will designate and which will be communicated to me. Should they designate places of residence outside the principal towns, they will be advised of the necessity of residing within the military zone of cultivation. The military authorities will be careful not to invade the jurisdiction of the civil authorities. Therefore, those pardoned cannot change their residences without obtaining the permission of both civil and military authorities."

THE NEWFOUNDLAND CABINET.

ST. JOHN'S, Nfld., Nov. 9—It is expected that Sir James Winter, Premier of the Conservative party, who were victorious in the recent general assembly elections, will take office within the next few days. The Winter Cabinet will probably be composed as follows:—Sir James Winter, Premier and Attorney-General; Mr. Alfred Morine, Receiver-General; Mr. Thomas Dudor, Surveyor General; Mr. Alexander Robinson, Colonial Secretary; Mr. Wm. Woodford, Chairman of the Board of Works; Messrs. Chas. Dawe and Geo. Shea, who will enter the Cabinet without portfolios.

Gaspe Oil Fields.

WORK GOES ON NIGHT AND DAY.

The oil wells at Gaspé, which have been closed down for several weeks, have once more begun to flow, and the refineries are working day and night. The management is believed to have shut down for a specific purpose, but having failed to accomplish what they desired, the works were re-opened last week. The extent of the work being done no one knows, everything is kept so quiet, but it is known that the output is enormous.

If only a portion of the reports which are to hand concerning the value of the oil wells, are reliable, the riches of the Klondyke gold fields almost fade into insignificance. A great deal of excitement prevails at present, and in all Eastern Quebec the Gaspé oil fields have created something like a boom.

For the past two or three years an English company, known as the Petroleum Oil Trust, Limited, has been carrying on operations with great secrecy, all the employees being bound not to divulge anything they might learn about the Company's business; so that up till recently it has been very difficult to obtain anything like complete or reliable information. But certain facts have now leaked out, and the potential wealth of the Gaspé oil fields no longer remains a secret. The proprietary company referred to owns over 48,000 freehold acres of oil-bearing lands and of mineral and oil-bearing rights in perpetuity, which are free of rent and royalties. All the necessary features which usually betoken the existence of petroleum in quantities obtain in the peninsula of Gaspé.

NATURAL ADVANTAGES.

The geographical position of Gaspé, and the fact of its being on the seaboard within seven days' passage of London, and 1,000 miles nearer to European markets than the United States oil fields, give it many advantages in the matter of carriage and freight. Labor, timber and fuel are cheap and abundant, while the climate is favorable for petroleum mining all the year round.

As to the productive power of the Petroleum Oil Trust territory, it is stated officially that, at the lowest estimate, from 10,000 to 12,000 wells may be sunk upon the property. In this prosaic nineteenth century it seems almost impossible to believe that during the twenty-two years previous to 1887 profits amounting to the enormous sum of $600,000,000 were made from petroleum and its products.

THE MONEY IN IT

Mr. Rockefeller, President of the Standard Oil Trust, alone became worth from $100,000,000 to $150,000,000, all out of petroleum, and it will now be seen that the Standard Oil Trust is no longer going to retain the whole of the business itself, as the (British) Petroleum Oil Trust will compete with it, and, having the advantage of possessing oils of such high quality, should command the market. The Company has, in addition to its already vast properties, within the past month obtained grants from the Federal Government of mining rights over large plots of land in the neighborhood of its other properties, thus controlling practically the whole of the oil-bearing region.

Dr. N. C Smilie, of Gaspé, has given notice of his intention to ask the Legislature at its next session for letters patent authorizing him to lay pipes on Crown or private property, where necessary, to develop oil wells, etc., in that district.—*Herald.*

Hood's Sarsaparilla is prepared by experienced pharmacists who know precisely the nature and quality of all ingredients used.

Sea-Weed and Amber.

The main source of the amber supply is the sea-coast of the Baltic Ocean. It is fossil gum, originally the exudation of a species of conifer now extinct. This grew in luxuriant profusion hundreds of thousands of years ago on the marshy coasts of northern Europe, when the climate was much warmer than it is to-day. The natural history of amber is thus explained. The immense forests of amber pine underwent their natural downfall and decay. The resin of the wood accumulated in large quantities in bogs and ponds and in the soil of the forest. Where the coast was slowly sinking, the sea by-and-by covered the land, and the amber, which had been gradually hardening, was at last deposited at the ocean bottom. But in higher regions the pine continued to flourish, and so amber would still continue to be washed down to the shore, and deposited in the later formed green sand, and the still later formed stratum of lignite or brown coal.

The gum became fossilized by its long burial underground. More than two hundred specimens of extinct life, animal and vegetable, have been found embedded in amber specimens, including insects, reptiles, plants, leaves, shells, fruit, etc., which had been caught in the liquid gum and entombed there for all time. Some of these specimens are so curiously beautiful as to be almost priceless, and one English collector has a cabinet of them which is valued at £100,000. One piece embalms a lizard about eight inches long, a little jewelled monster perfect in its form and coloring, which has no like in anything existing now. Indeed, in many instances science is able solely through this medium to study details of animal life which perished from the earth many hundred thousands of years ago. There are flies preserved with wings poised as if for flight, where the prismatic sheen glowing through the yellow sepulchre is as brilliant as if they were floating alive in the sunshine.—*Harper's Round Table.*

A Thanksgiving Dinner, Hard, Though Pleasantly Earned.

Day was certainly behind time. There we sat craning our necks to locate the glorious bird, but it was too dark to see them in the foliage of the magnolias. When the sky began to clear up we took standing positions, and made our necks ache by looking upward. I was the first to see the game, and this one was directly over my head; and it was only a few moments more when each, except the boy, was sighting along his gun barrel waiting for the word "Ready." All of us pointed out a splendid shot to him, but his eyes were stubborn and he could not see the turkey we had selected for him. One moment he would see him, and, when we were all ready, he would say "Wait," in a stage whisper. The turkeys had discovered that something was wrong, and were sounding their signals of alarm in shrill "pits" and "puts."

We were especially anxious for the boy to bag a turkey, as he had never killed one. When we did get ready to shoot, my neck was almost broken. As the four reports rang out in concert, two fine turkeys, a gobbler and a hen, fell to the ground, the victims of my brother and nephew. The rest of the flock flew away in the wildest alarm.

Everybody has seen a gobbler strut, but the pride of the male turkey was surpassed by my nephew that morning, as he shouldered his first turkey.—Leon L. Canova in November *Outing.*

The Prince of Wales has ordered a riding school built at Sandringham, around the extreme circumference of which is to be a cycling track, for use in winter or wet weather. Last winter the constant rain reduced the roads to such a state that the Sandringham household were unable to indulge in their favourite pastime out of doors.

WANTED—Farmers sons or other industrious persons of fair education, to whom $75.00 a month would be an inducement. I could also engage a few ladies at their own homes. T. H. LINSCOTT, Toronto, Ont
February 16, 1897. tf-w

COMMERCIAL.

Supervisor of Cullers' Office.

COMPARATIVE STATEMENT of Timber, Masts, Bowsprits, Spars, Staves, &c., measured and culled to date:—

	1895.	1896.	1897.
Waney White Pine	3,086,469	2,870,879	4,311,340
White Pine	273,771	316,093	632,589
Red Pine	108,691	50,609	211,217
Oak	1,006,139	1,139,155	1,148,760
Elm	596,137	416,625	662,577
Ash	149,077	83,749	132,435
Basswood	659	728	25
Butternut	642	327	673
Tamarac	554	138	396
Birch & Maple	240,818	252,424	271,176
Masts & Bowsprits	....	....	....
Spars	— pieces	— pieces	— pieces
Std. Staves	....	....	....
W. I. Staves	....	....	....
Brl. Staves	....	....	....

JAMES PATTON,
Supervisor of Cullers.

Quebec, Nov 9, 1897.

CUSTOMS DUTIES—The following is the amount of duties collected at the Custom House, Quebec, for Nov 9, 1897:—$3,861.73.

Quebec Stock Market.

Quebec, November 9, 1897.

Bank	Shar's	Paid up.	Div. 6 mnths	Price per cent
Montreal	$200	All	5 pr c.	240 @241
Quebec	100	"	2½ "	125 @126
B. N. America	£50 st.	"	3½ "	119 @120
Nationale	20	"	3 "	85 @ 87
Molson's	50	"	4 "	195 @196
Toronto	100	"	4 "	227 @228
Ontario	40	"	3	98 @100
E. Township	50	"	3½ "	150 @153
Merchants'	100	"	4 "	185 @187
Union of C.	100	"	3 "	100 @101
Canad'n of Com.	50	"	3½ "	138 @139
Dominion	50	"	6 "	235 @236
Hamilton	100	"	4 "	166 @170
Imperial	100	"	4 "	185 @186
Street Railways.				
Montreal	50	56%	4 "	224 @225*
Gas Stocks.				
Quebec	200	All		135 @140
Montreal	40	"	5	186 @187
Toronto	50	"		207 @210
Telegraph Co's				
Montreal	40	"	2 pr ct Q'rtly	178 @179
Dominion	50	"	1½ p ct Q'rtly	128 @130
Steamboat Co's.				
R. & O. Nav. Co	100	"	p c	107 @110
Que Steam. Co.	100			82 @ 90
Ass. Cos.				
Que. Fire Ass.	$45	20	5 "	18 @ 20
Bonds				
Dominion Stock				100 @105
Government 6% Bonds				00 @ 00
" 5% "				"par"
Quebec Corp 7% "				00 @ 00
" 7% Stock				00 @ 00
Montreal 6% Bonds				00 @ 00
" 7% Stock				00 @ 00
" 6% "				00 @ 00
Toronto 6% Bonds				00 @ 00

N.B.—The accrued interest upon Bonds and Debentures, also upon Corporation and Dominion Stocks is payable by buyer in addition to rate quoted.

NEW YORK STOCK MARKET—New York, Nov 9.

	Opg.	High.	Low.	Close.
C Gas	—	—	—	195¾
D & C F	—	—	—	18⅝
Gen Electric	—	—	—	32
Lead	—	—	—	32¼
New England	—	—	—	—
Reading	—	—	—	20⅞
Sugar	—	—	—	131⅛
Tobacco	—	—	—	89⅜

Quebec Cattle Market.

November 9, 1897.

Oxen, per 100 lbs, live weight	$4.50 to $4.75
Heifers " " "	4.00 to 4.25
Calves, each	4.50 to 8.00
Sheep per lb, live weight	5c to 6c
Hogs (dead) per lb	7c to 9c

QUEBEC RETAIL MARKET Nov 9, 1897—Beef, 1st quality, dressed, per 100 lbs., $9.00; 2nd, do do, $7.00; 3rd, do do, $5.00; per lb., 5c to 12c. Veal, per lb., 8c to 12c. Mutton, per lb, 6c to 10c. Spring Lamb, $3.00 to $4.00; Pork, fresh, per 100 lbs., $6.00 to $7.00, per lb., 8c to 10c; salt, per barrel, $14.00 to $16.00, per lb., 11c to 12c. Hams, fresh, per lb., 8c to 9c; smoked do, 12c. Bacon, 9c to 10c. Flour, Hungarian Roller Process, per barrel, $5.25 to $5.75; Patents, $4.75 to $5.20; Straight Roller, per barrel, $4.60 to $4.75; Extra, $4.20 to $4.25; Strong Bakers, $5.10 to $5.25; Extra, at $4.20 to $4.30; Fine, $3.80 to $4.00; Bags, 98 lbs., $2.10 to $2.35. Oat Meal, per barrel, $3.00 to $3.50; Corn Meal, white, do, $2.20 to $2.40; do, yellow, do, $1.80 to $2.10. Salmon, No. 1, per brl of 200 lbs., $17.00 to $17.50; per lb., 12c to 13c. Codfish, green, per brl., $3.50 to $3.75; dry, per quintal, $3.25 to $3.75. Cod Oil, per gallon, 26c to 27c. Herrings, No. 1, large, per brl., $4.00 to $4.50. Fowls, per pair, $0.75 to $1.00; Quails, do, 65c; Prairie Chickens, do, $1.75; Chickens, do, Spring, 50c to 75c; Turkeys, do, $1.50 to $3.00. Black Duck, do, $1.00; Woodcock per pair, 75c; Snipe do 40c; Plover do, 40c; Partridge do, 75c; Teal do, 40c. Potatoes, (early rose), per bushel, 30c to 33c. Oats, per bushel 34 lbs., 30c to 33c. Butter, salt, per lb. 14c to 18c; Fresh do do, 15c to 18c; do do do (prints), 20c to 25c. Cheese, per lb., 9½c to 11c. Eggs, per dozen, 15c to 20c. Hay, per 100 bdls., $9.00 to $10.00. Straw do, $4.00 to $5.00. Wood, per cord. (2 feet 6 inches), $3.50 to $4.50; (3 feet), $3.75 to $5.50.

LEATHER MARKET—Spanish Sole, No. 1, per lb, 23c to 25c; do, No. 2, 22c to 23c; Slaughter Sole, No 1, 23c to 25c. Harness Leather, 26c to 30c; Waxed Upper, 35c to 40c; Buff and Pebbled Cow, per foot, 13c to 15c; Patent Cow, 18c to 21c; Enamelled Cow, 18c to 22c; Calfskins, heavy, per lb., 60c to 70c; do light, 65c to 75c; Splits, 22c to 26c.

HIDES AND SKINS—Green and Inspected, per 100 lbs., No. 1, 8c. No. 2, 7c.

STERLING EXCHANGE — NEW YORK, Nov 9, 11.00 a.m.—At sight, 4.83½. Sixty days, 4.86½.

MONTREAL STOCK MARKET—Montreal, Nov 9—Canadian Pacific Railway, 81½ to 81¼; sales, 150 shares at 81; 150 shares at 81¼. Duluth Com., 3⅝ to 3¼; sales, 25 shares at 3⅝. Duluth preferred, 8 to 6. Commercial Cable Company, 180 to 179¼. Cable Company Londs, 105 to 103½. Cable Reg. Bonds, 105 to 103½. Montreal Telegraph Company, 182½ to 178. Halifax Heat and Light, 41 to 38. Halifax Heat and Light Bonds, 89 to 85. Richelieu & Ontario Navigation Company, 110 to 107¼; sales, 8 shares at 108; 25 shares at 108. Richelieu & Ontario Navigation Company Bonds, 106 to 101. Montreal Street Railway, (old), 227¾ to 227¼; sales, 25 shares at 227¼. Montreal Street Railway (new) 226¼ to 225¼. Halifax Street Railway, 115 to 113½; sales, 8 shares at 115. Halifax Street Railway Bonds, 112 to 105. Montreal Gas Company 186¾ to 186¼; sales, 200 shares at 186; 175 shares at 186¼. Montreal Gas Company, Bonds, 193 to 192. Bell Telephone Company, 175 to 172; sales, 25 shares at 172½. Royal Electric Light Company, 143 to 140. Toronto Street Railway, 83½ to 83¼. Cornwall Street Railway, 50 to 35. St John Railway, 130 to 126. Bank of Montreal, 245 to 240. Quebec Bank, 124 asked. Ontario Bank, 100 to 97½. Bank of B N A, 111 asked. Molsons Bank, 205 to 198. Bank of Toronto, 235 to 227. Banque Jacques-Cartier, 115 to 96. Merchants Bank, 187½ to 183. Merchants Bank of Halifax, 185 to 173. Bank of Nova Scotia 240 to 200. Eastern Townships Bank, 150 offered. Union Bank, 103 offered. Bank of Commerce, 140 to 136¾; sales, 5 shares at 138. Bank Ville Marie, 100 to 85. Hochelaga Bank, 152 to 149. Imperial Bank, 191⅞ to 191⅝. Banque Nationale, 90 to 87. Windsor Hotel, 105 to 99½. North-West Land, preferred, 50 to 48½. Canada Paper Bonds, 110 to 105. Dominion Coal Co, preferred, 106 to 104. Dominion Coal Co, 23 to 20. Dominion Coal Co Bonds, 103 to 101½. Montreal Cotton Company, 140 to 135. Canada Colored Cotton Company, 50 to 42½. Canada Colored Cotton Bonds, 100 to 94. Dominion Cotton Company, 90 to 89. Montreal Loan & Mortgage, 143 to 137. Western Loan and Trust, 98 asked. Auer Light, 50 to 25.

EXPORTS.

Oct 26—Per canal boat G N Sweeney, Roberts, Whitehall—187,387 feet spruce lumber by E L Sewell.

Per canal boat F F Farmer, Roberts, Whitehall—182,125 feet spruce lumber by E L Sewell.

Oct 31—Per ss Monte Videan, Fairfull, London—673 cases splints by E Fitch & co.

Nov 2—Per bark Arabia, Christensen, Bowling—32,534 pcs spruce deals, 1,682 do do ends by Price. Bros & co—Laden at Tadousac.

Nov 3—Per ss Arabia, Pietsch, Hamburg—1 case leather by A W Colley, 1 do salmon by Holliday Bros, 3,399 pcs deals by Dobell, Beckett & co.

Per ss Touranian, Brown, Liverpool—300 cases splints by E Fitch & co.

Nov 3—Per canal boat Providence, Verville, Ticonderoga—116 cords poplar pulp wood by Auger & Son.

Nov 4—Per canal boat Bonanza, Hamel, New York—3,379 bags asbestos, 3 tarpaulins, 2 boxes magazines by A K Hansen & co.

Nov 6—Per canal boat Rose A Allore, Goven, Mechanicsville—85 cords spruce pulp wood by A Filion.

Per canal boat Lion Roberts, Goven, New York—1,500 bags asbestos by Ross & co. 2,000 do do by King Bros.

Per canal boat Cora and Lizzie, Laberge, Mechanicsville—36½ cords peeled spruce, 502 cords unpeeled pulp wood by Auger & Son.

EXPORTS OF TIMBER, DEALS, ETC., FROM MONTREAL.

Oct 27—Per ss Etolia, for Bristol—7,119 deals by McArthur Bros. 8,544 do by Dobell, Beckett & co. 865 do by J Burstall & co.

Oct 28—Per ss Ruperra, for Cardiff—2,199 bdls staves by Canadian Pacific Railway. 2,292 deal ends by Dobell, Beckett & co.

Oct 29—Per ss Devona, for London—1,234 pcs lumber, 5,685 do maple by Grand Trunk Railway. 17,321 deals by McLean, Kennedy & co. 1,649 do by E H Lemay. 6,825 do by Dobell, Beckett & co.

Oct 30—Per ss Grecian, for London—5,765 deals by Dobell, Beckett & co.

Nov 2—Per ss Kastalia, for Glasgow—1,285 pcs lumber by the R Reford Co. 15,180 deals by McArthur Bros. 3,359 boards, 2,140 deals by E H Lemay. 8,815 deals by J Burstall & co.

SHIPPING.

MOON PHASES—Last Quarter, Wednesday, 17th November, at 9.07 a m.

THURSDAY, November 4.

ALLAN LINE—ASSYRIAN—The ss "Assyrian," from Philadelphia and St Johns, for Glasgow and Liverpool, arrived out on Wednesday afternoon, with the loss of one ox out of 360 head of cattle.

BUENOS AYREAN—The ss "Buenos Ayrean," Captain McAdam, arrived from Montreal, at 6 p m, yesterday, and proceeded to Liverpool.

COREAN—The ss "Corean," from Philadelphia, for Liverpool and Glasgow, arrived at St Johns at 9 a m, on Wednesday.

LAURENTIAN—The ss "Laurentian," Captain J Brown, from Montreal and Quebec, for Liverpool, arrived out yesterday morning, with the loss of two cattle out of her live stock shipment of 807 head.

TOWER HILL—The ss "Tower Hill," Captain Brown, from Liverpool, arrived in port last night, mooring at the Company's wharf, Champlain street.

BEAVER LINE—LAKE HURON—The ss "Lake Huron, Captain F Carey, having landed passengers and Quebec cargo, left for Montreal at 11 a m, yesterday.

ACADIAN—The ss "Acadian," Captain Delisle, from Sydney, with a cargo of coal, arrived in port, yesterday, and went to the Foundry wharf, Levis, to discharge.

CHARTERED—The following steamers which have finished or are about to finish their contracts in the St Lawrence coal trade have been chartered recently: "Glenlivet" to load deals in Quebec for the Mediterranean; "Kingsland" for Aberdeen, and "Loughrigg Holme" for the United Kingdom, both to load in Montreal.

GONE TO PIECES—The schooner which was wrecked in the river St Charles, on Tuesday last, has gone to pieces, only a portion of her now remaining near the Lake St John Railway bridge. Her cargo has all drifted away.

KEARSAGE—Point Edward, Ont, Nov 3—The steamer "Kearsage" ran hard aground on the Bar in the river just below here this morning. Three tugs are at work trying to haul her off.

MACDUFF—Ship "Macduff," Captain Sorensen, from Quebec for Rotterdam, passed Dungeness on the 1st instant.

PRINDS LEOPOLD—Bark "Prinds Leopold," Captain Nielsen, from Quebec, arrived at Portsmouth on the 31st ult.

PASSED—Yesterday, ss "Kastalia," Montreal for Glasgow; "Loughrigg Holme," do for Pictou; "Turret Cape" and "Turret Crown," do for Sydney.

STOCKHOLM CITY—The ss "Stockholm City," Captain Richards, left for Montreal yesterday morning.

WHITE WINGS—Barkt "White Wings," Captain McLellan, arrived at North Sydney, on Sunday last, after a run of five days from this port.

FRIDAY, November 5.

VANCOUVER—The Dominion Line R M S "Vancouver," Captain R O Jones, from Quebec on the afternoon of the 26th ult, arrived at Liverpool, yesterday morning, 4th instant.

ALLAN LINE—TOWER HILL—The ss "Tower Hill," Captain Brown, having discharged Quebec cargo, left for Montreal yesterday morning.

BEAVER LINE—LAKE WINNIPEG—The ss Lake Winnipeg," Captain W H Taylor, arrived from Montreal at seven o'clock last evening, and proceeded to Liverpool.

QUEBEC STEAMSHIP COMPANY—CAMPANA—The ss "Campana" sailed from Pictou, for Quebec and Montreal, at noon yesterday.

ORINOCO—The ss "Orinoco" sailed from New York for Bermuda, at 3 p m, yesterday.

ARABIA—The ss "Arabia," Capt Pietsch, left port at 6 a m, yesterday, for Hamburg.

A LARGE CARGO—Owen Sound, Nov 4—The steel freight steamer "Lagonda," with 76,000 bushels of corn and 150,000 bushels of oats, arrived to-day from Chicago and is unloading at the new Canadian Pacific Railway elevator. This is the largest cargo that ever came into this port. Some idea of this vessel's cargo can be better given when it is stated that her present cargo would almost fill the old elevator. She was drawing 17 feet 6 inches and is one of the largest craft afloat on the lakes. The new elevator is working satisfactorily.

DAUNTLESS—The tug "Dauntless" arrived at Key West, Fla, last evening from Cuba, where she landed a full cargo of arms and ammunition for the insurgents successfully.

DETAINED—The R & O Navigation Co's steamer "Montreal" did not reach here, from Montreal, until yesterday afternoon.

IONA—The ss "Iona," Captain Cumming, arrived from Montreal last night, and anchored in the stream to complete cargo.

KAISER WILHELM DER GROSSE—Southampton, Nov 4—The North German Lloyd steamer "Kaiser Wilhelm Der Grosse," which sailed from New York on Oct 26, arrived here yesterday morning. She was delayed by the fracture of the upper exhaust passage of her high pressure cylinder. The steamer has been dry docked for repairs and will proceed for Bremen some time to-day.

PASSED—Yesterday, ss "Bohemia," Hamburg for Montreal; "Bonavista," Montreal for Sydney.

SAVOY—The ss "Savoy," Captain Belanger, left port for Anticosti, yesterday morning, with passengers and general cargo.

TOWS—Tug "Hudson" arrived on Wednesday night with three schooners and a barge from Montreal, and a canal boat from Chambly and a barge from Becancour in tow——Tug "E B Eddy" arrived from Ottawa, yesterday morning, with three barges, lumber laden, in tow——Tug "Hudson" left yesterday morning, with a barge for Three Rivers, a canal boat for Chambly and a barge for Montreal, in tow.

SATURDAY, November 6.

DOMINION LINE—VANCOUVER—The ss "Vancouver," leaves Liverpool on the 11th instant on her first trip of the season to Portland, Me. She will be followed on the 25th instant by the ss "Scotsman" and on the 9th December by the ss "Labrador," as these steamers will not have the mails, they will not call at Halifax.

QUEBEC STEAMSHIP COMPANY—CAMPANA—The ss "Campana" sailed from Summerside at 10 o'clock last Thursday night, and is due here Sunday afternoon.

AN AGED BUT GOOD VESSEL—The bark "Actaeon," which arrived at St John, NB, on Oct 24, from Liverpool, with a cargo of salt, was originally built at Quebec in 1848. She was rebuilt in 1885.

A LARGE CARGO—Fort William, Ont, Nov 5—The steamer "Amazon" in tow of the steamer "Bulgaria," left yesterday with the largest cargo of wheat ever shipped from this port. She contained 210,000 bushels, loaded by the Northern Elevator Co.

AN IMMENSE HAWSER—The hawser used in towing the large floating dock from England to Havana, where it will be used by the Spanish Government, is the largest and strongest in the world, and the cable is of manila hemp. It weighs nearly five tons, is twenty-two feet in girth, composed of 2,500 threads of hemp, is 690 feet long, and its breaking strain is 180 tons. The dock weighs 6,000 tons and the towing steamer is carrying 4,000 tons of coal for the voyage, which will take between 80 to 120 days. It required seventy men to haul and stow the hawser on a trolley, which was drawn by seven horses.—*N Y Maritime Register.*

AROIADON—Havana, Nov 5—Nine wrecked men belonging to the American brig "Aroiadon," including the Captain of that vessel, arrived here to-day. The "Aroiadon" was lost on Oct 25, three miles off Cape San Antonio, at the extremity of the Province of Pinar Del Rio.

CANADA—Boston, Nov 4—The steamship "Canada" arrived at 7 this morning; passage from Daunt's Rock, Queenstown, to Boston light, 6 days, 18 hours and 52 minutes. Docked at 8.05 a m. She brought 29 cabin, 57 intermediate and 130 steerage passengers, all well. Sails for Queenstown and Liverpool, Thursday, Nov 11th, at 10.30 a m.

EMPRESS OF CHINA—Yokohama, Nov 5—The C P R ss "Empress of China" sailed for Vancouver this (Friday) afternoon.

LOUISBURG—The ss "Louisburg," Captain Gould, left port, for Sydney, yesterday morning.

LONGEVITY OF WOODEN VESSELS—An instance of the longevity of wooden ships whose places are being taken nowadays by iron and steel vessels is provided by the bark "Minnehaha," built at St John, NB, in 1869, at a cost of $72,000, and which for years following her launching was engaged profitably in the passenger and cargo trade between Londonderry and New York. When she was hauled out recently in a Cardiff dock and her old metal removed in order to be replaced with a new course of copper, it was ascertained that her hull was in as good condition as when it first touched the water.

LARGE CARGO OF COTTON—The steamer "Milwaukee," which sailed from New Orleans, Oct 31, for Liverpool, took out the largest cargo of cotton, if not the largest general cargo, ever floated. It consisted of 23,850 bales of cotton, 30,200 bushels of grain, 38,818 pieces of staves and sundries, her entire cargo being equal to 26,000 bales of cotton. It would take 500 freight cars to carry her cargo, and the train would measure three and a quarter miles in length.—*N Y Maritime Register.*

PASSED—Yesterday, ss "Turret Bay" and "Turret Court," Sydney for Montreal.

SOUTHWARK—New York, Nov 5—The Red Star Line steamship "Southwark," Captain Benco, which sailed from here on Wednesday for Antwerp, is returning disabled. She was reported by the observer at Fire Island at 10 o'clock this morning, south-east of that station, heading for Sandy Hook and moving very slowly. She signalled "fire in the hold amongst cargo." The "Southwark" had about 42 cabin passengers on board. At the American Line offices Mr Griscom said that tug boats had been sent to assist the "Southwark," and it was expected she would reach here in four or five hours.

TEELIN HEAD—The ss "Teelin Head," Capt Arthurs, left for sea yesterday.

TUG FOR NEW ORLEANS—The iron tug "R W Wilmott," built in Bay City, Mich, and bound for New Orleans via the St Lawrence canals to the ocean, is now on her way down. She is a fine looking tug and fully equipped with all the modern improvements. She has the barge "Betts" in tow with pontoons to be used in the lower canals to float her, as she is drawing 13 feet 9 inches aft and 11 feet forward, deeper than there is water to float her in the canals.

TOW—Tug "Eureka" arrived from Chambly, yesterday morning, with a canal boat, coal laden, in tow.

MONDAY, November 8.

MAIL STEAMERS—LABRADOR—The Dominion Line RMS "Labrador," Captain T W Erskine, from Liverpool, 28th, and Moville, 29th, Oct, with 71 cabin, 41 intermediate and 48 steerage passengers, besides a general cargo, landed the mails at Rimouski at 2.45 a m, on Saturday, and arrived in port at 1.45 p m, same day, mooring at the Breakwater. Having landed passengers, Quebec and Western cargo, she left for Montreal at 9 p m. On Friday evening a concert was held in the saloon, when a choice programme was gone through in excellent style, and the sum of £11 was realized to be equally divided between the Liverpool Seamen's Orphanage and the Montreal Sailors' Institute. Captain Erskine reports strong head winds and seas during the first three days of the passage Then fine weather up to Belle Isle, when a snow storm was encountered which detained the ship six hours. Afterwards fine weather up the Gulf and river until near Quebec, where strong east wind and rain was experienced and continued up to port.

NUMIDIAN.—The Allan RMS "Numidian," Captain A Macnicol, left port at 9.15 a m, yesterday, for Liverpool, with passengers and general cargo on her last trip from the St Lawrence for the season. She called at Rimouski for the mails.

ALLAN LINE—MONTE VIDEAN.—The ss "Monte Videan," Captain Fairfull, arrived from Montreal, on Saturday evening, and proceeded to London.

BEAVER LINE—LAKE SUPERIOR—The ss "Lake Superior," Captain Wm Stewart, left Liverpool, on Saturday, on her seventh voyage of the season for Quebec and Montreal.

DOMINION LINE—SCOTSMAN—The ss "Scotsman," Captain E Maddox, arrived from Montreal at 11.30 a m, on Saturday, mooring at the Grand Trunk wharf, Point Levi. Having completed cargo, she left for Liverpool at 11.30 a m, yesterday, on her last trip from this port for the season.

QUEBEC STEAMSHIP COMPANY—CAMPANA—The ss "Campana," Captain Demers, from Pictou and way places, with passengers and general cargo, arrived in port, at 3.15 p m, yesterday, mooring at the Napoleon wharf. Having landed passengers and Quebec cargo, she left for Montreal this morning.

CARIBBEE—The ss "Caribbee" arrived at St Croix, WI, on the 5th inst.

MADIANA—The ss "Madiana" arrived at New York from the West Indies, last Friday evening.

BELLONA—The ss "Bellona," Captain Murray, left Halifax on Saturday evening, for Quebec and Montreal.

EUREKA—The steamer "Eureka," Captain Desroches, left for Gaspe coast, on Saturday afternoon, with a general cargo.

INISHOWEN HEAD—The ss "Inishowen Head," Captain Suffren, arrived from Montreal on Saturday afternoon, anchoring in the stream. Having completed cargo, she left for sea yesterday.

IONA—The ss "Iona," Captain Cumming, having completed cargo, left for sea on Saturday night.

PASSED—On Saturday, ss "Turret Chief," Montreal for Sydney; "Oakmore," Liverpool for Montreal—Yesterday, ss "Cacouna," Sydney for Montreal; "Lycia," Montreal for Bristol; "Carlisle City," do for United Kingdom.

SUNK—Halifax, NS, Nov 7—The ship "John McLeod," from Delaware Breakwater, bound to Halifax, with a cargo of raw sugar, struck the Sisters off this port last night and foundered to-day. The weather was very thick when the disaster happened. After striking the ship backed off but was making water very fast and settling in the sea. Part of the crew took to one of the boats and landed at Devil's Island this morning. The remainder stayed on board for several hours when they were spoken to by a pilot boat and then decided to abandon the ship, fearing that she would go down before they had another chance to get away. One of the pilots determined to make an effort single handed, to save the ship and he stayed on board alone while messages were sent to Halifax for assistance Tugs put to sea at once but owing to thick weather were unable for some hours to locate the sinking vessel. It was then too late either to tow her into port or to beach her, as she was too far away from the shore. At 12 o'clock the pilot was taken off and shortly afterwards the ship took a plunge and disappeared beneath the water. Sometime before leaving her, the pilot signalled an outgoing steamer for assistance but no attention was paid to the signals. Had the man succeeded in getting the "McLeod" to land he would have been a rich man, but the elements were against him. Some of the crew of the "McLeod" were injured by being thrown about on the disabled ship, and one of them has been sent to the hospital with a broken arm. The "John McLeod" loaded a cargo of sugar at Iloilo, and received orders at Delaware Breakwater to bring it to Halifax, the cargo having been purchased by the Acadia Refinery Co from Moorehouse & Co, New York. The cargo is worth about $90,000 and is insured in New York on anticipated profits of $12,000. The ship which was worth $25,000 was owned by J W Purdy, St John, the Captain and others, and was not insured. The ship was 1,590 tons register.

VESTA PEARL—Halifax NS, Nov 6—The schooner "Vesta Pearl," abandoned and on her beam ends, was found near Whitehead to-day. She was loaded with produce. The crew are supposed to have been saved.

TUESDAY, November 9.

ALLAN LINE—BRAZILIAN—The ss "Brazilian," from Montreal and Quebec for London, arrived out on Saturday morning, with the loss of two cattle and six sheep out of her live stock shipment of 238 cattle, 1,231 sheep and 43 horses.

CARTHAGINIAN—The ss "Carthaginian," Captain J France, from Liverpool, Oct 28, with one cabin, 17 intermediate and 37 steerage passengers, besides a general cargo, arrived in port last night, mooring at the Breakwater.

QUEBEC STEAMSHIP COMPANY ORINOCO.—The ss "Orinoco" arrived at Bermuda from New York, at 8 a m, last Sunday.

PRETORIA—The ss "Pretoria" sailed from St Thomas, WI, for New York, last Saturday.

FREIGHTS—The London *Timber Trades Journal*, of October 30, says:—"From the St Lawrence there is no change in rates, and the only fixture we have to report is the 'Ailsa Craig,' 2,166 n r. Montreal or Quebec to U K, 50s Nov."

HURONA—The ss "Hurona," Captain Dorwood, arrived from Montreal last night and anchored in the stream to complete cargo.

PASSED—Yesterday, ss "Isis," Montreal for United Kingdom; "Acadian," do for Halifax.

RYDAL HOLME—The ss "Rydal Holme," Capt Brown, from Sydney, with a cargo of coal, arrived in port, yesterday, and went to the Prince's Pier to discharge.

TOW—Tug "Hudson" arrived last night with nine canal boats, coal laden, from Chambly, and three schooners from Montreal, in tow.

WEDNESDAY, November 10.

MAIL STEAMER—PARISIAN—The Allan RMS "Parisian," Lieut R Barrett, RNR, hence on the 31st ult, arrived at Liverpool, yesterday.

ALLAN LINE—CARTHAGINIAN—The ss "Carthaginian," Captain France, having landed passengers, Quebec and Western cargo, left for Montreal at 9 a m, yesterday.

HIBERNIAN—The ss "Hibernian," from Glasgow for Boston, passed Cape Race inwards at 5.30 p m, on Monday.

NORWEGIAN—The ss "Norwegian," Captain Gunson, from Glasgow, with a general cargo, passed South Point, Anticosti, at 1 p m, yesterday, and is due in port to-night.

THE ALLANS' WINTER SAILINGS.

The Allan Line will have a weekly service during the winter months. In former years, the "Parisian" has always gone into winter quarters, but this year she will run to Portland on the regular service. The "State of California," which has made several successful trips to the St Lawrence, will not run to Portland. Following are the proposed winter sailings:—

From Liverpool	Steamers	From Portland
Nov 25	Laurentian	Dec 4
Nov 18	Parisian	Dec 8
Dec 3	Numidian	Dec 18
Dec 4	Carthaginian	Dec 22
Dec 16	Mongolian	Jan 1
Dec 23	Parisian	Jan 8
Dec 30	Laurentian	Jan 15

BEAVER LINE—LAKE ONTARIO—The steamer "Lake Ontario," Captain H Campbell, from Liverpool, Oct 30, with passengers and general cargo, passed South Point, Anticosti, at 1 p m, yesterday, and is due in port to-night.

ABERDEEN — The Dominion Government steamer "Aberdeen," arrived in port, yesterday, after supplying stores to the lighthouses in the Lower St Lawrence and Gulf.

CAMBRIA—The bark "Cambria," Captain Rousseau, left Rio Janeiro on the 9th Nov, for Pensacola.

GAS AND OTHER BUOYS BELOW QUEBEC—The Government steamer "Druid" will bring up to winter quarters all the gas buoys below Quebec after the morning of the 11th instant, as customary; beginning with those of Barrett's Ledge and Pilgrims Shoal, followed by the others as weather will permit. These buoys will be replaced as usual by spar buoys which will be left on the following stations for the winter, viz:—Barrett's Ledge, Pilgrims Shoals, Channel Patch, Crane Island Flats, Beaujeu Bank. The "Druid" will then commence bringing the wooden can buoys after the 14th instant, replacing the following can buoys, viz:—St Roch's Point, Middle Ground (west end) and Crane Island, by wooden spar buoys to remain for the winter.

MONTROSE—The ss "Montrose," Captain Owen Jones, which passed on the 3rd instant, in lat 53 25 N, long 41.40 W, or 510 miles from Belle Isle, an Allan three-masted steamer towing a Donaldson Line two-masted steamer, evidently making for St John's, Nfld, the weather at the time being strong to N W wind and increasing, a few hours afterwards encountered a heavy gale from the same quarter, which lasted 48 hours, with a mountainous sea running. Passed about 7 miles south of the town but could not make out the ships' names.

PASSED—Yesterday, ss "Montrose," "Turret Cape," Sydney for Montreal.

SURVEY—The steamer "La Canadienne," damaged by collision with the United States frigate "Yantic," will be surveyed in Davie's dock to-day.

W W EMERY—Toronto, Ont, Nov 9—The schooner "W W Emery," 400 tons, owned by Captain Baird, coal laden, from Oswego for Toronto, ran ashore this morning a mile east of the eastern gap. There is no danger and the vessel will be pulled off when the wind moderates.

SIGNAL SERVICE MARINE DEPARTMENT.

QUEBEC, Nov 9, 1897.

L'Islet [41]—Light fall of snow; strong east wind. Inward at 10 a m, str Otter.

Fame Point [322]—Cloudy; north-west wind. Outward yesterday at 4 p m, tug Eureka.

Magdalen Islands—Cloudy; strong north-west wind. Inward at 8 a m, str St Olaf

Anticosti [323]—Clear; variable wind.

South Point [413]—Inward at 1 p m, strs Lake Ontario and Norwegian; at 11 a m, str Amarynthia.

Low Point [569]—Clear; strong west wind. Outward yesterday at 9 a m, str Coban; to-day at 4 a m, str Turret Crown.

[The figures after the names denote the number of nautical miles below Quebec.]

PORT OF QUEBEC—ARRIVED.

Nov 3—SS Tower Hill, Brown, Liverpool, Oct 23, Allans, Rae & co, general cargo.
—— Acadian, Delisle, Sydney, Carbray, Routh & co, coal.
Steam schr Florence, Tremblay, Gaspe, Tremblay & Frere, scrap iron.
Nov 3—SS Touranian, Brown, Liverpool, Allans, Rae & co, general cargo.
Nov 4—SS Bohemia, Halm, Hamburg, Oct 16, Wm M Macpherson, for Montreal, general cargo.
Bark Stratford, Larsen, Cork, Dobell, Beckett & co, ballast.
Schr Fleetwing, Mercier, Moisie, master.
Canal boat Wm Guindon, Blanchard, Whitehall, Geo F Hart, coal.
Nov 5—SS Turret Bay, Kiltgaard, Sydney, Geo M Webster & co, for Montreal, coal.
—— Turret Court, Irvine, Sydney, Geo M Webster & co, for Montreal, coal.
Schr L J Selig, Blais, Labrador, PQ, master.
—— Kate, Delaney, Paspebiac, master.
—— Regina, Parent, Martin River, master.
Canal boat A M Burdette, Lamountain, Port Johnston, Carbray, Routh & co, coal.
Nov 6—SS Labrador, Erskine, Liverpool, Oct 28, via Moville, Wm M Macpherson, 160 passengers and general cargo.
—— Oakmore, Campbell, Liverpool, Oct 25, Ross & co, for Montreal, general cargo.
Schr Stadacona, Blais, Labrador, PQ, master.
Nov 7—SS Campana, Demers, Pictou, etc, Quebec SS Co, passengers and general cargo.
—— Cacouna, Whelan, Sydney, Geo M Webster & co, for Montreal, coal.
Nov 8—SS Carthaginian, France, Liverpool, Oct 28, Allans, Rae & co, 55 passengers and general cargo.
—— Rydal Holme, Sydney, Geo M Webster & co, coal.
Nov 2—Bark Eugene, Ommundsen, Greenock, Price, Bros & co, ballast, at St Thomas.
Nov 9—SS Montrose, Jones, Bristol, Oct 29, Wm M Macpherson, for Montreal, ballast.
—— Turret Cape, Blenham, Sydney, Geo M Webster & co, for Montreal, coal.
—— Otter, Bernier, Esquimaux Point, etc, A Fraser & co, passengers, and general cargo.
Schr Daisy, Girard, Perce, master.
Canal boat H G Noel, Noel, Whitehall, Archer & co, coal.
—— E Shovah, Taft, Hoboken, Bennett & co, coal.
—— C Pichette, Pichette, Whitehall, Madden & Son, coal.

ENTERED FOR LOADING.

Nov 4—Teelin Head, 1,083, Belfast, H Kennedy, Indian Cove.
Nov 7—Starlight, 1,918, London, H R Goodday & co, Priests' wharf.

CLEARED.

Nov 3—Schr Sea Star, Cormier, Esquimaux Point, master.
Canal boat Providence, Verville, Ticonderoga, Auger & Son.
Nov 4—SS Teelin Head, Arthurs, Belfast, H Kennedy.
—— Savoy, Belanger, Anticosti, master.
Canal boat Bonanza, Hamel, New York, A K Hansen & co.
Nov 5—SS Iona, Cummings, London, Henry Fry & co.
Nov 6—SS Eureka, Desrocher, Gaspe, ———.
Schr Regina, Parent, Ste Anne des Monts, master.
Canal boat Rose A Allore, Goven, Mechanicsville, A Filton.
—— Lion Roberts, Goven, New York, King Bros.
—— Cora and Lizzie, Laberge, Mechanicsville, Auger & Son.
Nov 6—SS Inishowen Head, Suffern, Belfast, H Kennedy.
Nov 8—SS Eastlands, McEwan, Newcastle Dobell, Beckett & co.
Schr George Clark, Cormier, Esquimaux Point, master.
Nov 9—SS Starlight, Muller, London, H R Goodday & co.
—— Hurona, Dorwood, London, Hy Fry & co.
Schr Stella Maris, Cummings, Point aux Esquimaux, master.
—— Kate, Delaney, Paspebiac, master.

PASSENGERS.

Saloon passengers per Allan Line RMS "Numidian," Capt A Macnicol, from Montreal 6th Nov, to Liverpool—Col Anderson, Mr Ormston Brown, Mrs Breech, Miss A E Breech, Mr Delabare, Mrs Delabare, Miss Frere, Mr Geo A Gibson, Mrs Gibson, Mr Harper, Mr J M Miller, Mr C E Miller, Mr Russell and Mr Siveright.

Saloon passengers per Dominion Line ss "Scotsman," Capt E Maddox, for Liverpool, Nov 7—Mr A E Butter, Mr C Butter, Mr H M Beacall, Miss Evelyn Beacall, Mr H Baird, Mr A Bodard, Mrs Bodard, Miss Bodard, Mr Arthur Bellhouse, Mr F Chaleyer, Mr John Dewe, Miss D'Ivry, Dr Hare, Mrs Hare, Miss Hewevoudt, Mr Arthur Hewlett, Mrs A J T Lindsay, Miss Lindsay, Master Lindsay, Dr W Opzoomer, Miss Opzoomer, Mr R Pelton, Mr Robert Stone, Mrs Thomas Stone, Master R Stone, Master W Stone, Mr W R Smith, Mr Walter Scott, Mrs Tillyard, Mrs Tuck, Miss Tuck, Mr Thompson, Mr E White, Dr Wilkinson.

DEATHS.

ARCHIBALD.—Entered into life eternal, at Hastings, England, on November 1st, Carita, only child of Caroline and the late Edward Brenton Archibald, and grand child of the late Sir Edward Archibald, of London, England.

HAWKINS—At the Jeffery Hale Hospital, after a short illness, Alfred G. Hawkins, in his 73rd year.

MOORE.—On Sunday, November 7th, at St-Bridgete de Laval, Mary Ann Gleason, widow of the late James Moore.

MOORE.—On Saturday, November 6th, 1897, at his residence, No. 101 Waldo Avenue, Jersey City Heights, N.J., William Moore, for many years a resident of Quebec.

MCCLOSKEY.—Suddenly, on the 9th instant, James McCloskey, stevedore, aged 57 years.

OLIVER.—On the 15th October, at Bradgate, Bournemouth, Robert George, eldest son of the late Richard Oliver, surgeon, of Leicester, aged 72 years, and brother of the late F. Oliver, of Quebec.

Many a man never gets on the popular side until he joins the silent majority.

A Great Emigration.

BY A BANKER.

Amongst the most extraordinary spectacles witnessed in the temperate regions may be mentioned the migration of a great colony of Lemmings. This little rodent, scarcely as large as a rat, inhabits the higher desolate regions of Lapland and Norway in countless multitudes, and when from any cause there is great and unusual scarcity of food, they make a descent into the plains in force, travelling long distances in perfect and regular order, overcoming all obstacles, or perishing in the attempt, never swerving from their direct route, and persevering in their attempt to reach the goal which they had fixed upon, in spite of all their enemies, terrestrial, aerial, or aquatic. As far as the eye can reach, the long and wide straight lines of these little animals can be discerned advancing under their leaders, to the number of perhaps several millions, the entire surface of the ground being transformed into a brown moving mass, slowly proceeding in a direct line; while overhead circle vast numbers of birds of prey, eagles, large hawks, and other carnivorous birds, which are continually swooping down and devouring or carrying off the helpless prey, the eagle taking perhaps two or three at a swoop and bearing them off to his eerie in the rocks; wolves, foxes and other animals coming from all directions in great packs, committing destructive havoc in the crowded ranks; while even when crossing rivers and lakes, or arms of the sea, they are not exempt from attack, for the larger fish, pike and other voracious denizens of the deep, immediately assemble and attack the little lemmings, dragging them down and gorging them in thousands. Another formidable foe is hunger and disease, which decimate the travellers, leaving vast numbers dead on the line of march; while lastly, when the habitations of man are reached, the villagers turn out in force and endeavor to exterminate the advancing host, which, were it permitted to overrun the cultivated fields, would leave a desolation almost as complete as the ruin succeeding the visitation of a swarm of locusts; every blade of grass, every green sprout, every flower of the field or fruit of the ground devoured by the ruthless horde, until not a vestige of the prosperous scene remains.

And yet, notwithstanding all these formidable enemies, the ever-diminishing host continues on its way in dogged determination, not varying its course nor swerving either to the right or the left; when the leaders perish others ever taking their place, and conducting the remnant of the phalanx in the course evidently determined upon at the outset.

Now all this must indicate the possession not only of powers which might almost be called reasoning powers, but also, if it be a fact that these emigrations are of infrequent occurrence, it would appear to warrant the assumption that a sort of tradition may by some means be handed down from generation to generation, that food, when scarce and unattainable from the effect of prolonged drought, is plentiful in certain districts perhaps a hundred or more miles distant, the direction to be taken being also known; and moreover it must show that the animals must have some means of communicating their views to each other, otherwise how would it be possible that whole colonies, numbering together perhaps millions, should simultaneously set out on a pre-arranged journey, under recognized leaders, and with a fixed and definite object in view?

Another thought which is suggested by these wonderful journeys, which all undertake, but which so few accomplish, is the similarity to the life-journey of man. We all, from the savage, upward, start in the hope of eventually attaining the state of future happiness which all the whole world (even including that infinitesimal number who say—though in their innermost heart they know better—that there is no future life) know to be in store for those who succeed in reaching it. But, like those travellers we have been considering, innumerable enemies attack us, and countless obstacles hinder and obstruct our progress. Our great Adversary hovers about us, never sleeping an instant, but ever on the watch to tempt us away from the right path, and alert to seize every opportunity to drag us down by throwing all manner of temptation in our way. But happily, greater is He that is for us, if we will, than he that is against us, and if we make up our minds that "as for us we will serve the Lord," and in His strength battle against all iniquity, He will bring us safely through the struggle, and in virtue of the wonderful atonement made by the Redeemer, who Himself has borne the punishment due to us, we may be absolutely certain of attaining an eternal inheritance of unbounded pleasure and surpassing gratification.

Always avoid harsh purgative pills. They first make you sick and then leave you constipated. Carter's Little Liver Pills regulate the bowels and make you well. Dose, one pill.
lm,w,fri&w

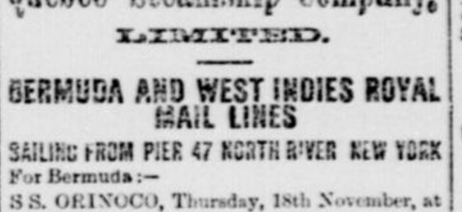
A St. Denis suicide selected roasting as the means of his taking off. He built a big fire in his fireplace, lay down close before it, and wrote down his impressions as long as he could. The body was in a shocking condition when found.

"I hope you will be lenient with me, Your Lordship," said the thief, as he stood up to be sentenced. "I have a good many dependent on me for their support." "Children?" asked the judge. "No; police detectives."

"You say you were discharged from your former place for being too industrious?" "Yes ma'am." "That's very strange! What did you do?" "I went down into the cellar one day, ma'am, and dusted the old wine bottles."

Apropos of the vagaries of our climate, a remark made an old Irish servant to a son of the house is not without point. "I notice, Masther Jim," he said, "that the glass (i.e. the barometer) has much less influence on the weather than formerly."

"Mamma, Uncle Hipsley has lost his wife, hasn't he?" "Yes, Johnnie, long ago." "Well, he's a widower, isn't he?" "Yes." "And Uncle Peddiford has lost three wives, hasn't he?" "Yes." "Then Uncle Peddiford is a good deal widower than Uncle Hipsley, isn't he, mamma?"



Quebec Steamship Company, LIMITED.

BERMUDA AND WEST INDIES ROYAL MAIL LINES

SAILING FROM PIER 47 NORTH RIVER NEW YORK

For Bermuda:—

S S. ORINOCO, Thursday, 18th November, at 3 p.m.

S.S. TRINIDAD, Thursday, 2nd December, at 10 a.m.

For St. Thomas, St. Croix, St. Kitts, Antigua, Guadaloupe, Dominica, Martinique, St. Lucia, and Barbadoes.

S.S. MADIANA, Tuesday, 16th November, at 3 p.m.

St. Lawrence Line.

For Father Point, Gaspe, Mal Bay, Perce, Cape Cove, Summerside, Charlottetown and Pictou.

The S.S. "Campana," is intended to sail on her LAST TRIP this season on FRIDAY, 12th November, at noon.

Shippers are requested to mark the port of destination in full on all packages, to avoid mistake in landing.

For all particulars, apply to

ARTHUR AHERN, Secretary.

A. E. OUTERBRIDGE & CO., Agents. 39, Broadway New York.

R. M. STOCKING, Passenger Agent, 32 St. Louis Street.

November 9, 1897.

AMERICAN LINE.

NEW YORK-SOUTHAMPTON (LONDON-PARIS.)

Sailing every Wednesday at 10 A.M.

ST. PAUL	Nov. 17	ST. PAUL	Dec. 8
ST. LOUIS	Nov. 24	ST. LOUIS	Dec. 15
PARIS	Dec. 1	PARIS	Dec. 22

RED STAR LINE.

NEW YORK TO ANTWERP.

FRIESLAND....Wednesday Nov. 17, Noon.
KENSINGTON..Wednesday, Nov. 24, 9 A.M.
WESTERNLAND..Wednesday, Dec. 1, Noon
SOUTHWARK..Wednesday, Dec. 8, 9 A.M.

International Navigation Company

Piers 14 and 15 North River. Office, 6 Bowling Green, N. Y. R. M. STOCKING, 32 St. Louis Street, Quebec.

November 10, 1897. my7-m,w,fri-Lm

Montreal Trains!

11 P.M. train to Montreal now runs daily, Sundays included. Other trains to Montreal leave daily

9 A.M., 1.40 P.M. Week Days.
Sundays 1.25 P.M.

Making close connections with through trains to Ottawa, Toronto, Boston, Hamilton, Buffalo, New York, Halifax, Philadelphia, Chicago, St. Paul, and all U. S. Points, and also to

WONDERFUL GOLD FIELDS

Cariboo and Kootenay

U.S. Customs officer at Station to cord and seal baggage to U.S. points.

For full information, Folders, Parlor and Sleeping Car accommodation apply to

GEORGE DUNCAN, Passenger Agent.

PHONE 94.

City Ticket and Telegraph Office,
(14 BUADE STREET)
(OPPOSITE THE POST OFFICE)
and PALAIS STATION.

November 9, 1897.

FALL AND WINTER TIME TABLE.

In Effect Monday, October 11, 1897

GOING SOUTH.

Lve Quebec (Ferry) 1.30 p.m. } EXPRESS for
Lve Levis, Q. C. R., 2.00 p.m. } St. Francis, Megantic, Sherbrooke, Portland, Boston, and all points South.

Lve Quebec Ferry, 6.30 p.m. } ACCOMMO-
Lve Levis Q.C.R., 7.00 p.m. } DATION for Sherbrooke, Portland, Boston, and points on the B. & M. R. R.

Lve Quebec Ferry, 7.45 a.m. } MIXED for
Lve Levis, Q.C.R., 8.15 a.m. } Beauce Jct., and St. Francis.

GOING NORTH.

Ar Levis, Q. C. R., 1.55 p.m. } EXPRESS
Ar Quebec Ferry, 2.00 p.m. } from New York, Boston, Sherbrooke, St. Francis and Megantic.

Ar Levis, Q. C. R., 8.15 a.m. } ACCOMMO-
Ar Quebec Ferry, 8.30 a.m. } DATION from Boston, Portland and Sherbrooke.

Ar Levis, Q. C. R. 6.45 p.m. } MIXED from
Ar Quebec Ferry, 7.00 p.m. } St. Francis and Beauce Junction.

All trains run daily Sundays excepted.

Express train connects at Harlaka Junction with the Intercolonial local Express from Dalhousie

Express train leaving Quebec Saturday does not run beyond Springfield Sunday morning.

Pullman Palace Cars on Express Trains Quebec to Springfield, via Sherbrooke, without change. Connect at Sherbrooke with Pullman Palace Car to Boston. Through Coaches on Express trains Quebec to Boston without change.

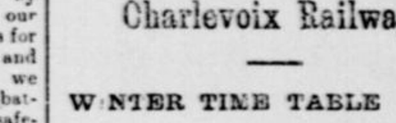
United States Customs officer at Quebec and Levis to examine and pass baggage, thereby saving trouble on the way.

NOTE—The Accommodation train leaving Levis at 7.00 P.M. only runs as far as Beauce Jct. on Saturday nights, continuing to Sherbrooke on Monday morning.

For further information, apply to the Company's Agents or to R. M. STOCKING, City and District Agent, 32 St. Louis St., Quebec.

FRANK GRUNDY, Gen'l Manager. J. H. WALSH, Gen. Passenger Agt.

October 9, 1897.



Quebec, Montmorency and Charlevoix Railway.

WINTER TIME TABLE 1897-98

COMMENCING AND AFTER MONDAY, OCTOBER 4TH, 1897, Trains will run as follows:—

BETWEEN QUEBEC AND STE. ANNE.

WEEK DAYS.

Leave Quebec.		Arrive Ste. Anne.
8.50 A.M.		10.00 A.M.
5.15 P.M.		6.25 P.M.
Leave Ste. Anne.		**Arrive at Quebec.**
7.15 A.M.		8 25 A.M.
11.40 A.M.	(except Saturday)	12.50 P.M.
12.20 P.M.	(Saturday only)	1.30 P.M.

SUNDAYS.

Leave Quebec.	Arrive Ste. Anne.
7.55 A.M.	9 00 A.M.
2.00 P.M.	3.10 P.M.
5.30 P.M.	6.40 P.M.
Leave Ste. Anne.	**Arrive Quebec**
5.50 A.M.	7.00 A.M
11.40 A.M.	12.50 P.M
4.00 P.M.	5 10 P.M

BETWEEN QUEBEC AND ST. JOACHIM

Leave Quebec.		Arrive St. Joachim.
5.15 P.M.	(Tues. & Sat. only)	6.40 P.M.
Leave St Joachim.		**Arrive Quebec.**
11.25 A.M.	(Tuesday only)	12 50 P.M.
.05 A.M.	(Saturday only)	8 25 A.M.

Freight for Beaupre and St. Joachim will be received at Quebec Station on Tuesdays and Saturdays only.

For all other information apply to the Superintendent.

H. J. BEEMER, President. W. R. RUSSELL, Superintendent.

October 2, 1897.



Richelieu & Ontario Navigation COMPANY.

A STEAMER WILL LEAVE QUEBEC for Montreal daily (except Sunday) at 4 00 P.M., calling at Batiscan, Three Rivers and Sorel. The Staterooms are heated.

Toronto Line.

This service will continue tri-weekly until 29th September. After that date twice a week Toronto and Hamilton.

Saguenay Route.

After the 20th September, one steamer will run Tuesdays and Saturdays, at 8.00 A.M.

L H. MYRAND, Agent.

November 9, 1897.

NOTICE

IS HEREBY GIVEN THAT THE PIER at mouth of Cap Rouge River is submerged as well as the other deep water pier that was there up to last winter, at the end of the Long Wharf. The position of the PIER at the MOUTH of CAP ROUGE RIVER is, as heretofore, shewn by a Flat Buoy by day and a White Light by night, and the position of the DEEP WATER PIER, recently taken at the end of the Long Wharf is in a straight line with the said Flat Buoy and about 00 feet the West thereof.

CAP ROUGE PIER AND WHARF CO.
N. FLOOD, Manager.

May 6, 1897.

TYPEWRITERS

New and Second Hand

LEADING MAKES.

For Sale or to Rent!

THE LARGEST LINES OF TYPE-writing Papers and Linen for sale at LOWEST PRICES.

Little's Celebrated Satin-finished and Cobweb Carbon Papers.

— ALSO —

Sole Agents for the celebrated Ribbon-Edged Non-filling Ribbon for all Typewriters, etc.

JOHN E. WALSH,

Bookseller and Stationer.

25 St. John Street, Quebec.

November 8, 1897.

The ANSWER

—TO—

WHY!

Why does the public gather around our counters?

The Answer is Very Simple!

It is not for our personal consideration, but because we offer so many

CHEAP LINES OF GOODS.

If the ladies are so numerous around our Dress Goods Department it is because we have the

Largest Choice of Patterns

IN THE MARKET.



For the Cold Weather

We have the nicest range of

Underwear

ever seen in the city. We have from the cheapest make to the best finish,

Cotton, Wool and Silk.

..OUR..

FUR DEPARTMENT

has received special attention this year. Orders taken in this department ARE PROMPTLY EXECUTED.

LE SYNDICAT DE QUEBEC.

CORNER OF

Crown and Joseph Streets.

November 5, 1897.

Awfully Sudden Death.

The Injured Brakeman Succumbs to His Injuries

Electric Power Service Demoralized.

The New Military School—Death of Mr. William Moore—A Big Contract—The Spool Wood Industry—Wedding Bells—A New C. P. R. Hotel—Mysterious Disappearances—Coroner's Verdict in the Cantin Case—Dastardly Railway Outrage—Modern Gunnery—Judgment Against the Citadel.

Mr. Jas. McCloskey, the well-known stevedore, died very suddenly about half-past four o'clock yesterday afternoon. He was crossing from Levis on the ferry boat when he fell in an apparent faint. As soon as the boat reached the Quebec side of the river, he was carried into the waiting room and a doctor quickly sent for. The man of science arrived too late to be of any service, however. Mr. McCloskey gave a gasp almost immediately upon being carried into the waiting room and breathed his last. His body was subsequently removed to his residence on Buade street and the Coroner was notified. The deceased was about 57 years of age. He had been working at the steamer "Rydal Holme," at the Prince's Pier, Levis, and he had walked down with others from the steamer to the ferry wharf to take the steamer for Quebec. The Coroner's inquest will be held at 9 a.m. Thursday.

A New C. P. R. Hotel.

It is rumored that the C. P. R. intends to erect a large hotel at Three Rivers.

Lieut.-Colonel White Banquetted.

Lieut.-Colonel George Rolt White was last night banquetted at the Garrison Club by the officers of his late battalion, the 8th Royal Rifles.

Died From His Injuries.

Joseph Dubé, the brakeman who had both legs cut off on the Q. M. & C. Railway the other day, died from his injuries at 1.30 p.m. yesterday. The Coroner will hold an inquest on his body to-day.

A Big Contract.

Now that the Atlantic winter mail service has been apparently settled, the Postmaster-General will probably call for tenders from parties willing to undertake the task of setting the Quebec Post Office clock agoing.

The New Military School.

The proposed new military school for Quebec has been officially authorized. It is expected that it will be under the command of Captain Chinic, of St. Johns, and that he will be accompanied by three drill instructors from the St. Johns depot.

School of Arts and Designs.

A modelling class, under Professor De-Bessell, is to be added to existing ones and will be of great advantage to sculptors in different specialties, painters and stone cutters. Intending pupils should present themselves at the class room on Wednesday.

Demers vs. the Queen.

Judge LaRue has rendered judgment dismissing the *response en droit* of the Government to Mr. Demers' petition of right. The claimant's lawyers are now to press, on its merits, their case against the Province for $85,000, claimed as damages for cancellation of a printing contract.

Judgment Against the Seminary.

Chief Justice Lacoste and his colleagues of the Court of Appeals gave judgment in a number of cases yesterday morning. The most important of these was that of the municipality of Limoilou and the Seminary of Quebec. The latter claimed exemption from taxation on its property in the municipality across the St. Charles river, on the ground that it was a religious and educational institution. The municipality replied that the property taxed was a farm and worked for profit. The Court confirmed the judgment of the Court below condemning the Seminary to pay.

Mysterious Disappearances.

Mr. Louis Savard, of the Indian Village, Lorette, who has been working at Grand Mere, disappeared three weeks ago and has not been heard from since. He was about 5 feet 10 inches in height and had black hair and moustache. At the time of his disappearance he wore a grey coat and brown trousers. He is supposed to have gone in the direction of Three Rivers and any information regarding him will be gladly received by Mr. Ambroise Savard, Lorette.——A twelve-year-old girl, belonging to Notre Dame de Levis, disappeared a couple of days ago while on her way to school and has not been seen since.

The Cause of Cantin's Death.

The Coroner's inquest in the case of the unfortunate man Cantin, who was killed by a boiler explosion at the Commissioners wharf on November 1st, was concluded yesterday. The verdict was to the effect that the deceased came to his death through an explosion due to too high a pressure of steam upon an old and rusty boiler. The jury recommended that all men put in charge of these donkey engines be obliged to have certificates, and they also desired to urge upon the Government the desirability of having an Inspector for these engines appointed. It will be seen that the jury attach no blame in their verdict to the owners of the exploded boiler.

Modern Gunnery.

Col. Kingscote, commanding the Royal Artillery at Halifax, whose arrival has already been noted by the CHRONICLE, is here, we believe, to consult with Col. Wilson, Commandant, respecting the proposed interchange of Royal Artillerymen with men of this garrison. The idea is to send a number of R C.A. men to Halifax where there is an armament of modern guns, to take a course in gunnery there, replacing them temporarily with Royal Artillerymen. The Colonel is here to inspect the accommodation. He may also report through General Montgomery-Moore to the Imperial authorities respecting his idea of the advisability of a more modern armament for Quebec.

Dastardly Railroad Outrage.

Last Sunday night two young men from this city were coming down the Quebec and Lake St. John Railway's line on a railroad tricycle and were travelling at a good rate of speed on the down course below Lorette, when they struck an obstruction, a plank which had been placed on the rails. Both were thrown a considerable distance and painfully scarred and injured, while the tricycle was wrecked. A hand car containing about six persons, including two ladies, came down from Lorette shortly afterwards and brought them to town. It is supposed that the plank was laid for the purpose of throwing the hand car, and had the villainous authors of the outrage been successful in this some one would probably have been killed in view of the weight of the car with its living cargo.

Death of Mr. William Moore.

Many old Quebecers who knew him well will regret to learn of the death of the late Mr. William Moore, who was for many years an active and well-known citizen of the ancient capital. He came here when quite a young man from Ireland and was employed as a Corporation Surveyor during the introduction of the first system of waterworks. He resigned from this position and later on was the first Manager of the Quebec Street Railway Company. In this position he was replaced by his brother-in-law, the late Mr. Samuel Moore, when he himself was made Manager of the Gulf Ports Steamship Company. Later on, when the Company ran its steamers under the name of the Quebec Steamship Company, between New York and the West Indies, Mr. William Moore took up his residence in New York. He died at a very advanced age at Jersey City Heights on Saturday last. His relations and friends have our sincere sympathy.

Liver Ills

Like biliousness, dyspepsia, headache, constipation, sour stomach, indigestion are promptly cured by Hood's Pills. They do their work

Hood's Pills

easily and thoroughly. Best after dinner pills. 25 cents. All druggists. Prepared by C. I. Hood & Co., Lowell, Mass. The only Pill to take with Hood's Sarsaparilla.

The Spool Wood Industry.

Mr. Honoré Petit, M.P.P., of Chicoutimi, returned from Europe per s.s. "Labrador." He was over in the interests of the spool wood industry and reports the English market active. Millions of feet will be shortly sent forward by Canadian exporters.

Wedding Bells.

A very pretty wedding was celebrated at the Basilica chapel yesterday morning, when Mr. P. H. Hunt, accountant of the Victoria Hotel, led to the altar Miss Alice Coté, well known to the Quebec public through her connection with *Le Soleil*. Mr. M. H. Chabot gave away the bride, who was attended by the sister of the groom. The latter was supported by his brother, Mr. J. J. Hunt. The Revd. Curé Faguy officiated. After the ceremony the newly wedded couple left for the Eastern States, accompanied by the best wishes of a large number of friends. They will be away for a fortnight. Mr. Hunt was presented by his fellow-employees and others with a purse of gold amounting to about $150, and Mrs. Hunt also received a great many valuable presents.

Electric Power Service Demoralized

The snow storm yesterday afternoon upset all the arrangements of the Electric Power and Light Company. It damaged the wires conveying the power over Dorchester Bridge from Montmorency Falls to the city, and as a consequence the city streets were left in darkness and the the electric car service was completely demoralized. The cars were left standing for the rest of the day and night just wherever they happened to be when the trouble occurred. It happened in this wise. The force of the wind caused such swaying of the towers that the wires swung against each other, causing a most brilliant pyrotechnical display for some time, and the burning out of valuable wires. The public felt the inconvenience of the interrupted service very much, indeed, on account of the frightful condition of the streets, which were covered with thick slush. For a short time the incandescent lights all over town were extinguished, but some of them were supplied later. It is not yet known when the interrupted service will be resumed, but everything that can possibly be done to remedy the existing condition of affairs is being attended to.

The Pigskin Chasers.

Hip! hip! hurrah! A tiger, too,
And all that sort of thing—
Let loose the loudest kind of yells,
And high the headgear fling.
We've waited long and now we join
In wild tumultuous cheer,
For on the long gridiron fields
The football teams appear.

The heroes with the padded limbs
And Paderewski hair
Now own the earth—that is, as much
As on their suits they wear.
Like athletes bold of ancient times
They're always out for blood,
But now and then they take a turn
At wiping up the mud.

With sturdy hearts and curving backs
They line up for the pass,
Then helter-skelter off they go
To tumble in a mass.
Perchance they rise to find that nose
Or ear or tooth is gone,
But when the ambulance is filled
The game goes gaily on.

A thousand chappies, crazed with joy,
Disturb the atmosphere
By giving vent to yells that play
Sad havoc with the ear.
The football girls, who heretofore
Had seemed as mild as doves,
In frenzy clap their hands until
They burst their dainty gloves.

Though some may call it brutal sport,
They surely must be wrong,
Else how would jollity prevail
Among the watching throng?
So let us join in loud hurrahs,
And all the heroes praise,
For now we've reached the time of year
That brings the football craze.

Athlete's Journal.

Stamp-Collecting.

The collecting of postage-stamps, and the preservation of the same as curiosities, began immediately after the issue of the Mulready envelopes, and the 1840 one-penny black and two-pence blue adhesives. The first published notice of such collecting is said to have appeared in *Punch* in 1841.

The first Government to follow the example of Great Britain was that of Brazil, which issued the large figure stamps in 1843. Other countries slowly followed, until the growth of commerce, made possible by railroads and ocean steamers, and the consequent increased domestic and foreign correspondence, caused most of the other Governments to introduce the same system of prepayment by stamps early in the '50s. As the number of different stamps increased, more and more persons became interested in obtaining copies of the different varieties; but probably the most efficient agent in stimulating curiosity and eventually collecting, was the appearance of the triangular Cape of Good Hope stamps in 1853. The shape was so odd and the design so beautiful, that (judging by present prices) it would seem as if almost every copy used was saved. No one who collected stamps as curiosities was satisfied until he had one or more of these handsome postal labels.

As time went on, boys and girls became interested in stamps, and a rivalry began as to who could make up a collection of the greatest number of varieties. Many of the boys could get a large number of the stamps of one or more foreign countries, and by trading these with one another could increase their collections materially. The usual basis for such trading was stamp for stamp, and thus many rare stamps went into the hands of children who had no idea as to their future value. Unfortunately in those early days of philately the custom was to paste down the stamp on pages of old blank books, and very few stamps remained whole after one or two removals.—*Harper's Round Table.*

The King of Pills is Beecham's—BEECHAMS

TELEGRAPH TICKS.

"CHRONICLE" DISPATCHES CONDENSED.

The boilers at the Mercer Iron and Coal Company's works at Stoneboro, Pa., exploded at noon yesterday while the men were at lunch. Three men were killed and seven injured.

The Houghton passenger and an East bound freight on the South Shore Line collided last night at Brown Siding, a mile west of Champion. Wm. Green, the oldest engineer on the line, was fatally injured; the fireman escaped by jumping.

Fire has completely destroyed the large summer boarding house known as Glen Farm, North Hatley, owned by Mr. Putney. The fire was discovered about 5.30 yesterday morning and is supposed to have originated from a defective stovepipe. The Glen Farm is very prettily situated on the shore of Lake Massiwippi, about three miles from the railway station, and is patronized mostly by Montrealers. The place was covered by insurance.

Patent Report.

Below will be found the only complete report of patents granted this week to Canadian inventors by the United States Government. This report is prepared specially for this paper by H. H. Marion & Marion, head office, Temple Building, 185 St. James street, Montreal.

592,816—John McKechnie *et al*, Winnipeg, Canada, street sweeper.

593,935—Edgar D. Misner *et al*, Brantford, Canada, ball bearing vehicle axle.

592,810—Richard R. Mitchell, Montreal, Canada, flushing valve.

593,023—William G. Kelly, Niagara Falls Centre, Canada, snap hook.

593,170—Munroe White, Vancouver, Canada, wind wheel.

592,896—Munroe White *et al*, Vancouver, Canada, nut lock.

"Her father is not what you would call a well-read man," said one long-haired poet to another. "No. His library consists of only two books; but they suffice." "What are they?" "Bank books and cheque-books."

Bereaved Widow—I want something short and simple for my husband's tombstone. Dealer—How do you like "Resurgam?" Bereaved Widow—What does that mean? Dealer—I shall rise again. Bereaved Widow—No; make it "Rest in Peace."

Benin, back of the Guinea Coast, whose King was turned out by the British two years ago, is vieing with Buluwayo in its civilized attractions. It has golf links and a fortnightly mail.

President Faure has already sent presents of scarf pins and photographs of himself to Russian officers and others, as souvenirs of his visit to their country. He now intends to send brooches to a certain number of Russian ladies who were very attentive to him and kept him well provided with bouquets.

TRAINING OF THE BULL.

ORGANISING THE SPANISH NATIONAL PASTIME.

The bull-fight season in Seville, which is at its height during the warm weather, is slowly drawing to a close, and hence, as usual, even here and there in Spain, the moralist is abroad.

While the cruelty and savagery of the sport have been frequently dwelt on, the display of real courage, nerve, and skill has, perhaps, not been sufficiently appreciated by strangers. I am told that many of the most difficult passes heartily applauded by Spaniards seem tame to the novice's eye, while other manœuvres really far more easy appear difficult at first sight. There is a great deal to be done before the bull is fit for the ring. First of all the breed of bulls is carefully selected and cultivated, so that a bull from a celebrated breed fetches from £60 to £70.

The best herds are those of the Marquis of Santillo and Senors Muira and Marnoi; but though the majority of the herds come from the favored region of Andalusia, some very fine ones are bred in Castila, near Valladolid, and in Galicia. At one year old the bull is separated from the rest of the herd and branded with its insignia; then it is turned loose to graze on the wide plains and sniff the aromatic air of the pasturage at its own sweet will, in company with its brothers of the same age. When they are two years old comes the

PERIOD OF TRIALS,

or "tentaderos," a most exciting time. The bulls have to prove their mettle on the flowery vegas or plains. The ranche becomes alive with revelry, friends muster, lookers-on gather, and the sportsmen take the saddle in the early dawn. Skilled herdsmen, armed with lances some four yards in length, keep the impetuous bulls together — no easy task — and prevent them from joining their friends in the distance. Then one bull is allowed to escape across the plain, followed by two horsemen mounted on swift horses and armed with the lance or "garrocha."

Quick as thought they pursue him, plant a blunt-edged lance on his flank, and turn the bull over, a performance requiring practice, nerve and dexterity, a firm seat, a quick eye, and a strong arm. Strange to say, both the Countess of Paris and the Duchess of Alva are adepts at this sport. The blunt-tipped lance is planted on the bull's off-flank, near the tail, and a strong thrust, given when riding at full speed, overthrows the bull. Obviously, with its element of real danger, this is a more difficult feat than tilting at the ring, tent-pegging and polo. Immediately the bull rises he charges, when the second horseman, armed with a pointed lance, gives him a prick on the shoulder. Those bulls who freely charge twice are considered fit for the ring; some bulls will even charge a third time, but rarely. The remainder of the bulls, having shown no spirit or savagery, are condemned either to death or to agricultural labour. The selected bulls are then named and entered in a stud-book, like our own prize cattle in England.

These trials are not without danger even to the lookers-on. Bulls will charge and turn and twist, and some accidents generally occur among the attendants on foot as well as the horsemen, who delight in showing off their fine riding and their courage. Thus of old, before the time of Isabella the Catholic, were the bullfights conducted from the days of the Moorish invasion. The

SCENE WAS THE OPEN PLAZA,

or square, the performers all belted knights and gentlemen of good family, mounted on splendid horses and carrying only a short, sharp lance. Their prowess has been celebrated in song and story. Queen Isabella I. endeavoured to prohibit these contests, for her gentle heart revolted at the sight of human bloodshed; yet her orders proved unavailing, the sport being too thoroughly rooted in the national affections. She wrote on one occasion to her father confessor a letter, in which she said, "I do not absolutely forbid the bull-fights, for it is a task which it is not possible for me alone to accomplish."

Her grandson, Charles I., killed a bull with his own hand at a tourney in Valladolid, held to celebrate the birth of Philip II., and the exploits of gentlemen in the bull-ring, their prowess, grace, and dexterity were the pride of the Spanish nobility. Naturally, when, after risking his life repeatedly, the knight killed the bull in masterly style the enthusiasm of the audience grew frantic and unlimited, especially as, by the rules of the arena, the knight once unhorsed must face the raging animal on foot, alone, sword in hand. This last final act still forms part of the display of the matador at the present day.

With the advent of the Bourbons a change came over the bull-ring. It ceased to be fashionable for the nobles to compete, and the sport was

ABANDONED TO PAID PROFESSIONALS,

who make large fortunes, and reap public applause and admiration. The fine, spirited horses were replaced by poor miserable screws, only fit for the knacker, and the horsemen were encased in armour. One of the famous matadors, named Pepe Hillo, drew up the rules and etiquette of the "corrida," or bull-fight, as they exist at the present day, and sealed his splendid career with his life, for he fell mortally wounded in the arena in 1802. The people have not ceased to cherish their passion for the national pastime, and bull-fights are as popular now as at any period of their existence.

A fine bull fight is an expensive affair, and costs about £1,100 to £1,200; while the largest bull-rings, those at Madrid, Seville, Saragoza, etc., are as spacious as the old Roman amphitheatres. The two-year-old bulls, after their trials, are left to graze in peace in charge of herdsmen till they are four years old, when they are removed to the enclosures—large fields surrounded by palisades—where they remain till, strong, fierce, and full of muscle, they enter the bull-ring. Oxen are introduced into the herd during the night, and received without disfavour by the fiery bulls. These are decoys, trained to accompany them into the town where the bull-fight is to take place.

Presently the people are warned not to linger on the roads, and small barricades are erected near the entrances to the streets; nevertheless, even with all these precautions, a bull has occasionally escaped, and lives have been lost. The oxen all carry bells, and the drivers are armed with lances, and galloping wildly drive forward the bulls, amid noise and cries and clouds of dust. The operation usually takes place about one in the morning, and a few people gather on the low barricades to see the procession pass. The

DUCHESS OF ALVA GALLOPS

in with the horsemen to the Seville bull-fights, an amusement which is excessively risky, as it is necessary to whirl quickly round on reaching the bull-ring, or temporary home of the bulls, and the smallest false step would be fatal. The rush of the bulls blindly forward at full gallop in to the cells awaiting them when the trap-doors are closed is said to be almost as fine as the bull-fight itself.

When once firmly caged, the decoy oxen are taught to slip out, and the bulls are left alone till the final moment of combat and death. Out into the fierce sunshine the creature rushes, for one moment blinded by the light, the colour, the crowd, the clash of trumpets; then the multitude burst forth into loud cries, and applaud his first wild rush and onslaught. After a successful fight and artistic death thrust, the matador is heaped with presents—ladies in a frenzy of applause and excitement tear their bracelets from their arms, snatch their purses from their pockets, and fling gold and jewels into the arena. Once a poor woman, carried away by excitement and possessing nothing else, took off her corsets, and threw them at the triumphant matador.

On one occasion Sarah Bernhardt tore the jewelled pin from her hair, and presented it to the matador, who received it with grateful courtesy. These matadors

ARE IMMENSELY POPULAR.

They are generally rich men, lounge all the winter, and fight all the summer, alternating their feats of skill and courage with love-making and pleasure. Their nerves are naturally of iron, for when these break down, their profession is at an end. Their names are household words, their portraits in all the bravery of velvet and gold, and silk stockings and gaudy cloaks, fill the photographers' shops, and are gazed at admiringly by a gaping crowd. Even fine ladies do not disdain to honour the matador by their condescension, and a prosperous, admired, and heroic figure is this descendant of the Roman gladiator, until the day when, wounded or mortally hurt, he falls to the ground, or retires, and cuts off his pig-tail to die of old age quietly in his bed.

The best fighting bulls are never less than five or more than seven years old; and in their own dewy pastures look the handsomest and gentlest creatures imaginable.

A matador receives about £150 for a bull-fight, besides presents, and as he fights about seventy times in the year may make from £7,000 to £10,000 a year. The funeral of Espartero, one of the famous bull-fighters of Seville, was a most imposing and magnificent sight, and would have put that of many political notabilities to shame. The costume of a matador, besides being very magnificent, is also composed with a view to safety, yards of broad silk being tightly bound round and round his waist, proving an almost invulnerable barrier to the horns of the bull.

VIOLET GREVILLE.

CANADIAN DESPATCHES.

An Offensive Play in Montreal.

Police Protection Promised to the Offending Company.

More Trouble Expected.

The Richelieu and Ontario Navigation Company—A Possible Murder in Toronto—The Recent Stabbing Case in the Sister City—A Tragical Affair in Bayfield—The Hudson's Bay Expedition.

MONTREAL, Nov. 9—As a result of the showers of eggs and decayed vegetables hurled from the galleries of the Queen's Theatre last night, at the members of the "O'Hoolihan Silver Wedding" Company, police protection has been asked for. Fifty officers have been ordered to attend this evening's performance. More trouble is expected, as a large section of the Irish population complain that the play is offensive.

THE TWO MOUNTAINS ELECTION CASE.

The Court of Review to-day gave judgment in the Two Mountains Provincial election case, maintaining the preliminary objections and confirming Mr. Hector Champagne, Liberal, in his seat. The objection was that the petition had been entered after office hours.

RICHELIEU AND ONTARIO NAVIGATION COMPANY.

Stock to the value of nearly $300,000 in the Richelieu and Ontario Navigation Company was to-day transferred to the Toronto syndicate. The blocks are mostly 100 share lots and the owners are Jos. Simpson, A. D. Benjamin, John Hoskin, E. G. H. Bertram, William Christie, T. Eaton, W. D. Mathews, W. R. Brock, James K. Osborne and J. N. Flavelle. It is understood that the contract for the new boats is already signed.

MAY BE ARRESTED FOR LIBEL.

ARTHABASKA, Que., Nov. 9—A warrant for the arrest of Mr. O. E. Talbot, M.P. for Bellechasse, has been sworn out by Mr. C. A. Cornellier, Q.C., of Montreal. Mr. Cornellier objects to some expressions used by Mr. Talbot at the nomination meeting on Saturday. A telegram has been sent to Mr. Talbot demanding a retraction, otherwise he will have to appear before Magistrate Desilet, on Thursday next. Mr. Lavergne, the Liberal candidate, has, it is said, apologized to Mr. Cornellier for the language used by his supporter.

NOTES FROM THE CAPITAL.

OTTAWA, Ont., Nov. 9—A heavy snow storm is progressing here to-day. The air is middling cold with a southeast wind.

Major-General Gascoigne goes to Halifax to-morrow on an inspection tour.

The Railway Committee of the Privy Council meets on the 17th instant.

Major Bingham thinks that Mr. Casey, of this city, keeps a "bucket shop" which comes under the provisions of the Criminal Code. It is learned that the Crown Attorney will proceed against Mr. Casey when he thinks he has a case.

Ex-Mayor McDougall says that work on the Interprovincial Bridge between Ottawa and Hull will be commenced within a month.

Lord and Lady Aberdeen left for Montreal and will leave there for Toronto to-night.

A POSSIBLE MURDER IN TORONTO.

TORONTO, Nov. 9—Charles Bales, a bartender, was arraigned in the Police Court this morning on a charge of assaulting Henry Heidman, 238 Berkely street. He pleaded not guilty and asked for a week's remand. It was about to be granted when it was learned that the complainant was suffering from concussion of the brain and other injuries and might die. Bales was thereupon taken into custody and was remanded for a day. The fracus in which Heidman was hurt was alleged to have occurred at the Lunderkrantz Club, on Richmond street.

THE RECENT STABBING CASE IN THE QUEEN CITY.

James Hutton, the old tailor charged with the manslaughter of his son John by stabbing him with a pair of shears a week ago, was placed on trial in the Police Court this morning before Chancellor Boyd. The Crown case was quickly made out and Hutton was then placed in the box himself. He stated that he and his son became engaged in a scuffle, each of them having a pair of shears in his hand. He feared his son would kill him, as he had many times threatened. He had no intention of stabbing his son, much less killing him, but strugged with him in self defence. He had no recollection of how the fatal blow occurred.

A TRAGICAL AFFAIR IN BAYFIELD.

BAYFIELD, Ont., Nov. 9—A sad tragedy occurred in Bayfield last night, when Fred Elliott shot his brother Harvey dead. Both were under the influence of liquor and the shooting was the result of a quarrel. An inquest is being held. The young man is in a terrible state of grief over the result of his act.

PRAIRIE PROVINCE PARAGRAPHS.

WINNIPEG, Man., Nov. 9—The last of the criminal cases on the assize docket was concluded yesterday, when His Lordship pronounced the following sentences:—Robert Scott, 12 months' imprisonment; Robt. Burns, wounding with intent to do bodily harm, 7 years' imprisonment; Robert Shearer, assaulting a girl under 14 years, five years' imprisonment and twenty lashes.

NORTH-WEST TERRITORIES NOTES.

REGINA, N.W.T., Nov. 9—In the North-West Assembly yesterday, it was announced that Mr. Chalmers, who had been sent to make a rapid exploration of the country between Edmonton and Peace River, had just returned and had reported by telegraph that a good road was practicable from Fort Assiniboine to Peace River. The Government would, therefore, make arrangements for constructing such a road. This announcement was received with cheering.

THE HUDSON'S BAY EXPEDITION.

HALIFAX, N.S., Nov. 9—Commander Wakeham, of the Government expedition to Hudson's Bay, and Mr. Jas. Fisher, M.P.P., of Manitoba, who accompanied him on the trip north, which has lasted since early summer, arrived in Halifax last night, having left the steamer "Diana" at Port Hawkesbury. Mr. Fisher, it is understood, went on the expedition in order to report on the feasibility of the Hudson's Bay route for Atlantic steamers carrying grain from the North-West, the scheme being to run a railway from Winnipeg to Fort Churchill and tranship there, the carriage by rail being lessened 600 miles as compared with Montreal and the ocean voyage being also materially shortened. Mr. Fisher states that he is pleased with the outlook, but does not go into the details of the results of its observation. The "Diana" left Halifax on June 4. Previous to July 15 she had considerable trouble with the ice, but after that date experienced no difficulty in navigating the straits and bay, as already reported. Commander Wakeham planted the British flag on an island lying off Baffin's land, where he found a number of Scotch whalers, who entertained doubts as to what nation the island belonged. He says that the people there are now satisfied on that point. Commander Wakeham states that the present chart of Hudson's Bay and Hudson's Straits are most unreliable. All of them show islands which do not exist, and islands which do exist are not mentioned. The tides are very heavy and the season short, with the summer days very long. When the "Diana" started for home snow was falling heavily in the bay and straits.

Heroic.

Wife—"John! John! Get up! There's a man in the house." Husband—"I positively refuse to allow you to remain in this room alone."—Chicago *News.*

There will be a total eclipse of the sun visible in India on January 21st, 1898. Three expeditions will go out from England to observe it. One, under Sir Norman Lockyer, will go to Colombo, in Ceylon, and will occupy itself chiefly with spectroscopic and photographic work. The second, headed by the Astronomer Royal, Mr. Christie, will be stationed at Jour, 100 miles south of Poona; while the third, under Dr. Copeland, will watch the eclipse at Wardha.

AMERICAN DESPATCHES.

Sir Wilfrid Laurier's Mission.

Pending Questions Between United States and Canada.

All Disputes May Be Settled.

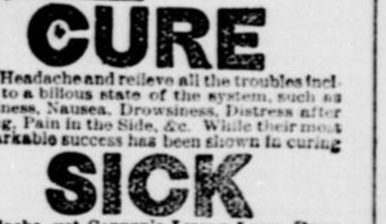
The Thorn Murder Trial—The Recent Railway Disaster.

WASHINGTON, D.C., Nov. 9—The authorities here have been advised that the arrival of Sir Wilfrid Laurier, Premier of Canada Sir Louis Davies, Minister of Marine and Fisheries in the Laurier Cabinet, and other officials of the Dominion, is to have an important bearing not only on the Behring Sea settlement but on all the pending questions which have been a source of international complications between the United States and Canada, namely, the passage of alien laborers to and from Canada, the North Atlantic fisheries question, the presence of many Americans in the Klondyke territory belonging to Canada and in the mining regions of British Columbia, the fisheries trouble along the great lakes, the bonding privilege granted to Canadian railroads, the controversy over rights in the Fraser River, British Columbia, and in the Puget Sound, and also the question of a reciprocity arrangement between the United States and Canada. There is direct information that Sir Wilfrid comes prepared to take up all these questions, and, if possible, to include a general settlement whereby the constant friction they have engendered may be overcome. On some of these subjects he will confer with President McKinley, and on at least one of them, that relating to alien laborers crossing the border, he will suggest mutual modification of the present restrictions as, in his opinion, will be of material advantage to the thousands of Americans now in the Klondyke and British Columbia mining country, and at the same time will be advantageous to Canada along the eastern border. The essential features of Sir Wilfrid's mission were communicated to the officials here by persons fully advised of the Premier's plans and it can be said that the suggestion that the decks be cleared of existing disputes between Canada and the United States met the favor of the Administration. While the Behring Sea settlement occasioned the visit of the Canadian Premier, the Canadian authorities attach much less importance to it than they do to the other questions mentioned. They say that the Canadian sealing interest is confined almost entirely to the far western territory, where the sealers fit out and that even then a considerable percentage of the so-called Canadian sealers sail from Seattle and San Francisco, and are American citizens who fit out in Canadian ports under the British flag. Among the plans suggested is that of an indemnity large enough to permit Canada to buy out the sealers and retire them from the business. With this done, the United States, Russia, Japan, Great Britain and Canada would be together in the suppression of pelagic sealing. There is no determination, however, to advance this plan in preference to others, and the scope of the settlement will remain in doubt until the negotiations open. Sir Wilfrid Laurier and his associates will urge strongly that the border immigration question be settled and on this point will confer with the President. Under the Premier's direction the Canadian Parliament passed an alien immigration law last spring by which American contractors and American labor was barred from competing in the work on the Crow's Nest Pass Railway, a Government undertaking in Western Canada. On the other hand, it is claimed by the Canadians that about 5,000 Americans are in the Klondyke territory belonging to Canada, and that fully 10,000 American laborers are working in the mines of the British Columbia. The United States Immigration laws, it is asserted, are administered with harshness along the Canadian border and are a daily source of irritation. Sir Wilfrid, therefore, will suggest that the causes of irritation be removed on both sides, and it is understood that he is prepared to offer a repeal of Canadian restrictions in the Klondyke and other regions if the administration of the American law is made more lenient.

NEW YORK, Nov. 9—This, the first day of the trial of Barber Martin Thorn for the murder of one William Guldensuppe, a bath rubber, was entirely taken up in securing a jury, and much to the surprise of all those interested, the efforts of the lawyers for the prosecution and defence were well rewarded, as twelve good men and true had been sworn to try the case when the hour for adjournment (5 p.m.) was reached. The trial began shortly after half-past nine o'clock, in the Queen's County Court House, Long Island city, before Judge Wilmot M. Smith, who is presiding at the unfinished October term of the criminal branch of the Supreme Court of Queen's County. District Attorney W. J Youngs, assisted by Judge A. Weller, and Assistant District Attorney George W. Davidson, appeared for the prosecution, and Lawyers Wm. F. Howe and Joseph Moss, of the firm of Howe & Hummel, had charge of the defence of Thorn, to which they had been assigned by the authorities of New York and Queen's Counties. Though Thorn was jointly indicted with Mrs. Augusta Nack for the murder, it was decided to try them separately.

THE RECENT RAILWAY DISASTER.

POUGHKEEPSIE, N.Y., Nov. 9—The State Railroad Commissioners, with the aid of experts in railroad building and engineering, to-day made a thorough technical examination of the section of the New York Central Railway near Garrisons on which the State express was wrecked and eleven people were killed on Sunday morning, October 24. The theory that the train was wrecked through the embankment being blown out by dynamite has been entirely abandoned, and the conclusion that the cause of the disaster was a "wash out" pure and simple, superinduced by unusually high tides and the extraordinary deep water in which the embankment was built, has been generally accepted.



CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

AGENTS SELL "KLONDYKE GOLD FIE[LDS]"

Like a whirlwind. Experienced canvassers reaping the richest harvest of their lives; new beginners doing wonders. Nearly everybody subscribes. One young fellow on a farm at $ 2.00 a month is making $75.00. A lady typewriter at $3.00 a week is clearing 11.00. A mechanic who has earned $1.50 a day is clearing $5.00 a day. We want more agents. Canvassing outfit 25 cts., worth $1.00. THE BRADLEY-GARRETSON Co., Ltd., Toronto, Ont.

September 21, 1897. d&w-

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE *Lea & Perrins* IS NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the ORIGINAL WORCESTERSHIRE

SAUCE.

Sold Wholesale by the Proprietors Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally.

RETAIL EVERYWHERE.

AGENTS—J. M. Douglas & Co., and Urquhart & Co., Montreal.

April 7, 1897.

KLONDYKE!

The Land of Gold Nuggets.

JOSEPH LADUE,

The new Bonanza King of the Klondyke Gold Regions, GIVES THE FACTS. His book reads like "The Arabian Nights." BUT Joseph Ladue knows whereof he writes. He was the first man on the spot when the gold was first discovered in August, 1896. He located one rich claim and immediately purchased twelve others at a low price before their value was known. He has refused $100,000 for any ONE of these claims, and they are rich with virgin gold nuggets beyond the dreams of avarice. He then

Established Dawson City

at the mouth of the Klondyke and Yukon Rivers, by erecting the first house in the region. He bought 178 acres from the Government at $1.25 an acre, on the city site where his city lots, 100x50, are now selling for $5,000 each. What makes his account of it especially interesting and reliable is the fact that his knowledge of it is practical. It has not been gained from hearsay nor from desultory visits, but from a residence there, year in and year out, for fifteen years.

In presenting his book to the public, we do so knowing that it is by the authority on the subject of which he writes. His work entitled

"Klondyke Nuggets"

is a brief description the new gold regions, and anyone desiring authentic information ld not fail to avail themselves of our

Nominal Offer

which places the facts in the possession of our readers.

This is the Only Coupon. Cut it Out.

Coupon for "KLONDYKE NUGGETS."

To City Readers.

Cut out this coupon and bring it with you (as evidence that you are a reader of the CHRONICLE). A copy of "Klondyke Nuggets," by Joseph Ladue, the Bonanza King of the new gold regions, will be handed to you for ten cents.

To Out-of-Town Readers.

Cut out this coupon and send it, together with 12 cents in stamps, and we will send a copy of "Klondyke Nuggets" to your address. Write very clearly, and give your name and address in full. Remember, you should not delay, as you will be unable to secure this valuable work in any other way. Address

THE CHRONICLE, Quebec.

It is easy to secure a copy of "Klondyke Nuggets" Cut out the coupon and follow instructions.

August 19, 1897. tf

A Wonderful Medicine.

BEECHAM'S PILLS

For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Giddiness, Fulness and Swelling after meals, Dizziness and Drowsiness, Cold Chills, Flushings of Heat, Loss of Appetite, Shortness of Breath, Costiveness, Blotches on the Skin, Disturbed Sleep, Frightful Dreams, and all Nervous and Trembling Sensations, &c. THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. This is no fiction. Every sufferer is earnestly invited to try one Box of these Pills, and they will be acknowledged to be

WORTH A GUINEA A BOX.

BEECHAM'S PILLS, taken as directed, will quickly restore Females to complete health. They promptly remove any obstruction or irregularity of the system. For a

Weak Stomach, Impaired Digestion, Disordered Liver,

they act like magic—a few doses will work wonders upon the Vital Organs; Strengthening the muscular System, restoring the long-lost Complexion, bringing back the keen edge of appetite, and arousing with the Rosebud of Health the whole physical energy of the human frame. For throwing off fevers in hot climates they are specially renowned. These are "facts" admitted by thousands, in all classes of society, and one of the best guarantees to the Nervous and Debilitated is that Beecham's Pills have the Largest Sale of any Patent Medicine in the World.

PREPARED ONLY BY THOMAS BEECHAM, ST. HELENS, ENGLAND.

OF ALL DRUGGISTS.

December 8, 1896 Lm-eow t-,th sa

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Newest Perfume

AOLINE

"Most Refreshing."

NICE ALWAYS, BUT DELICIOUSLY REVIVING IN HOT OR CROWDED ROOMS.

A true natural perfume made from flowers. Not a Chemical Preparation.

"AOLINE" PERFUME. "Most Refreshing."

"AOLINE" TOILET SOAP. For the complexion.

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Of all Chemists and Stores.

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INVENTORS OF THE CELEBRATED

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August 4, 1897. 3m31 w

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September 21, 1897. mar4-d&w

CANADA,
PROVINCE OF QUEBEC, District of Quebec. } SUPERIOR COURT.
No. 928.

Dame Justine Asselin, wife common as to property of Edmond Leclerc, baker, both of the city of Quebec, duly authorized *a ester en justice,*

Plaintiff,

vs.

The said Edmond Leclerc,

Defendant.

AN ACTION IN SEPARATION AS TO bed and board, has been instituted in this cause on the Twenty-Eighth day of July, 1897.

CASGRAIN, LAVERY & RIVARD, Attorneys for Plaintiff.

November 10, 1897. E-w

CANADA,
Province of Quebec. District of Quebec. } SUPERIOR COURT.
No. 810.

Dame Belzemire Don Carlos, of the city of Quebec, wife common as to property of Phileas Paquet, plumber, now in the city of Quebec, and duly authorized *a ester en justice,* against the said Phileas Paquet,

Plaintiff.

vs.

The said Phileas Paquet, Defendant

AN ACTION IN SEPARATION AS TO bed and board, has been instituted in this cause, on the Seventh of April, one thousand eight hundred and ninety-seven.

CASGRAIN, LAVERY & RIVARD, Attorneys for Plaintiff.

October 20, 1897. E-w

Epps's Cocoa.

ENGLISH BREAKFAST COCOA

Possesses the Following Distinctive Merits:

DELICACY OF FLAVOR.

SUPERIORITY in QUALITY

Grateful and Comforting to the NERVOUS or DYSPEPTIC

NUTRITIVE QUALITIES UNRIVALLED.

In Quarter-Pound Tins Only.

Prepared by JAMES EPPS & Co., Ltd., Homœopathic Chemists London England.

October 5, 1897. tu,th,sa,&w-Fm

HOME WORK FOR FAMILIES.

We want the services of a number of families to do work for us at home, whole or spare time. The work we send our workers is quickly and easily done, and returned by parcel post as finished. Pay $7 to $10 per week. For particulars ready to commence send name and address. THE S. A. SUPPLY CO., BOX 265, LONDON, ONT.

September 21, 1897. d&w Cm

WANTED—Earnest Men and Women, to circulate "The Sword of Islam; or Suffering Armenia," a thrilling book. Graphic account of the Eastern Question, the Turk, Armenian, and Mohammedanism with its horrible massacres. Numerous startling illustrations taken on the spot. 448 pages, only $1.90. Agents make $15.00 to $30.00 weekly. Books on time. Prospectus free to canvassers. THE BRADLEY-GARRETSON CO., LTD., Toronto, Ont.

February 16, 1897. tf-w

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