Quebec Morning Chronicle

VOL. XLIII — QUEBEC, WEDNESDAY, NOVEMBER 27, 1889. — No. 15,465

Derangement of the liver, with constipation, injures the complexion, induces pimples, sallow skin. Remove the cause by using Carter's Little Liver Pills. One a dose. Try them. m,w,f&w

AFTERNOON REPORTS.

ENGLAND'S ATTITUDE TO THE BRAZILIAN REPUBLIC.

Five Hundred Pilgrims Drowned.

A DISTURBANCE IN HAYTI.

Terrible Explosions—New York's "Knockers Out"—A Railway Train "Held Up."

LONDON, Nov. 26—The flag of the new Brazilian Republic was hoisted for the first time in English waters to-day with a result that must have been discouraging to the overzealous officer who made haste to display his colors in advance of the formal recognition of the Government, whose emblem was thus flaunted. The occasion of the display was the arrival at Plymouth of a Brazilian warship, to receive which the usual preparations were made by the British war vessels and forts, and the customary signal to salute was awaited from the flagship of Sir William Montagu Dowell. When, however, the flag of the United States of Brazil was displayed, instead of the expected "Imperial Ensign," Admiral Dowell sent a request to the Brazilian commander to hoist the recognized flag of Brazil, or at least not to run up any other. The Brazilian captain declined to comply with the request, and the British forts and warships remained silent. It is probable that the captain of the Brazil ship will make such representations of the affair as will call forth an intimation of England's attitude with regard to the new South American Government from the Foreign Office.

Ernest Norton Rolfe, a journalist, has been sentenced to ten years' penal servitude for forging a bill of exchange. In pronouncing sentence the judge said he doubted if a more veteran forger and swindler had ever fallen into the hands of justice. Rolfe has undergone numerous sentences for similar crimes in both Europe and America.

DUBLIN, Nov. 26—Mr. Peter O'Brien, Attorney-General for Ireland, succeeds Sir Michael Morris as Lord Caisf Justice of Ireland.

PARIS, Nov. 26—The *Journal des Debats* says:—M. Thenet, ex-Regent of Annam, who fled to Canton and endeavored to secure men and money for a movement against Annam, has been imprisoned by order of the Viceroy.

CONSTANTINOPLE, Nov. 26—The Turkish journal *Saadet* reports that the ss. "India," with 500 Mahommedan pilgrims on board, has been sunk in the Ægean Sea and that only the captain and two passengers survive.

AMERICAN.

NEW YORK, Nov. 26—The steamer "Prins Fredrik Hendric," from Port-au-Prince, Nov. 20th, brings news that the state of affairs at Port-au-Prince was rather unfavorable to Hippolyte, and fears were entertained that there would be an uprising to depose him from the Presidency.

The steamer "Egeria" arrived to-day from Bremen and reports that at noon on the 25th instant, off Nantucket, she spoke the ship "A. J. Fuller," from Liverpool for New York, which signalled "Have on board crew and passengers of steamer "Santiago"; all saved, ship destroyed by fire." No other particulars were obtained. The steamer referred to is possibly the British steamer "Santiago" Captain Potter, which sailed hence Nov. 17th for Hull. The "Santiago" carried a miscellaneous cargo valued at $140,000. The vessel was valued at $350,000. She had only two passengers, Mr. Joy, an Englishman and Mrs. Knight a Boston lady.

The *World* says there are several thieves down in New York who re "knock out" are administered to unsuspecting strangers. "A knock-out" is the term by which a drugged knocker-out is known to those familiar with such things. The effect is always serious and once in a while fatal. When the victim recovers from the effects he will find his pockets rifled and himself, if he is alone, in the gutter, the Police Station or a hospital. In some cases the police seem to be in collusion with the robbers. Early Sunday morning four *World* men, each with an assistant to look after him, were sent out to investigate some of these doings and try the "knocker out." Three of the four got the "knocker out" and one of them had a fight in the bargain. Robbery was committed in two instances the police seemed to be keen by with the thieves. The victims were in very bad form yesterday when they reported for duty. The paper gives the location of several of the dens. Among them are the "Golden Horn" in 13th street; Tom McKeon's dive in Hester street and Jack Eyes tough "Joint" at Houston and Thompson street.

BUTTE, Mont., Nov. 26—It is said there is one other miner in the burning Anaconda mine in addition to those first named and it is probable there are three more. The mine remains sealed and the force of the fire is believed to be diminishing.

DAYTON, Ohio., Nov. 26—An explosion of gas occurred this morning at the residence of Scott Hawthorne, in the east part of this city. The house, a two-story brick structure, was blown to atoms. Two children were killed and Mr. Hawthorne, his wife and father received terrible injuries, which will probably result fatally.

PITTSBURG, Pa., Nov. 26—By an explosion at the Allegheny Bremer Steel works at Duquesne this morning, two men, William Marshall, night superintendent of the rolling mill and a man named Cooper, were killed and a number of others injured.

CHICAGO, Nov. 26—It was reported here yesterday that a traffic agreement had been entered into between the Vanderbilts and the Canadian Pacific, though the report has not been verified.

FORT WORTH, Tex., Nov. 26—Fifteen masked and heavily armed men boarded the south bound Santa Fe passenger train last night at Barwise, in the Chickasaw Nation, and attacked the express car. The guard and messengers fired twenty shots but finally gave in after the robbers had literally riddled the car. The money stolen is between $20,000 and $30,000, and came principally from Chicago. United States marshals are in pursuit of the robbers.

Stanley in Africa.

Expected Home in January.

The Natives Wholesome Fear—Fever the Greatest Enemy—Thanks from Emin Pasha.

LONDON, Nov. 26—The remainder of Henry M. Stanley's letter to Mr. Mackinnon consists of geographical details and accounts of occasional brushes with the natives. As a general thing, however, the natives displayed a wholesome fear of the expedition. The greatest trouble was caused by fever. Once there were 150 cases in a single day. Seasoned veterans like Emin and Casati were prostrated repeatedly. In July, the expedition lost 141 Egyptians. Many legged behind, being affected by bowel complaints and were left to the doubtful treatment of the natives, of whose language they were utterly ignorant.

During the time that Stanley was struck down by a severe illness, which well nigh proved mortal, and which lasted 28 days, the only additions to the camp were Shukari Aga, Chief of the Mowa station and one servant, these were all that remained of the garrison of sixty reported to be most faithful. During the month there were several plots mooted, only one of which was realized. The ringleader, a freed slave, was executed.

Stanley has sent the Geographical Society interesting details about the country he traversed.

The *Times* is assured that Stanley is not likely to reach home until the end of January and that he will stop some time at Mombassi to give the benefit of his experience to Mackenzie, who is organizing the Government in British Africa. "It is to be hoped," says the *Times*, "that Stanley may be induced to undertake the administration of the East African Government."

Mr. Mackinnon, President of the Emin Relief Committee, has received a letter from Emin Pasha dated Msiala, August 23. The writer thanks the subscribers to the relief fund and the members of the committee for their generous help, which he says saved a handful of forlorn ones from destruction.

Despatches received here state that a French caravan which arrived at Moniou Sunday met Stanley at Kilwa, and that he was then eight days march from Bagamoyo. It is stated that Stanley has no ivory in his possession.

CANADIAN REPORTS.

AN ARISTOCRATIC SWINDLER JAILED.

THE LAVAL-VICTORIA TROUBLE.

Heavy Failures in Montreal.

EXAMINING CANADIAN RAILWAYS.

QUEBEC

VAUDREUIL, Que., Nov. 26—The ceremony of driving the first spike on the Vaudreuil & Prescott Railway is over and track-laying is going on vigorously.

MONTREAL, Nov. 26—Major Dalrymple, brother of the Earl of Stair and heir to the title and estates, is in gaol here. The Major came out to Canada recently with Lord and Lady Cochrane upon a trip to the Rockies and stopped at the Windsor, where Lord Cochrane was obliged to pay his hotel bill. Lately he has been residing at the Balmoral, and engaged a carter whom he was unable to pay. He appeared before the Recorder and was fined three dollars and being unable to pay it was sent to gaol. The prosecution by the carter is known to be merely a blind, as the real reason for his arrest was a *capias* taken out against him by a lady to whom he was materially indebted at several times. He has systematically been living at the best hotels and clubs on his reputation, the Metropolitan alone being out to the extent of $200. It was only to-day it was discovered that he was in gaol, where he has been for three days, all the proceedings having been suppressed.

The following resolution, agreed to by those interested, explains the condition of the university troubles: "It is unanimously resolved that the professors of the School of Medicine and Surgery of Montreal and those of the Faculty of Medicine of Laval who signed the Union Act, engage to take the Pope as the arbitrator of the difficulties that have up to now prevented a definite union of these two schools and abide by his decision; that each party draft a memorial containing its side of the question, or both make one memorial containing both sides of the question, which will be forwarded to Rome; that pending the result, the union between the two institutions continue, with this modification, that the courses are to be given in both institutions, Dr. Rottot giving the clinics at the Hotel Dieu, and that the students of both institutions be admitted on the same footing in all the hospitals."

A demand of assignment was served upon Prevost, Prevost & Co., wholesale hardware merchants, St. Paul street, at the instance of the Banque du Peuple, this afternoon. The liabilities are $75,000, of which about $36,000 are due to the Banque du Peuple and $15,000 to the Bank of Hochelaga, both being secured on customs' paper. The principal creditors are the Montreal Rolling Mills, Crathern, Caverhill & Co., Pillow, Hersey & Co., Binny, MacPherson & Co., Jas. Robertson, B. and S. S. Thompson and Frothingham and Workman. The failure is ascribed to the collapse of a number of country customers of the firm.

Messrs. A. Fournier & Co., grocers, have assigned at the demand of Messrs. Caverhill Hughes & Co. Liabilities about $30,000.

Alderman Rousseau and Messrs. Henry Hogan, George Bishop, Wm. Brisbane and Gen. R. Lightham, will apply to the Legislature at its next session to be incorporated under the name of "The Canadian Bridge and Iron Co. (limited) with a capital stock of $75 000.

The traffic returns of the C.P.R. for the week ending Nov. 21st are $329,000, being an increase of $22,000 over the corresponding week of last year.

The Rev. Abbe Giband, of the church of Notre-Dame, who has been ill with heart disease for some months past, died to-day.

Judge Dugas left for New York to-day, where he will be one of the principal witnesses in the extradition case of David Campbell, who left Montreal about two months ago and is now charged in New York with forgery.

ONTARIO.

OTTAWA, Nov. 26—The Governor-General visited his office in the East block to-day.

Mr. E. Colby, M.P., and Mr. W. H. Montague, M.P., Haliburton County, are here.

The dispute between the Vacuum Oil Company, of Rochester, N.Y., and the Customs Department, as the result of a recent seizure, was argued yesterday before the Minister of Justice. No decision has yet been rendered. The company has deposited a $5,000 forfeit with the Government.

A deputation of British Columbia salmon fishermen arrived here to-day. Among other things they seek a modification of the fishery regulations, and will ask for the removal of the poll tax of $50 a head on the Chinese. They represent that Chinese labor is essential to the success of the salmon packing industry, which otherwise will collapse. The visitors also propose to ask the Government to remove the duty of 33 per cent. on mining machinery.

D. Muir, Mayor of Truro, arrived yesterday as the advance guard of a large deputation which will interview the Government on Wednesday next in connection with the Nants Central Railway Company, of Nova Scotia, which proposes building a line from Truro to Windsor, to be subsidized at the rate of $3,200 per mile. Sir Adams Archibald, M.P., Messrs. Alfred Putnam, M.P., Allan Haley, M.P.P., J. E. Blanchard, James Dickie, C. E. Harding and Mr. Mudge, all representing the Nants Central, and ex-Premier Holmes, Mr. R. G. Leckie and others, representing the Stewiacke Railway Company, who are opposing, are yet to arrive.

Count Antonio Zlzairski, the Russian engineer, has arrived here on behalf of his Government to inspect, with a number of other engineers, the railroads of Canada. The Government of Russia is building a railroad across Siberia to the Pacific Ocean. There will be 4,000 miles of track and 2 500 miles of river transportation. Count Zlzairski's mission is to inspect the Canadian Pacific railroad, as the climatic conditions of Canada are much the same as those in Siberia. He will make a study of iron and steel bridges, rails and other metal work of the road. The Count was one of the chief engineers who built the Russian railroad from the Caspian Sea nearly to India. The rapidity with which this road was constructed and the obstacles that were overcome astonished the engineering profession. The Count said that on the Caspian Sea and the Afghanistan railroad the rates for freight and passengers are so high that caravans of camels still proceed on their way laden with tea, silks, spices, cotton and sugar, from the far East, directly alongside the railroad, with which they still manage to compete and hold their own. The railroad has only two trains per week each way. When told of Kennan's narrative and description of the Siberian exiles the Count remarked: "We do not see why criminals should be sent to a very fine country and given their liberty, that is no punishment. He thought he voiced the general feeling among the Government supporters that the effect of agitation and newspaper talk would be to increase the severity of exile and punishment. It was necessary to treat political criminals in the manner described. He related that there were 60,000 prisoners and exiles that were not permitted to locate permanently anywhere.

The Marine Department issues the following notice to-day: Lieut. Commander Chas. H. Stockton, commanding the United States steamer "Thetis," reports that during the past summer while on the north and northwest coasts of Alaska, the "Thetis" at various times drift floats. These floats are made of wood about two feet long and 9½ inches thick, with the name of the ship, date and the words "for drift" cut upon the face. In a cavity at one end of the float, plugged with soft wood, there is a copper cylinder containing a letter requesting the finder to inform the United States Hydrographic Office, Washington, D.C., the nearest United States consul or the commanding officer of the "Thetis," the time and place where the float was found. These floats are intended to show the direction and strength of the currents off the coast of Alaska, and any information obtained from them will be of value to navigation. Masters of Canadian vessels in British Columbia and Alaska waters, or residents on the coasts of British Columbia, finding any of these floats, are strongly urged to comply with the request contained therein.

Baron Ferdicand Van Brussel, Consul-General for Belgium, arrived in town to-day from Quebec. He states that he will very shortly take up his residence here permanently.

M. J. A. W. Oliver, of Glasgow, Scotland, is here. He is manager of the Commercial Colonization Company of Manitoba, which, since its organization, two years ago, has settled on its lands, in the neighborhood of Salt Coats, on the Manitoba and North-Western Railway, no fewer than 60 families or about 400 souls. Mr. Oliver has just returned from an inspection of the settlement. The results so far have been fairly satisfactory. It is true there was a long drought last summer, and the crops were poor, but the settlers are hopeful and expect better luck next year. The company its if is so well pleased with the prospects that it has merged into a larger company with a capital of $2,500,000, and will operate on a more extensive scale. Next spring it will send out 60 or 70 families, and each succeeding spring Mr. Oliver expects the company will send from 200 to 300 families.

The Department of Railways and Canals issued a notice to-day that the Welland Canal will be closed at midnight on Saturday for the remainder of the season.

It is estimated that the last season's cut on the Ottawa district totals 795 009,000 feet, divided up as follows:—J. R. Booth, Ottawa, 85,000,000; McLaurin Bros., Arnprior, 85,000,000; Bronson & Weston, Ottawa, 80 000,000; Perley & Pattee, Ottawa, 70,000,000; Pierce & Co., Ottawa, 60,000,000; E. B. Eddy & Co., Hull, 60 000 000; W. C. Edwards, Rockland, 60 000 000; Robert Hurlman & Co., Hull, 40,000 000; James McLaren & Co., 40,000,000; Gilles Bros., Braeside, 40,000 000; McCaymen, 25,000,000; McLaren, Edwards & Caldwell, Carleton Place, 60,000,000; Gilmour & Co., Gatineau, 40 000,000; local mills above Braeside, 50,000,000.

The *Free Press* says: Mr. Charles Colby, member of Parliament for Stanstead, P.Q., entered Sir John A. Macdonald's Cabinet to-day, as President of the Council. He was sworn in at 3 p.m. in the Privy Council Chamber, by Mr. John J. McGee. The Premier and several other Ministers were present. The report, however, is denied to-night.

CORNWALL, Nov. 26—Upon hearing of the unfortunate accident to Mr. Michael Cregan, the famous Lacrosse player, a special meeting of the Cornwall Lacrosse Club was promptly convened, whereat it was resolved that a testimonial fund be raised for the benefit of poor Mike, who is a general favorite with all the players and citizens. Liberal subscriptions are being made and it is expected that a goodly amount will be obtained for presentation to Mr. Cregan as an earnest token of sympathy and esteem.

WESTPORT, Nov. 26—Another rail was placed on the track of the Brockville and Westport Railway yesterday by some miscreant, no doubt with mischief in view. It was fortunately removed before the arrival of the train, by a young lad named McNally.

TORONTO, Nov. 26—Sir Daniel Wilson has just received a cable message from Hamburg, announcing the gift of $1,000 from Mr. Julius Resch, who is a graduate of the University of Toronto, and wishes to endow a scholarship for the encouragement of the study of modern languages and especially of German. Mr. Resch took his degree of B. A. in 1880.

The musical and floral *fete* given at the Academy of Music last evening in aid of the Protestant Orphan's Home drew a very fashionable audience and scored a large success.

The Prison Reform Conference, called by the Prisoners' Aid Association, commenced this morning in the hall of the Normal school, Mr. W. H. Howland in the chair. The chief object of the conference is to endeavor to bring out such facts as will convince the Government of the desirability of appointing a commissioner to collect information guiding the best means of dealing with criminals. The morning session was taken up by the registration of delegates, an address from the chairman and a report from the Hon. Secretary, Dr. Rosebrugh.

GUELPH, Nov. 26—When news arrived this morning that the Governor had refused to grant a reprieve to Harvey, Sheriff McKim broke the news to the doomed man by giving him a Toronto paper to read. After looking over the paragraph he expressed no surprise and presented the same stoical demeanor he did during the trial. Since his sentence he has spent the time in reading and writing and listening to the admonitions of his spiritual advisers. In a number of the city pulpits on Sunday, prayers were offered for him. This morning Sheriff McKim left for Toronto to procure a scaffold and make other arrangements for Friday morning next. In the meantime Harvey will spend the remainder of his short life arranging his worldly affairs and taking counsel from his spiritual attendants.

WINDSOR, Ont., Nov. 26—On Sunday last, Joseph, second son of Charles Bratt, a farmer in Malden Township, took his father's shotgun, went into a small outhouse and there deliberately blew the top of his head off, scattering his brains in every direction. The suicide was 18 years of age and it is said committed the rash deed because of some difficulty with his sweetheart.

BOB BURDETTE.

A week or two since, says Bob Burdette in the Brooklyn *Eagle*, I was thundering along through the miles of exquisite landscape gardening that mark the suburbs of Philadelphia. A young gentleman sitting just in front of me left the train at a local station, and just as we started again half a dozen female voices shrilled out upon the startled air:

"Oh, Oh, that young man has left his umbrella! Oh! He'll never see it again! Call him back quick! Oh! Throw it out to him do-do-do-throw that young man his umbrella!"

And as they pointed at the young man and shrieked at me, I hastily raised the window, the powers of darkness assisting me, yelled at the young man, hurled the umbrella at him, like a javelin, and we were gone.

In about two minutes a young man two stories and a mansard taller than any member of my whole family came down the aisle of that car with a darkened brow, and looked long and earnestly into the vacant seat whence I had just fired a silk umbrella with a hammered silver head. He looked under the seat and then he looked into the rack. Then he looked at me. I didn't look up, but felt his eyes go clear through me, as I gazed fixedly out of the window and tried hard to think of the form of a prayer to be used for a man who expects to spend the rest of the Winter in the hospital. Before I could remember it the athletic-looking stranger said kindly, but very firmly:

"I left an umbrella in this seat a few moments ago."

For one moment the ghastliest silence you ever heard settled down on that car, and then those shrieking women giggled as though it was a light thing to die when you had a return ticket in your pocket that would be wasted. I tried to tell the stranger that the young man who was sitting in the seat took it with him, but I thought I had done enough wickedness and folly for one trip. I owned up and told him the truth. He was a magnanimous man and he spared me. But it was a moment of agony, and to-day there are white hairs on the back of my head that I never saw before, and I never pass through Merion station without a shudder. And I never again will offer to extend the slightest helpful courtesy to a stranger. No; if a train should jump off a bridge 4 000 feet high into a cataract fiercer than 10,000 Niagaras I would not offer to hold a lone woman's babe and get her handbag out of the rack for her while she put on her gossamer and hunted for her lost check in case she should want her baggage when we got to the bottom.

Tragic End of an Actor.

John Warner, a callow youth of a country town in Delaware, wrote a novel, paid a publisher $1,000 to put it on the market, and because only five copies were sold in a year the author went out to the dreary old woods and hanged himself. Had he done this at first it would have been money in his pocket. —*Detroit Free Press.*

Flippant widow (to young minister)—"Mr. Cornbloom, will you marry me?" Mr. Cornbloom (greatly agitated)—"Why, Mrs. Popham, really, you——." Flippant widow—"There's no hurry about it, you know. I haven't decided as yet who shall be my third. But you read the marriage service so beautifully that I thought I would engage you in advance."

MIDNIGHT REPORTS.

THE BRITISH GOVERNMENT PROTESTS.

Lord Salisbury at Nottingham.

MAHDIST INVASION OF EGYPT.

The Brazilian Government not Recognized — Boulangists will Visit the Exile — Germany's Colonial Policy.

GREAT BRITAIN.

LONDON, Nov. 26—A Conservative conference was held at Nottingham to-day. Lord Salisbury said the views of Mr. Gladstone, looking to the separation of Ireland from Great Britain, were making no headway. The bye elections for members of Parliament were mere skirmishes and were not fought on the main issue. He declared he was in favor of forming a national party which must, he said, grow gradually. Such a party could not be created by one man.

Lord Salisbury addressed a mass meeting in the evening. He said he would not support the Eight Hours Bill and it would be a great mistake for workmen to have it passed. He favored an extension of laborers allotments and gave a qualified approval to free education. Dwellings of the poor, he said, ought to be improved through public assistance and workingmen should be aided to emigrate.

The *Chronicle* says that the Messrs. Kendler, the famous bankers of Vienna, have failed with liabilities of two and a half million florins.

The *Times'* correspondent at Brussels says: A Belgian statesman, who has recently visited Rome, learned that the Pope was compelled to abandon his attempt to pacify Ireland because the clergy of that country threatened to rebel against Papal authority in case he persisted in his intention, as their living depended upon the Nationalists.

Premier Salisbury has sent a despatch to the British Minister at Lisbon ordering the latter to protest against the Portuguese proclamation claiming the countries north and south of the Zambesi River in Africa. Lord Salisbury says Mashonal, which is a part of the territory referred to in the Portuguese proclamation, is under British protection.

Mr. Parke, editor of the *North London Press*, was again arraigned in the Police Court to-day on the charge of criminal libel preferred against him by the Earl of Euston. The Earl, in his testimony, admitted that he had visited the house in Cavendish street, where the alleged unlawful practices are said to have taken place, but claimed he visited there for a lawful purpose. Mr. Parke was committed for trial.

GLASGOW, Nov. 26—There was a severe fall in the prices of pig iron to-day.

FRANCE.

PARIS, Nov. 26—The Chamber of Deputies has quashed the election of Count Dillon.

In the Chamber of Deputies to-day, the election of M. Arnault, for Montambau, was declared invalid on the ground that he was elected through clerical pressure.

Three hundred Boulangists under M. Laberisse will soon visit Gen. Boulanger on the Island of Jersey.

Despatches to the Foreign Office from Rio Janeiro say no Foreign Government has yet recognized the Provisional Government of Brazil, and the Brazilian Minister will await the decision of the Assembly before claiming recognition. The French officials in Brazil have been instructed to maintain the good relations formerly held with the Imperial Government. All the foreign Consuls in Brazil are receiving similar orders.

GERMANY.

BERLIN, Nov. 26—In the Reichstag to-day, Herr Bamberger and Dr. Windthorpt attacked the Government's colonial policy as badly conducted and as calculated to irritate friendly Powers. Count Herbert Bismarck denied that the German colonial policy had caused any friction with the Powers. He said he could not reveal at present the result of the Samoan Conference. According to a mutual arrangement between the Powers that took part in the Conference the details of the settlement must still be kept secret.

The *Cologne Gazette* publishes letters from Missionary Schynze which state that the Arabs influence in Uganda is dying out, and that the people are being attached to King Mwanga who is friendly to Europeans.

EGYPT.

CAIRO, Nov. 26—Confirmation has been received of the report that the Mahdi is perfecting a plan in conjunction with the Emirs, by which they shall make a combined invasion of Egypt.

Sir Evelyn Baring, British Consul here, and Colonel Wodehouse are inspecting Wady Halfa. The Harras are preparing for the threatened advance of the Mahdists.

ITALY.

ROME, Nov. 26—The Pope has not been invited to send a delegate to the Anti-Slavery Congress at Brussels. It is supposed he was ignored at the instigation of the Italian Government.

It is reported that Archbishop Satolli on his return from Washington, where he represented the Pope at the university inauguration, will be sent to Ireland on a mission similar to that of Mgr. Persico.

AUSTRALIA.

SYDNEY, N.S.W., Nov. 26—In his speech at the opening of Parliament the Governor, referring to colonial federation, said there was every likelihood the cordial discussion now being carried on would lead to a patriotic agreement between the colonists on this question.

UNITED STATES.

PITTSBURG, Nov. 26—Leechburg, a town of 300 inhabitants, three miles north of here, is threatened with destruction. A fire broke out in the heart of the town this afternoon and as there was a high wind blowing the flames quickly spread in every direction. There is no fire apparatus and engines have been ordered from here. Telegrams report intense excitement.

LEECHBURG, Pa., Nov. 26—By nine o'clock the citizens of Leechburg unaided got the fire under control. Before that, however, the Post Office, the Leechburg *Advance* building, Leechburg Bank building, Hill Bank building, Cochran's block, Squire's block, and twenty to twenty-five dwellings and stores were in ruins. The loss will reach $100,000. The night is cold and many homeless ones will suffer from exposure. Twenty families were rendered homeless and most of their goods have been burned or destroyed by water. It is raining and sleeting hard, destroying goods that were not burned by the fire.

WASHINGTON, Nov. 26—Secretary Blaine gave a grand dinner to the delegates to the International Marine Conference to-night. Besides the delegates, there were present Sir Julian Pauncefote, British Minister, Baron Mumm, German *Charge D'Affaires* and Senor Romero, Mexican Minister.

MEXICO.

CITY OF MEXICO, Nov. 26—Archbishop Labastide, it is reported, has sent to Spain for five hundred priests. He claims, it is said, that his native priests are useless.

THE MERCHANTS BANK OF CANADA.

NOTICE IS HEREBY GIVEN THAT A Dividend of

THREE and ONE-HALF PER CENT

for the current half-year, being at the rate of 7 per cent. per annum upon the Paid up Capital Stock of this Institution has been declared, and that the same will be payable at its Banking House in this city, on and after

MONDAY, the 2nd December Next.

The Transfer Books will be closed from the 16th to the 30th November, inclusive.

By order of the Board,

G. HAGUE,
General Manager.

Montreal, 22nd October, 1889.
October 28, 1889. b

Grand Trunk Railway.

FAST EXPRESS TRAIN SERVICE!

—BETWEEN—

Quebec and Montreal, Portland, Boston, New York, Ottawa, Brockville, Kingston, Toronto, Chicago, and all points in the United States and Canada.

Leave Quebec (Q. & L. Ferry) at.... *1.50 P.M. and 8.00 P.M
Leave ..... *1.55 P.M. and 8.25 P.M

*Daily except Monday.

Mixed for Richmond leaves Quebec 9.50 A.M.
leaves Levis 9.50 A.M.

Trains from the West arrive at Levis at.....6.20 A.M. and 1.50 P.M
Mixed.....7.30 P.M

Arrive Quebec about 15 minutes later.

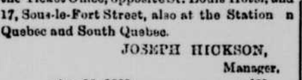
☞ Passengers take Levis Ferry.

Through Cars between Levis, Sherbrooke, Newport and Worcester, Mass., on the Day Trains.

Information about rates, &c., can be had at the Ticket Office, opposite St. Louis Hotel, and 17, Sous-le-Fort Street, also at the Station in Quebec and South Quebec.

JOSEPH HICKSON,
Manager.

mbr 18, 1889. apl20



QUEBEC CENTRAL RAILWAY.

Quebec, Boston and New York Short Line.

Direct and best route to Boston and all New England Points *via* Sherbrooke and Newport, Vt.

The Only Line running combined Parlor and Sleeping Cars between Quebec and Boston without change.

ON AND AFTER MONDAY, NOV. 11th, Trains will run as follows:—

EXPRESS—Leave Quebec (Ferry) 1.00 P.M. Leave Levis 1.35 P.M. Arrive Beauce Jct. 3.33 P.M. Arrive Sherbrooke 6.15 P.M. Arrive Newport 10.10 P.M. Arrive Boston 8.30 A.M. Arrive New York 11.40 A.M.

PASSENGER—Leave Quebec (Ferry) 8.00 P.M. Leave Levis 8.45 P.M. Arrive Beauce Junction 10.55 P.M. Arrive Sherbrooke 4.00 A.M. Arrive Newport 6.55 A.M. Arrive Boston 5.15 P.M. Arrive New York 10.00 P.M.

Monarch Buffet Parlor Sleeping Cars on this Train Quebec to Boston without change.

MIXED—Leave Quebec (Ferry) 1.30 P.M. Leave Levis 2.05 P.M. Arrive Beauce Jct. 5.50 P.M. Arrive St. Francis 6.45 P.M.

TRAINS ARRIVE AT QUEBEC —

EXPRESS—Leaving New York 4.00 P.M. Leaving Boston 7.00 P.M. Leaving Newport 6.00 A.M. Leaving Sherbrooke 8.05 A.M. Arriving Levis 3.00 P.M. Arriving Quebec (Ferry) 3.15 P.M.

PASSENGER—Leaving New York 9.00 A.M. Leaving Boston 1.00 P.M. Leaving Newport 9.35 P.M. Leaving Sherbrooke 11.45 P.M. Arrive Levis 7.10 A.M. Arrive Quebec (Ferry) 7.15 A.M.

Monarch Buffet Parlor Sleeping Cars on this Train, Boston to Quebec without change.

MIXED—Leaving St. Francis 6.00 A.M. Leaving Beauce Jct. 7.20 A.M. Arrive Levis 10.30 A.M. Arrive Quebec (Ferry) 11.00 A.M.

☞ All Trains are heated by steam from the locomotive.

CONNECTIO

At Levis and Harlaka Jct. with Intercolonial Railway; at Sherbrooke with Boston & Maine Railway for all New England points, and with the Canadian Pacific Railway for points in the Lower Provinces, Montreal and the West.

Tickets issued and Baggage checked through to all points.

FRANK GRUNDY, Gen'l Manager. J. H. WALSH, Gen Frt. & Pas Agt.

November 8, 1889.

ON AND AFTER MONDAY, 14th October, 1889, Trains will run to and from Palais Station, Quebec, as follows, Sundays excepted:

LEAVE QUEBEC.

7.30 A.M. Through Express for Lake St. John, daily, arriving at Chambord Junction at 5.45, and at Roberval at 6.30 P.M.

3.45 P.M. Local for Riviere a Pierre, daily, arriving there at 8.00 P.M., (and at St. Raymond at 6 30 P.M.)

ARRIVE AT QUEBEC.

9.00 A.M. Local leaves Riviere a Pierre daily at 4.55 A.M. and St. Raymond 6.25 A.M., arriving at Quebec at 9.00 A.M.

7.00 P.M. Through Express leaves Roberval daily at 8.10 A.M., and Chambord Junction at 8.40 A.M., arriving at Quebec at 7.00 P.M.

20 minutes at Lake Edward for lunch.

Freight for points in Lake St. John and Saguenay districts, East of Chambord Junction, must be billed to Chambord Junction, and for Roberval, and points West thereof, to Roberval.

Freight shipped from Quebec to Riviere a Pierre, and points South thereof, will be billed until 2.30 P.M., and to points North of Riviere a Pierre, until 5 P.M., at Palais Station.

☞ No Freight billed after 5 P.M. at Quebec

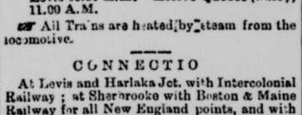
SINGLE FARE Return First-Class Tickets on Saturdays good to return till following Tuesday, are issued from Quebec to all Stations.

Tickets for sale by R. M. STOCKING, opposite St. Louis Hotel.

For information as to Freight and Passenger Rates, apply to ALEXANDRE HARDY, General Freight and Passenger Agent, Quebec.

J. G. SCOTT,
Sec. & Manager
Commercial Chambers.

October 12, 1889.



Quebec, Montmorency & Charlevoix Railway.

Open for Traffic Saturday, Aug. 10th.

Trains leave Hedleyville for St. Anne at.....7.30 A.M. and 6.30 P.M.
Leave St. Anne for Hedleyville at.....5.15 A.M. and 3.00 P.M.

SUNDAY TRAINS.

Leave St. Anne.....6.00 A.M. and 4.00 P.M.
Leave Hedleyville...7.45 A.M. and 6.00 P.M.

Special Sunday Pilgrimage Trains will continue to run as follows:—

From Hedleyville.... 6.00 A.M., 1.30 P.M.
From St. Anne.....11.30 A.M.

Return Tickets, Hedleyville to St. Anne, 1st Class 85cts, 2nd Class 60cts.

For special Freight and Passenger Rates apply to the Superintendent.

W. R. RUSSELL, Superintendent. G. S. CRESSMAN, Manager

October 5, 1889. aug3

INTERCOLONIAL RAILWAY OF CANADA.

THE DIRECT ROUTE BETWEEN THE West and all points on the Lower St. Lawrence and Baie des Chaleur, Province of Quebec; also for New Brunswick, Nova Scotia, Prince Edward and Cape Breton Islands, Newfoundland and St. Pierre.

Express Trains leave Montreal and Halifax daily (Sunday excepted) and run through without change between these points in 30 hours.

The Through Express Train Cars of the Intercolonial Railway are brilliantly lighted by electricity and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travellers.

New and elegant Buffet Sleeping and Day Cars are run on all Through Express Trains.

Canadian, European Mail and Passenger Route!

Passengers for Great Britain or the Continent by leaving Montreal on Friday morning will join outward Mail Steamer at Halifax on Saturday.

The attention of Shippers is directed to the superior facilities offered by this route for the transport of Flour and General Merchandise intended for the Eastern Provinces and Newfoundland, also for shipments of Grain and Produce intended for the European Market.

Tickets may be obtained, and all information about the route; also Freight and Passenger rates, on application to

T. LAVERDIERE,
49, Dalhousie Street,
Quebec.

D. POTTINGER,
Chief Superintendent.

Railway Office,
Moncton, N.B., 14th Nov., 1889.
November 19, 1889.

Intercolonial Railway.

1889.—WINTER ARRANGEMENT—1890.

ON AND AFTER MONDAY, 18th NOV., 1889, the Trains of this Railway will run daily, (Sunday excepted) as follows:—

TRAINS WILL LEAVE LEVIS.

For Riviere du Loup..... 8.00
For Halifax and St. John..... 14.30
For Riviere du Loup..... 18.00

TRAINS WILL ARRIVE AT LEVIS.

From Riviere du Loup..... 5.30
From Halifax and St. John..... 13.10
From Riviere du Loup..... 14.15

The Sleeping Car attached to Express Train leaving Levis at 14.30 o'clock runs to Halifax. All the cars on this train are lighted by Electricity, and heated by steam from the locomotive.

☞ All Trains are run by Eastern Standard Time.

Tickets may be obtained, and also information about the route, and about Freight and Passenger Rates from

T. LAVERDIERE,
49, Dalhousie Street, Quebec
D. POTTINGER,
Chief Superintendent.

Railway Office Moncton, N. B., 11th Nov. 1889.
November 18, 1889.

Canadian Pacific Railway

TRAINS LEAVE QUEBEC.

1.30 P.M. For Montreal, Ottawa, Toronto Chicago and all points West, and for St. Johns, Newport, Boston, and all points in New England and intermediate Stations, and for the North-West and Pacific Coast.

1.30 P.M. SUNDAYS for Montreal and intermediate Stations, for Boston and New England points, and Toronto and Chicago and points West.

10.03 P.M. For Montreal, Ottawa, Toronto and points West, and connecting at Montreal with the Through Trains, without change, for St. Paul, connecting at Sault St. Marie with Trains over Duluth South Shore and Atlantic Railway, and at St. Paul with all diverging lines. Also, for Boston, Portland, Springfield, Connecticut River points and intermediate Stations.

TRAINS ARRIVE AT QUEBEC:

From Chicago, Detroit, Toronto, Montreal, Boston and intermediate Stations 6.30 A.M. and 2.30 P.M., and on Sundays at 10.03 P.M. only.

Parlor Cars on Day Trains and Sleeping Cars on Night Trains.

TICKET OFFICES:—St. Louis Hotel, Palais Station, and 87, St. Peter Street.

W. F. EGG, Dist. Pass. Agt. D. McNICOLL, Gen. Pass. Agt.

November 22, 1889. t.th&sat

St. Romuald and Island Ferry.

STEAMER "LEVIS,"

WILL COMMENCE ON MONDAY 25th November, 1889, to run as follows

St. Romuald.	Quebec.
8.00 A.M.	11.30 A.M.
1.00 P.M.	4.00 P.M.

Island.	Quebec.
9.15 A.M.	8.30 A.M.
3.00 P.M.	2.00 P.M.

November 22, 1889.

The finest Meat-Flavoring Stock.

USE IT FOR SOUPS.

Beef Tea, Sauces and Made Dishes.

J. Liebig

EXTRACT of MEAT

NEW ADVERTISEMENTS.

Four Weeks to Christmas—THE CHRONICLE.
Union Bank of Canada—E E Webb.
Post Office Notice—A G Tourangeau.
St Patrick's Literary Institute—M K Bolger.
To Let—Mrs J Cosgrove.
Xmas Sale of Fancy Work—Ladies of the Cathedral Guild.
New Goods—E Roumilhac.
Wanted—P O Box 915, Montreal.
Lace Curtains, Burmese Muslins, Cretonnes, &c—Simons & Foulds.
Insolvent Notice—Kent & Turcotte.
City of Quebec Agricultural Society—Geo L Maxham.
Card of Thanks—A F Martin.
Tenders Wanted—J M Courtney.
Compagnie Generale Transatlantique—A Forget. See 1st Page.
Cunard Line—Vernon H Brown & Co. See 1st Page.
Ayer's Cherry Pectoral—Dr J C Ayer & Co.
Dyer's Jelly of Cucumber and Roses.

Tailoring Triumph of the Age.

GREELEY'S ADJUSTABLE PANTS
Patented Jan'y 29, 1889.

NO BUTTONS! NO BUTTON HOLES! NO SUSPENDERS!

THE VERY ACME OF COMFORT

ONCE WORN ALWAYS WORN!

"An Immense Success in the United States."

COPYRIGHT SECURED FOR QUEBEC.

☞ CALL AND EXAMINE ☜

W. Vincent, 38 Fabrique Street.

November 23, 1889. ap31m

THE LADIES

—OF THE—

CATHEDRAL GUILD

—WILL HOLD THEIR—

XMAS SALE

—OF—

FANCY WORK

—IN THE—

Y. M. C. A. ROOMS,

—ON—

FRIDAY, the 29th inst.

Doors open from 2 30 till 6, and 8 till 10 P.M.

November 27, 1889. C

NOTICE.

A SPECIAL GENERAL MEETING OF the Members of ST. PATRICK'S LITERARY INSTITUTE will be held in their Rooms,

This Wednesday, 27th instant, at 8 P.M.

Every Member is requested to be present, as business of importance is to be transacted.

M. K. BOLGER,
Secretary.

November 27, 1889. A

CARD OF THANKS.

L. Denis Hudon, Manager, Quebec, Union Mutual Life Ins. Co.

DEAR SIR,—Kindly tender my most sincere thanks to your Company for the prompt manner with which they settled claim under Policy No. 54,223, on the life of my late brother, Ed. O. Martin, in his lifetime representing the County of Rimouski in the Local Legislature. Two days after filing in claim papers, you handed me the draft for $1,000.

I cannot give you a more fitting proof of my appreciation of this promptness than by sending you my application for a $5,000 policy.

A. F. MARTIN, M. P. P.,
Manitoba.

Quebec, 26th November, 1889.
November 27, 1889. A

TENDERS FOR STEAM SERVICE.

PICTOU AND MAGDALEN ISLANDS.

SEALED TENDERS, ADDRESSED TO the Minister of Finance, and marked "Tender—Pictou and Magdalen Islands," will be received at the Finance Department, Ottawa, up to and including FRIDAY, the 20th DECEMBER next, for a Weekly Steam Service (including conveyance of mails) between Pictou, N. S., and the Magdalen Islands, calling at Georgetown and Souris, P. E. I., both going and returning.

Tenderers will also state the additional subsidy asked for round trip to extend the service from the Magdalen Islands to Grande Basin and Percé and return to the Islands, if required so to do, such extended trips not to exceed three during each season of navigation.

Full particulars of the terms and conditions required of the contractor as to route, mail service, &c., may be obtained from the Post Office Inspector at Quebec, Halifax, N.S., or St. John, N. B., or from the Postmaster at Pictou, N. S.

The lowest or any tender will not necessarily be accepted.

J. M. COURTNEY,
Deputy Minister of Finance.

FINANCE DEPARTMENT,
Ottawa, 20th November, 1889.
November 27, 1889. D-10

City of Quebec Agricultural Society.

THERE WILL BE A MEETING OF THE Directors of this Society held on FRIDAY next, the 29th inst., at the office of Lieut.-Col. J. BELL FORSYTH, at 12 NOON.

By order.

GEO. L. MAXHAM,
Sec. Treasurer.

November 27, 1889.

WANTED,

A FEW YOUNG LADIES TO LEARN a light and neat business to do at their home. For particulars, address, enclosing stamp, to

P. O. BOX 915,
Montreal, P.Q.

November 27, 1889. Fp

JUST FOUR WEEKS

—TO—

CHRISTMAS

And hundreds of thousands of dollars will, in those few days, be spent for holiday gifts and winter staples.

Merchants, won't it pay you to reach out for these flying dollars? THE CHRONICLE has the greatest circulation among the purchasing classes. The people who buy good articles—the wealthy, enterprising folks—are all patrons and readers of THE CHRONICLE.

November 27, 1889

UNION BANK OF CANADA.

DIVIDEND No. 46.

NOTICE IS HEREBY GIVEN THAT A Dividend of THREE per cent. upon the paid-up capital stock of this Institution has been declared for the current half-year, and that the same will be payable at its Banking-House in this City, and at its Branches, on and after THURSDAY, the SECOND day of JANUARY 1890

The Transfer Books will be closed from the 17th to the 31st December next, both days inclusive.

By order of the Board,

E. E. WEBB,
Cashier.

Quebec, November 26th, 1889.
November 27, 1889. 4dec31

UNTIL FURTHER NOTICE THE ENGLISH MAIL per "Canadian Steamers" via Halifax, N.S., will be closed on FRIDAYS at 1.00 P.M.

A. G. TOURANGEAU,
Postmaster.

POST OFFICE,
Quebec, 27th Nov., 1889.
November 27, 1889. A

E. ROUMILHAC

INVITES ATTENTION TO HIS LARGE Stock of NEW GOODS, comprising importations per last steamers from Europe, including Asparagus, Peas, Mushrooms, Beans, Vegetable Soup, Pate de Foie Gras, Potted Hare, Quail, Partridge, Snipe, Truffles, ALSO, Vermicelli, Macaroni, all of different assortments.

☞ Fine freshly imported Olive Oil.

Cargo of Burgundy and Bordeaux Wines. Grands Fins Champagne, Cognac, Malefaud. All kinds of liqueurs, Ports, Sherries, etc., etc.

All Goods to be sold at greatly reduced rates, owing to removal on 1st February next to my new premises.

E. ROUMILHAC,
10 & 12, John Street, U. T.

November 27, 1889. A

To Let,

FIVE LARGE COMFORTable Bed Rooms with the use of a Parlor, in the House situated in St. Angele Street, No. 7, Quebec.

Apply to

MRS. J. COSGROVE.

A certificate of the disinfecting of the House has been obtained from Dr. L. Laroe, Municipal Doctor of the City of Quebec, on the 19th November, 1889.

November 27, 1889. Ap

QUEBEC, WEDNESDAY, NOV. 27, 1889.

HERE AND THERE.

The elevation of Mr. COLBY, the member for Stanstead, to a portfolio, is a fitting reward for long and faithful political service. Mr. COLBY is a very capable man, a good speaker, and a gentleman of courteous behavior. He will take the office of President of the Council, and Sir JOHN MACDONALD will continue to administer the Department of Railways and Canals. Mr. CHAPLEAU receives no promotion, and the Toronto *Mail* clamors for Mr. FOSTER's head, on the ground that he "is evidently not big enough for the post of Finance Minister." It is not improbable that Mr. FOSTER will assume the duties of Collector of Customs, at St. John, N.B., before the House meets. And then, perhaps, the *Mail* will be satisfied. In the meantime, the country must be congratulated on the entrance into the Dominion Cabinet, of Mr. COLBY, who is in every way, suitable for the position. He has represented his county in the House of Commons since 1867, and has frequently been elected by acclamation. It is within the range of probability that when he goes back to his constituency for re-election, he will be spared the trouble of a contest. This would be only just. In any event, Mr. COLBY could not be defeated in his county.

The Parliament of Canada will meet for the despatch of business on the 16th of January. Mr. MERCIER has decided to meet his friends in the Legislature, on the same day, we hear. The two bodies will thus move concurrently. The local Premier has not favored us with even a bare outline of his political *menu*. From Ottawa, we learn, that important banking legislation may, with confidence, be expected. Bills relating to bills of exchange, and promissory notes are promised, and to secure valuable information on the subject, copies of the draft measure are being sent out to Boards of Trade and Banking institutions by the Minister of Justice. A measure dealing with the rather serious question of bank-note circulation, will also form a topic of action and of discussion, at the coming session. The Canadian Pacific Railway Company, we understand, will figure prominently in debate. Many other attractions, as the show-men say on the posters, are also promised. Altogether, we may expect a very lively and interesting session.

The other day, our correspondent "Wide Awake," favored us with the following brief but pointed epistle:—

SIR,—I see we have Sunday afternoon trains to Montreal, now, by the Grand Trunk Railway as well as by the Canadian Pacific. The G. T. R. sends no train on Mondays. Can you inform me whether a mail for the west leaves here on Sundays?

Yours,
WIDE AWAKE.

Quebec, Nov. 23, 1889.

The CHRONICLE respectfully submitted the above to Mr. A. BOLDUC, the enterprising and energetic Post Office Inspector of this division, for his careful consideration, Mr. BOLDUC lost no time in discussion, but promptly acted on the suggestion hinted at by our correspondent, and the Quebec Post Office has been duly instructed to make up a mail, on Sundays, for Montreal and the West, to be forwarded by the Grand Trunk Railway afternoon express, the mail closing at half past twelve o'clock. This will be much prized by our citizens.

In the poisoning case at St. John, New Brunswick, young MCDONALD has been indicted for the murder of Mrs. CATHERINE MACRAE, the wife of the Rev. Dr. DONALD MACRAE, of that city. The story of that awful crime is still fresh in the minds of our readers. The deceased ate a few candies from a box of sweets addressed to her husband, through the post, and in a few minutes she died in horrible agony, strychnine enough to poison a family being afterwards found in her stomach, and revealing the cause of death. Similar boxes of candies were sent in the same manner, to other clergymen, but as they did not partake of their contents, no evil results followed. In each box, however, there was strychnine. The evidence, though wholly circumstantial, pointed unmistakeably to MCDONALD, who held a subordinate position in a drug store. He was arrested on suspicion, and after an investigation before the Coroner, he was sent to the Magistrate of the Police Office for examination. The Stipendiary felt warranted in sending the case to the Assizes, and Judge KING, before whom MCDONALD will be tried at the Court now sitting, charged strongly against the prisoner, before the Grand Jury. That body, after hearing the evidence, and the testimony of a Boston expert on penmanship, who declared that the addresses on the various boxes containing the poisoned sweet-meats, were in the handwriting of the prisoner, found a true bill against MCDONALD. He will stand his trial for murder in the course of a few days, the case being temporarily held over, in consequence of the illness of the prisoner's Counsel. It may be stated here, that MCDONALD has been in the Lunatic Asylum as a patient, and the case will likely turn on the mental condition of the man now being tried.

VISIT OF MESSRS. VANHORNE AND SHAUGHNESSY.

Messrs. VanHorne and Shaughnessy, of the C. P. R., arrived in town yesterday morning from Montreal by their special car "Metapedia" and remained here all day, returning by the 10 p.m. train. In the morning they received in their car the President of the Board of Trade, Mr. R. Turner, who had a long interview with them. They were also waited upon by Lt.-Col. J. B. Forsyth, of the Harbor Commisston. Their visit here is understood to have been the result of correspondence on the part of the Board of Trade, and in the afternoon they met the Harbor Commissioners at a private interview, and subsequently had a conference with the Council of the Board of Trade and the standing committee on railway freight tariffs on the matter of the freight rates which are so much complained of by our merchants. Both meetings yesterday were of a private character, but an early answer is expected from Mr. VanHorne to the applications and representations made him. We may safely state, however, that amongst the matters brought to the attention of the railway men were the question of local tariffs conflicting unduly against the interests of Quebec City, the important item of through rates for flour, which the Council considered could be so modified in equity as to recover a portion of the trade lost by Quebec in that line. The extension of the line to Allan's wharf was also recommended, as well as the construction of a warehouse at the junction of St. Andrew's and Dalhousie street, in view of the want of sufficient accommodation at the Palais. The city delivery of goods was brought up. At the conclusion of the interview, Mr. VanHorne assured the meeting that it was the desire of the C. P. R. to treat Quebec on an equitable basis in every respect.

Mr. Turner entertained the visitors at dinner last night and left with them in their special car for Montreal.

NOTES AND NEWS.

HERE AND ELSEWHERE.

LOCAL AND OTHERWISE.

Personal Intelligence.

We learn with regret of the serious illness of Mr. Hope Sewell.

Alf. Prefontaine, M.P., of Montreal, is at the St. Louis Hotel.

The Hon. Henry Starnes arrived here yesterday from Montreal.

Amongst the arrivals in town yesterday were Messrs. Taillon and Nemeli, M.P.P.

Messrs. W. C. Van Horne and T. G. Shaughnessy, of the C. P. R., arrived in town yesterday.

Quebec Racket Court.

We are requested to state that there will be a ladies' day at the court on Thursday. An interesting series of matches have been prepared.

Business Men.

Cold weather is coming, and the near approach of the holidays will make an unusual rush for goods suitable for Christmas presents

Delaying your advertising will lose you much of this desirable trade.

Why not be the first in the field?

Resolutions of Sympathy.

MUNICIPALITY OF ST. RAYMOND NONNAT.

At a special sitting of the Municipal Council of St. Raymond held on the 25th day of November inst. It was proposed and seconded by Councillors Honore Plamondon and David Davideon, and unanimously resolved:—That this Council has learned with the profoundest sorrow and regret of the death of Joseph Linteau, Esq., Mayor of this municipality. That his death is not only a great loss to his family, but also to this municipality, in whose interests he has so arduously worked. That out of respect to the memory of the deceased Mayor, this Council do adjourn, and attend in a body at his funeral, and that the Councillors wear mourning for thirty days. That copies of this present resolution be transmitted to the family of the deceased, and also to the newspapers *L'Electeur*, *L'Evenement* and MORNING CHRONICLE of Quebec.

(Signed,) DAVID DAVIDSON, Pro-Mayor.
E. O. PANET, Sec.-Treasurer.

Business Troubles.

The firm of Phillip Gingras & Co., coal merchants, suspended payment yesterday morning. The amount of liabilities is not yet known, as a statement is in course of preparation. It is probable, however, that the amount will exceed $20,000. The principal creditor is said to be the Banque du Peuple, but we are informed that the bank is secured for its advances by warehouse receipts.

F. X. Parsons of Coleraine, County of Megantic, has made an assignment of his estate to Mr. H. A. Bedard.

An assignment has also been made to Mr. Bedard by Mr. C. N. Falardeau, of L'Ancienne Lorette, whose assets are given at $10,000 and liabilities $11,500.

The following dividends in insolvent estates are to be paid at the office of Mr. H. A. Bedard: Bain & Evanoe, third and last dividend, payable 3rd December; J. A. Dufresne, of Cacouna, 2nd and last dividend, payable 9th December; Eug. Roy, of Quebec, 2nd and last dividend, payable 9th December; H. E. Peltier, of St. Louise, 2nd and last dividend, payable 16th December.

Y. M. C. A. Social.

A largely attended social was held last night in the rooms of the Young Men's Christian Association in order to permit the members of that institution to meet Mr. Gooch, the new General Secretary. Mr. Gooch was introduced to each individual member of the association as he entered the hall of the building, where a musical entertainment was provided for the members who were also regaled with refreshments. Songs were given by Messrs. Neil, Crosby, Bannon and others, and there were also several games, etc. Mr. J. C. Thomson addressed a few words to the assembled members and referred to the flattering testimonials he had received from all who knew Mr. Gooch, and said that there had been fully borne out by his own personal experience of that gentleman, who created a very favorable impression on all with whom he had come into contact. Mr. Gooch thanked Mr. Thomson for his kind words and the audience for receiving him with so much cordiality. He then proceeded to give a short estimate of various changes which would need to be made in connection with the Y. M. C. A. including the appointment of a reception committee without which no good Y. M. C. A. is complete. The audience sang "Auld Lang Syne" and the National Anthem at the close of the entertainment and after giving three cheers for the President and the new Secretary dispersed.

ROUND TOWN.

The Latest Local Intelligence.

—The price of bread has been reduced to sixteen cents a loaf.

—On our fourth page will be found the full text of Hon. Judge Irvine's decision in the "Cynthia" "Polynesian" case.

AURORA.—The Northern sky was last night brilliantly illuminated with a splendid display of the aurora borealis.

UNION BANK—This well-known banking institution again declares a dividend of three per cent. for the current half year.

MUNICIPAL—Meeting of the special Committee on Amendments this afternoon at 4 o'clock. Meeting of the Market Committee in the evening at 7.30.

RECORDER'S COURT, YESTERDAY.—Three defendants for drunkenness, were fined, one $2 and costs or eight days, and the other two $5 and costs or 15 days.

NEW SERGEANT AT ARMS.—It is said that Mr. Edward Dorion has been appointed Sergeant-at-Arms of the Legislative Council, in place of Paul Blouin, dismissed.

COURT OF REVIEW—This Court will sit today and the following three days. Cases from the country districts will be heard tomorrow and judgments rendered on Saturday.

DEATH OF A HEAVY MAN.—An extraordinarily fat man named Charles Blackburn died at Chicoutimi last week. He weighed over 340 pounds and his coffin, which was three feet deep, could only be got out of the house through a window, which had to be enlarged by the removal of the woodwork.

DEATH FROM SOOTHING SYRUP.—An inquest is to be held upon the body of a child named Mignealt, of St. Sauveur, who was put to sleep on Monday by a dose of Soothing Syrup and never woke again. It is said that two or three similar cases have occurred here of late, one being that of a child named Crepault, upon whom an inquest was also held.

POTTED GAME, such as hare, quail, partridge, snipe, etc., at Mr. E. Roumilhac's, St. John street. See Mr. Roumilhac's advertisement of his new importations of wines, liqueurs and spirits, as well as vermicelli, maccaroni and all sorts of good things. Great reduction in prices owing to approaching removal of premises.

INQUEST YESTERDAY—Dr. A. G. Belleau, District Coroner, held an inquest yesterday on the body of a man named Martin Golden and not Martin as reported yesterday, who came to this country some few years ago and was employed on the Lake St. John Railway. The verdict was to the effect that deceased drowned himself in a well while suffering from insanity. Deceased was 56 years of age.

PRESENTATION—On Saturday evening last, Mr. and Mrs. W. H. Polley were the recipients of a very magnificent silver tea service, presented to them by a few of their Quebec friends on the occasion of the twenty-fifth anniversary of their marriage. A complimentary address was read, to which Mr. Polley responded in a few well chosen remarks. The social gathering broke up after the enjoyment of a very pleasant evening.

W. C. A. ANNUAL SALE—A large number of our citizens availed themselves of the opportunity afforded yesterday at noon to purchase at the rooms of this excellent institution, any quantity of really useful articles such as are annually offered for sale there. The sale continues again to-day and we are quite satisfied that the conclusion will prove as satisfactory to the ladies of the Women's Christian Association as they could wish. The establishment deserves and obtains encouragement at the hands of our people, and deservedly so.

CONCERT.—Miss Annie Lampman of Ottawa, who has just returned from Leipzig, where she finished her musical education, will appear at the Academy of Music on Saturday evening next, in a series of brilliant piano recitals. She will be assisted by several Quebec ladies and gentlemen, and the splendid band of "B" Battery will perform in honor of St. Andrew's Day, a programme of Scottish airs. Miss Lampman is a guest at Mrs. Dobell's, and her concert will be given under the auspices of our leading citizens. The box plan is now ready at Mr. Lavigne's, where seats may be secured. The Ottawa *Citizen* says of Miss Lampman:—"The number of Canadians who have distinguished themselves abroad in music is few. Of these the youngest and most talented is Miss Annie Lampman, who has just returned to Ottawa from Germany, where she has been studying for two years past under the celebrated piano master Herr Moritz Krauss. Even in Leipzig, the centre of the musical world, Miss Lampman was distinguished by the warm encomiums of the critics on the occasion of her 'debut' concert given in the Blathner Saal on the 15th September last. At Halle, where she played shortly afterwards, the praises of the musical press were no less generous. The 'General Auzeiger,' Leipzig (critic, Bernhard Vogel) says of her, 'a really talented pianiste from America, who has received a most careful training from that eminent and highly esteemed piano master Herr Martin Krause. From the numbers performed, the first movement of Grieg's A minor Concerto, an Andante and Rondo of Pash, Nocturne (B major) of Chopin and the Wedding March (Midsummer Night's Dream) Mendelssohn Liszt, it was evident that the debutante had pursued her studies with true zeal for the divine art, and possesses already the power of producing real artistic effects. Her touch is at once powerful and soft, and her clearness of technique as well as prettiness of rhythm and reproduction of style very praiseworthy. Grieg's A minor Concerto demands much intelligence and technical clearness, so much more surprising was it that the details were so successful. The excellent staccato, the evenness of the passage work, the development of strength in the climaxes and besides the general expression of feeling, awakened great satisfaction and the best hopes. The young lady played the Andante and Rondo of Bach in a manner that might serve as a model, and received vehement applause for it. That she has a particular talent for the romantic tone-poetry of Chopin was to be seen from her performance of the Nocturne. She succeeded in suffusing the general style with tender rose and keep lights without falling into the fault of so many Chopin players, viz., that of effeminate mannerism.'" Her programme will comprise several of the pieces in which she scored a very brilliant success in Germany. The house, we hope, will be crowded.

For Delicate, Sickly Children

Scott's Emulsion is unequalled. See what Dr C. A. Black, of Amherst, N. S., says: "I have been acquainted with Scott's Emulsion of Cod Liver Oil, with Hypophosphites, for years, and consider it one of the finest preparations now before the public. Its pleasant flavor makes it the great favorite for children, and I do highly recommend it for all wasting diseases of children and adults. Sold by Druggists, 50c. and $1.00.

November 6, 1889. doc31-m,w&sat

MR. THOM'S Mercantile Evening Classes.

THIS BRANCH OF MR. THOM'S ACADEMY—specially adapted to the educational improvement of Young Men engaged in Commercial pursuits—will be

Resumed on 18th instant,

19, ANGELE STREET.

November 16, 1889. L

Auction Sales.

BY OCT. LEMIEUX & CO.

Insolvent Notice

In the matter of
ROBITAILLE, BERNIER & BERNIER,
Quebec.

THE UNDERSIGNED WILL SELL BY Auction, at a dollar rate on inventory prices, at the Store of the above-named,

Corner of St. Joseph & Crown Streets, QUEBEC,

—ON—

Tuesday, 3rd December, 1889,

the Assets of the Estate, to wit:—

Assorted Dry Goods	$66,560.44
Goods in Bond	355.12
Rolling Stock	290.60
Fixtures	1,063.90
	$68,270.06
Book-Debts	9,121 55
	$77,391 61

This is the best Stock ever offered to the public, the goods having been purchased during the present year.

The Store will be opened for inspection on Friday, Saturday and Monday.

TERMS.—$2,000 cash on adjudication, balance 3, 6 and 9 months, Notes endorsed to the satisfaction of the vendors.

Sale at ELEVEN o'clock.

KENT & TURCOTTE,
Curators.

OCT. LEMIEUX & CO.,
Auctioneers.

November 27, 1889. E

LATEST CHOICE DESIGNS —IN— DRESS MATERIALS.

BEST VALUE PLAIN MELTON DRESS Goods, 14c., 19c.
Best value 45-inch plain Ladies' Cloth, 30c., 54c., 78c., 90c., $1.30.
Best value in Fancy Dress Cloths, 12½c. 15c. 18c., 20c., 25c., 32c.
Best assortment Scotch Cheviot Dress Materials
Best assortment Dress Costumes.
Best value in Navy Estamine Dress Serges, 37c., 50c., 65c.
Best value in Black Dress Serges, 32c., 50c., 65c.
Best value in Fancy Winter Skirts, 90c., $1.40, $1.90, $2.10, $2.35, $2.65, and upwards.
45-inch Stripe Winter Skirtings, 19c., 24c., 69c., 90c., $1.30.

☞ Intending purchasers will find it to their advantage to call and inspect the above, it being admitted by all our customers that we have the largest assortment of Novelties in Dress Materials to be found either in Quebec or Montreal.

☞ Buy for Cash and save 5 cents on the dollar.

GLOVER, FRY & CO.

Carpets, Oil Cloths, Window Hollands!

FOR CHOICE DESIGNS AND NEWest colors in best quality Brussels Carpet go to Glover, Fry & Co.

For best value in Tapestry Carpets, at 2½, 47½c., 67c., go to Glover, Fry & Co.

For good value English Oil Cloths, at low prices, from ½ yard to 4 yards wide, go to Glover, Fry & Co.

For largest assortment of the Newest Window Hollands, Painted Window Shades (Parisian Taste), go to Glover, Fry & Co.

GLOVER, FRY & Co.

LACE CURTAINS, Burmese Muslins, Cretonnes, etc., etc.

AS THE HOLIDAY SEASON IS NOW approaching we are showing a large variety of Lace Curtains in White, Ecru and Coffee, all taped and scolloped edges, good quality and at low prices.

ECRU LACE CURTAINS—In various designs, and all 7 yards to the pair. Prices 85c., $1.08, $1.38, $1.58, $1.68, $2.18, $2.78, $3.38, $3.78.

WHITE LACE CURTAINS—Entire new Stock this Fall. Prices $1.40, $1.58, $1.78, $2.10, $2.38, $3.35, $3.68 per pair.

COFFEE LACE CURTAINS—95c., $1.98, $3.35.

REAL GUIPURE LACE CURTAINS—Canvas centre, with hand-made lace, $3.28.

COLORED CANVAS CURTAINS—For Bed-rooms only 98c. per pair.

MADRAS MUSLIN—Ecru, and 1½ yards wide, 29c. per yard.

ECRU CURTAIN NET—All taped and scolloped edges, only 16c., 23c., 29c., 35c. per yard.

WHITE CURTAIN NET—Only 22c. and 29c. per yard.

COFFEE CURTAIN NET—At 17c., 20c. and 29c. per yard.

WHITE MUSLIN—With large White Spot, 1 yard wide, for Short Curtains, only 17c.

WHITE BRABANT NET—For close Curtains. Much finer than ordinary Curtain Net, 40 inches wide and only 35c. per yard.

NARROW BLIND NETS—In White, 10c., 12c. and 13c.

BURMESE MUSLINS—Art colorings, prices 10c., 11c. and 12c.

CRETONNES—All new, Light and Dark colors, 10½c., 18c., and extra quality 24c. Reversible, 18c. and 24c. With Border, 27c.

CURTAIN RIBBONS—Surah, Twill and Satin Stripes, 9 inches wide, only 13c. and 16c.

CURTAIN CHAINS—Heavy English make, 23c., 29c., 39c. and 48c. each.

WHITE LACE ANTIMACASSARS—18c., 20c. and 38c. each.

GUIPURE LACE MATS—In Coffee and 10 inches Square, and hand-made, only 20c.

CARPET HASSOCKS—In Brussels and Tapestry, Round and Square Shapes, only 48c. each.

CARDINAL NET—Suitable for Curtains only 24c. per yard. Width 31 inches.

SILK STRIPE GAUZE CANVAS—Double width, original price 50c., offered now at 36c. Only two patterns.

ALL BUSINESS

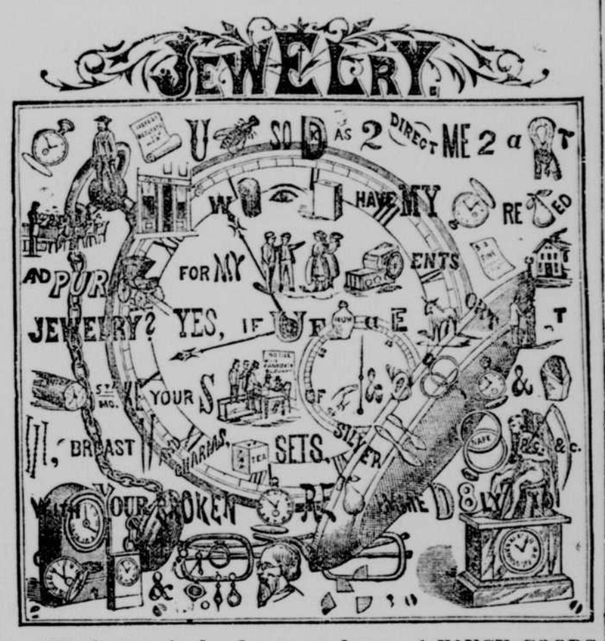
STRICTLY CASH

Simons & Foulds,

FABRIQUE STREET,

November 27, 1889. jan1

A SEASONABLE INQUIRY!



The last arrivals of our purchases of FANCY GOODS for the CHRISTMAS TRADE reached us this week. These Goods have been selected with our usual care, and have been marked at prices which cannot fail to attract the attention of every independent purchaser.

Some of the Novelties that are meeting with a very ready sale are Small Porcelaine Wares, Olive Wood Manufactures, Leather and Plush Cases, Articles in Fur, and other attractive lines. Useful Articles in Brass and Bronze.

G. SEIFERT'S, European Bazaar,

34,—FABRIQUE STREET.—34.

Telephone 147.

November 23, 1889. jn29-Ejm

MY DEAR PUBLIC!

YOU WILL BE DOING AN INJUSTICE TO YOURSELF BY BUYING YOUR CHRISTMAS AND NEW YEAR GIFTS at present. Please wait until you see the Goods to be opened out to view, in a few days, at

STANLEY'S BAZAAR, 100, ST. JOHN STREET.

All the Goods will be marked in plain figures, and at very low prices.

The Goods will consist, in part, of the following:—

Christmas and New Year Booklets and Cards. All the Annuals, Gift Books for Old and Young, Fancy Goods, Leather Goods, Purses, Card Cases, etc., Fancy Glass and China Ornaments, Artificial Flowers, Games and Toys.

Altogether it will be the largest and best assortment of Holiday Goods to be seen in this City.

STANLEY'S BAZAAR,

100, ST. JOHN STREET.

November 15, 1889. tjan1

PURE INDIAN TEA!

Direct from the Plantation, Darjeeling, India.

Packed and Imported by W. G. & G. G. Le Mesurier.

Pure Darjeeling **TEA.**

(Trade Mark Registered.)

W. Stanley, Agent,
196, ST. JOHN STREET.

PEKOE SOUCHONG, at 45c. a Pound.
PEKOE, - - - - - - - " 65c. " "
ORANGE PEKOE, - " $1.00 " "

Purity, Fragrance and Strength.

When you buy Tea of this special DARJEELING BRAND, you actually buy of the producer, of whom W. STANLEY is the Sole Agent, and you obtain a PURE TEA, absolutely free from adulteration of any kind. The greatest cleanliness and care are exercised in curing and preparing the Tea, for sale to the consumer. The same may not be said, with truth, of the adulterated teas of China and Japan, passing as those teas do through many hands, adulterated by each, in turn, and being known by the natives of those countries as Lie-Tea.

The Pure Indian Tea of the DARJEELING BRAND, is a Tea of great strength and delicacy of flavour. It is an ever-increasing delight to those who use it.

Sold in ½lb, 1lb and 5lb Packages, and in Chests, each containing 20lbs.

W. STANLEY, Agent,

196, ST. JOHN STREET.

November 15, 1889.

S. J. SHAW & Co

ST. JOHN STREET, UPPER TOWN,

—AND—

SOUS-LE-FORT STREET, LOWER TOWN

SINGLE

—AND—

DOUBLE HEATER

SELF-FEEDER

COAL

STOVES.

COOKING STOVES

—AND—

RANGES.

—ALSO—

GENERAL

HOUSE-FURNISHING

HARDWARE.

Telephone 44.

Dissolution of Partnership.

THE PARTNERSHIP HERETOFORE existing between the undersigned and doing business under the name firm of ANDREWS BROS. as Hardware Merchants, was on the 12th day of November instant, dissolved by mutual consent. All debts due to the firm will be payable to Augustus J. Andrews, who will pay the liabilities of the said late firm at the former place of business of said firm No. 1, ST. JOHN STREET.

AUGUSTUS J. ANDREWS,
THOS. W. ANDREWS.

November 18, 1889. Am

W. C. A. SALE!

THE ANNUAL SALE

—IN AID OF THE—

Women's Christian Association

—WILL TAKE PLACE—

AT THE ROOMS,

No. 125, ANN STREET,

—ON—

Tuesday and Wednesday,

26th and 27th November,

From 2 to 6 o'clock P.M.

☞ Contributions to the Work or Refreshment Tables can be sent to the Rooms This (Tuesday) Morning.

November 26, 1889.

C. E. HOLIWELL.

CHRISTMAS CARDS.

JUST RECEIVED, THE FIRST SUPply of

CHRISTMAS CARDS and BOOKLETS!

☞ Every Card and Booklet NEW this Season.

Not a Single Old Card from last year in Stock!

—FOR SALE BY—

C. E. HOLIWELL.

November 26, 1889. Am-p

TRYING to do business without advertising is like winking in the dark: you may know what you are doing, but nobody else does.

NOTICE.

In the matter of
J. B. A. LAMBERT,
Tobacconist, Quebec.

TENDERS WILL BE RECEIVED A the office of the undersigned up to

Monday, December 2nd, at 5 P.M.,

for the purchase of the Assets belonging to this Estate as follows:—

Stock in Trade, consisting in Cigars, Tobaccos, Pipes, &c.	$1,291.90
Store Fixtures	449.90
"Roulant," Horse, Vehicles, &c.	344.50
Book-Debts	216.40

—ALSO—

The balance of the lease of the premises heretofore occupied by the Insolvent up to 1st May next.

The balance of the lease of the Stable, No. 99, Richardson Street, St. Roch's, up to 1st May next.

Tenders may be made for the whole *en bloc*, or for each of the above five items separately.

Terms: Cash, or approved note if on time.

Stock may be examined Wednesday, 27th November or on a subsequent day on calling at my office; a List of Book-Debts is on view at my office with Inventory.

The undersigned is not bound to accept the highest or any tender.

HENRY A. BEDARD,
Curator.

Office:
125, St. Peter Street, Quebec.
November 23, 1889.

CHINIC HARDWARE CO., LIMITED.

WHOLESALE and RETAIL

HOUSE BUILDING, HOUSE FURNISHING

—AND—

GENERAL HARDWARE.

Bar Iron, Steel,
Canada Plates,
Tin Plates,
Chains, &c., &c.

55 & 57, St. Peter Street.

FALL and WINTER GOODS!

JUST RECEIVED, BEAVERS, MELtons, Naps, Irish Friezes, in every variety of colour. Heavy Scotch Tweeds, specially imported for Gent's Ulsters.

Tweed and Worsted Suitings and Trowserings, the newest patterns out.

A large importation of Gents' Furnishings just from the London Manufacturers.

Scotch Wool Underclothing and ½-Hose.
Natural Wool Underclothing and ½-Hose.
Heavy Merino Underclothing and ½ Hose.
Waterproof Coats, Silk Umbrellas, Patent Portable Trowsers Stretchers, Cardigan Jackets and Vests, Austrian Rugs and Shawls. These goods are all of the finest quality.

JOHN DARLINGTON,

Opposite Post Office.

October 1, 1889.

H. S. SCOTT & CO.

60, PETER STREET.

HEAVY AND SHELF HARDWARE.

BUILDER'S, PAINTER'S SADDLER'S and CARRIAGE HARDWARE.

LOWEST PRICES.

Telephone 133.

CHEAP APPLES!

THE UNDERSIGNED HAVING RECeived a Large Consignment of First Class

WINTER APPLES

on Commission, comprising: Greenings, Baldwins and others offers them to the Public at the following low figure:

$2 50 to $3 00 per Barrel

Please call and examine the Apples. Reduction to the Trade.

R. BARDEN,
14 & 16, St. Peter Street.

November 21, 1889. F

FINE LEATHER GOODS.

A BEAUTIFUL LINE OF
PHOTOGRAPH SCREENS,
From 65c. to $6.00.
PHOTOGRAPH ALBUMS,
From 50c. to $7.00.

Purses, Pocket Books, Card Cases, Pocket Companions, Memorandums, Portefolios, Writing Cases, Stationery Cases, Desks, Music Cases, Scrap Books, Writing Albums, &c., &c., &c.

☞ All of the finest quality.

T. J. MOORE & Co.,

Y. M. C. A. BUILDING.

November 25, 1889. ap120

GENT'S FURNISHINGS!

Large Assortment,
D. MORGAN.

Underclothing in Wool, Merino, &c.,
D. MORGAN.

Shirts in Silk, Linen, Wool, &c.,
D. MORGAN.

Collars in New Shapes,
D. MORGAN.

Cuffs, Latest Styles,
D. MORGAN.

Scarfs, Newest Shapes,
D. MORGAN.

Gloves in Kid, Colt, Buckskin, &c.,
D. MORGAN.

Handkerchiefs in Silk, Linen, &c.,
D. MORGAN.

Suspenders in variety,
D. MORGAN.

Sashes and Tuques,
D. MORGAN.

Cardigan, Chamois and Kid Jackets,
D. MORGAN,
Tailor and Outfitter,

November 25, 1889.

The Mutual Life Insurance Company

OF NEW YORK.

TOTAL ASSETS - - - - - $126,082,153.56.

1888.

Increase in Assets, - - - - -	$8275,301.68
Increase in Surplus, - - - - -	1,615,622.11
Increase in Risks in force, - - -	54,496,251.85
Increase in Receipts from all sources, -	3,096,010.06
Paid Policy-Holders, - - - - -	14,727,550.22

Rate of outgo for Death Claims and expenses combined reduced by *over Two and One-Half Per Cent.*

Largest gain of New Business ever made by any Company—and largest gain in increase of *Surplus* of any Company in 1888.

W. J. FRASER

GENERAL AGENT.

February 4, 1889. an|10-Fm

ST. LEON WATER CO.

Only Medal awarded for Mineral Water at the

PROVINCIAL EXHIBITION, 1887

QUEBEC SEMINARY,
19th November, 1889.

N. E. LAFORCE, Esq., Quebec.

Dear Sir,—It is with pleasure I certify that St. Leon Mineral Water is an excellent remedy for Dyspepsia.

I have used it for many years and derived very much benefit from it.

I strongly recommend this Water to the Public.

Mgr. M. E. METHOT,
Doctor of Theology.

N. E. LAFORCE,
Manager Quebec Agencies,
Opposite the Cardinal's Palace.

Telephone No. 76.

November 23, 1889. nov|9-Lp

For Sale or to Let

Cottage for Sale.

FOR SALE, A NEAT FIRE Brick Cottage, perfectly new, and finished in the latest style, with all modern improvements. No ground rent, and situated in most delightful part of the City. Will be sold on very reasonable terms.

For particulars, apply
AT THIS OFFICE.

November 23, 1889. Fp

To Let,

THE STORE SITUATED No. 50 and 52, Dalhousie Street, Lower Town, Quebec, heretofore occupied by Mr. Jos. E. Halter, Flour Merchant. Excellent place of business. Immediate possession.

Apply to
NAP. MATTE,
Accountant and Liquidator,
113, St. Peter Street,
Quebec.

November 23, 1889. F

To Let,

FURNISHED OR UNFURNISHED, the House 349, St. John Street, without.

Apply to
AUSTIN & BORLASE,
No. 61, St. Peter Street.

November 19, 1889.

House for Sale,

THE SPLENDID RESIDENCE, with stables situated No. 5, Hebert Street, Ramparts, having all modern improvements, and in perfect order, will be sold cheap. The whole of purchase money not required, and very easy terms will be given.

For further particulars, apply to
P. VALLIERE,
Furniture Manufacturer,
34, St. Valier Street.

November 15 1889. Cm

To Let,

THE WHARF, LUMBER YARD, AND BEACH LOT, heretofore belonging to the St. Lawrence Dock Company, St. Lawrence Ward, Levis, containing 1,679,570 English feet in superficies, with la Sheds and Office; Also, about 8,121 feet of cans, 5,140 feet of Chains, 3,250 feet of Wire Rope, 2,950 feet of Hemp Rope, an Engine on floating platform, Cant-Bars, Boat-Hooks, and other implements.

The Wharf and Lumber Yard can be Let separately. Immediate possession.

Apply to
LS. ED. COUTURE,
Merchant, Levis.

November 5, 1889. Bp

FASHIONABLE TAILORING!

FALL IMPORTATIONS.

WILLIAM LEE,

Civil and Military Tailor,

25, BUADE STREET, 25

QUEBEC

WOULD RESPECTFULLY INFORM his Customers, and the Public generally, that he has just opened out a choice an fashionable assortment of Fall Suitings in English, Scotch and Canadian Tweeds.

—ALSO,—

Fall Overcoatings, Cloths, Laces, Braids White Buck Gloves, and Trimmings of all kinds for Military Uniforms.

September 4, 1889.

ROYAL SCHOOL OF CAVALRY
—AND—
"B" Battery Royal School of Artillery, Quebec.

SEPARATE TENDERS (in duplicate) for supplies and services for the above corps, during the calendar year 1890, will be received by the Minister of Militia and Defence, at Ottawa, until MONDAY, 2nd December.

Tenders to be addressed to the Minister of Militia and Defence, at Ottawa, and marked "TENDERS."

For particulars and forms of Tenders, apply to Lt.-Col. Duchesnay, Brigade Officer, Quebec.

Each Tender must be accompanied by an accepted Canadian Bank cheque, for an amount equal to five per cent of the total value of the contract. This cheque will be forfeited if the party making the tender declines to sign a contract when called upon to do so, or if he fails to complete the services contracted for. If the tender be not accepted the cheque will be returned.

A. BENOIT,
Secretary,
Department of Militia and Defence, Ottawa, 20th November, 1889.
November 25, 1889. F

Every Household

Should have Ayer's Cherry Pectoral. It saves thousands of lives annually, and is peculiarly efficacious in Croup, Whooping Cough, and Sore Throat.

"After an extensive practice of nearly one-third of a century, Ayer's Cherry Pectoral is my cure for recent colds and coughs. I prescribe it, and believe it to be the very best expectorant now offered to the people."—Dr. John C. Levis, Druggist, West Bridgewater, Pa.

"Some years ago Ayer's Cherry Pectoral cured me of asthma after the best medical skill had failed to give me relief. A few weeks since, being again a little troubled with the disease, I was promptly

Relieved By

the same remedy. I gladly offer this testimony for the benefit of all similarly afflicted."—F. H. Hassler, Editor *Argus*, Table Rock, Nebr.

"For children afflicted with colds, coughs, sore throat, or croup, I do not know of any remedy which will give more speedy relief than Ayer's Cherry Pectoral. I have found it, also, invaluable in cases of whooping cough."—Ann Lovejoy, 1251 Washington street, Boston, Mass.

"Ayer's Cherry Pectoral has proved remarkably effective in croup and is invaluable as a family medicine."—D. M. Bryant, Chicopee Falls, Mass.

Ayer's Cherry Pectoral,

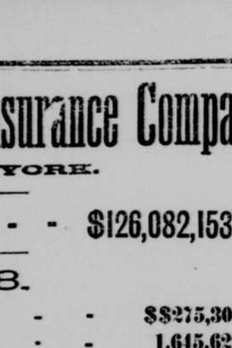
PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists. Price $1; six bottles, $5.

November 27, 1889. m,w,fridAw Lw

ELECTRIC BELLS



25 Varieties.

SOLAR CARBON BATTERY.

MECHANIC'S SUPPLY CO.,

96, St. Peter Street.

Telephone 456.

November 1st, 1889. nyl Lm

Societe Francaise d'Importation.

Messrs. M. J. DAYET & CIE.

HAVE THE HONOUR TO INFORM their Customers that they have

Removed their Wholesale Establishment

—TO—

Nos. 119, 121 & 123 Dalhousie Street,

MURPHY'S NEW BLOCK, facing the Examining Warehouse.

They keep in Stock the very finest choice of Wines, Liqueurs and French products of every description.

The facilities afforded by their New Premises will permit them to answer with promptitude all orders with which they may be favored.

They trust to merit, as heretofore, the confidence of their customers, owing to the excellent quality of their Stock and the moderation of their prices.

—CORNER OF—

Dalhousie and Leadenhall Streets and Bell's Lane.

October 20, 1885. augl Lm

BEHAN BROTHERS.

IN THE UNDERMENTIONED items some very Choice Goods are offered:—

Tweeds and Cloths,
Costumes and Dresses,
Hosiery and Underwear,
Gloves and H'dk'fs,
Shirts, Collars, Cuffs.

Having secured some cheap Lots of

Blankets and Flannels!

very desirable BARGAINS are shown in both Departments.

BEHAN BROTHERS,

Buade Street, Upper Town.

November 15, 1889.

ALWAYS IN STOCK:

Electric Machines,
Electric Belts,
Electric Supporters,
Electric Lung Protectors,
Electric Soles,

—AT THE—

MEDICAL HALL,

16, Fabrique Street.

W. B. ROGERS,
Proprietor.

November 15, 1889. jy25-Lm

Lower Laurentian Railway!

NOTICE.

NOTICE IS HEREBY GIVEN THAT A General Meeting of the Shareholders of the LOWER LAURENTIAN RAILWAY will be held at the Head Office of the Company, in the City of Three Rivers, on the NINTH DAY OF DECEMBER next, at FIVE of the clock in the afternoon, for the Election of a new Board of Directors and other business in accordance with Section 3 of Chapter 58 of the Statutes 51-52 Vict. of the Province of Quebec.

Three Rivers, 12th November, 1889.
By order,
A. PANNETON,
Secretary.

November 21, 1889. td

A Disastrous Conflagration.

TEN MILLION DOLLARS GONE.

Lynn, The "City of Shoes," the Sufferer.

LYNN, Mass., Nov. 26—Lynn, the City of Shoes, was to-day visited by the greatest fire in its history and with two exceptions the conflagration is the most disastrous which ever visited New England. The exceptions are the great Boston fire of 1872, which destroyed about $100 000 000 worth of property and the Portland fire of 1866, which caused a loss of between

TEN AND TWELVE MILLIONS

To-day's fire started at 11.55 a.m., raged over eight hours, devastated a square mile of the business section of the city and caused a loss estimated at about $10,000,000. The greatest part of Ward 4 is wiped out, so far as regards the important shoe manufacturing blocks as prominent places of business.

The fire started in Mower's wooden building, on Almont street, over the boiler and spread with such rapidity that the excellent Fire Department of the city was powerless to cope with it. This large wooden building was soon doomed and the flames leaped across a narrow passage way and communicated with the six story brick block known as Mower's Block. When these two buildings got well under way it was evident a terrible conflagration would result. Almost simultaneously the four storey wooden shoe factory of Pe nett & Barnard, on Central Avenue, and their four story wooden building on Almont street caught fire and soon

A HURRICANE OF FLAME WAS IN PROGRESS.

For eight hours the flames had full sway, the valiant efforts of the firemen and citizens seemingly being of no avail.

The burned territory is bounded by the following streets: Almont, Central avenue, and its junction with Willow; Union street, from its junction with Broad to the Boyden block, on both sides; Mount Vernon street, entirely; Central square, entire; Beach street, on both sides as far down as Lee's lumber yards; Washington street, from Monroe through to Union Railroad avenue below Exchange street; Broad street from the Empire House on both sides as far as the corner of Exchange; Spring street, entire; besides dwelling houses too numerous to mention on Suffolk, Amity, Sagamore and Beach streets.

Aid arrived from Boston, Salem, Marblehead and surrounding towns, but the united efforts of the firemen seemed to have little effect on the raging flames. Scenes of the great Boston and Chicago fires were repeated in all their horrors.

MOTHERS WERE SEEN FLEEING WITH BABIES

in their arms and express wagons loading at business and dwelling houses and transferring goods to places of safety, in many cases a second removal being necessary. After the fire had been in progress two hours everybody declared it would not stop until it had reached the ocean. So it proved to be. Four daily newspapers are burned out, the *Item*, *Bee*, *Press* and *News*, three being afternoon and one a morning paper. Three National Banks, the Central Security and First National, with the Lynn institution for savings, located in the First National block, are all wiped out. Twelve of the finest shoe blocks in the city are in ruins and about two hundred and fifty stores. At this writing it is impossible to state how many dwelling houses are burned, but they were mostly occupied by poor people in the vicinity of Pe ch street and the wharves. It is impossible to give any estimated insurance, but conservative estimates place the loss on property at $10,000,000.

THERE WERE MANY NARROW ESCAPES

from accidents, but no fatalities are reported. The high brick fire wall on the B. F. Spinney block served as a barrier to the further progress of the flames up Union street, and that handsome structure was gutted.

The First Methodist and First Universalist churches and several school houses have been thrown open to accommodate burned-out families. Mayor Newhall has called a special meeting of the aldermen to take action and choose relief committees. S. N. Breen & Co., the largest lumber dealers in Essex County, lose everything, including their handsome brick structure on the corner of Beach and Broad streets. They estimate their loss at $200,000 with insurance of about $125,000. They will open for business in the morning. Dynamite and powder were used at frequent intervals to blow up wooden buildings, but with little effect.

THE FIRE VIRTUALLY BURNED ITSELF OUT,

and at 7.30 was considered under control.

Both companies of the Massachusetts militia located in Lynn were called out and put on patrol duty. Several of the shoe manufacturers have left out have country factories and will transfer their business there for the present. Thieves came in from Boston and elsewhere in large numbers and the amount of stealing was large. A house was blown up with powder at Broad and Exchange streets at 3.45 o'clock. The explosion shattered windows in all directions, but the measure was effectual in stopping the progress of the flames in that direction. The streets were covered with a network of fallen wires, which somewhat impeded the progress of the firemen. The Central Station of the Boston & Maine Railway was burned flat and the flames leaped across Mount Vernon street. At this juncture several small buildings were blown down on Exchange street, but the effect was slight, so fierce was the current of the flames.

A. B. Martin & Co.'s big brick block on Market street was covered with carpeting from top to bottom and kept wet down. A fire boat could have done immense service in saving wharf property, but none was at hand, two from Boston having got stuck on the flats. One small schooner was burned at S. N. Breed's wharf. From the corner of Spring street, on the southern side of Exchange street to Broad street was a row of wooden buildings, varying from 2 to 4 stories in height, in which the shoe business was first conducted when the manufacturing centre began to be established in the vicinity of Central Square. The house at the extreme easterly end of Exchange street, corner of Broad, was also blown up.

A hopeful feeling prevails and there is no question but that the public spirited citizens and shoe manufacturers will soon rally from the terrible catastrophe.

BOSTON, Nov. 26—Mayor Hart has called a citizens meeting for to-morrow, to take action in connection with the Lynn fire.

NEW YORK, Nov. 26—A despatch from Lynn says:—The fire has burned an area of a mile square. After consultation with about ten of the best informed boot and shoe men of the city, it is estimated that the loss will be between six and seven million dollars.

THE ATLANTIC MONTHLY—The author of "Agnes Surriage," Mr. Edwin Lasseter Bynner, opens the December number of the *Atlantic Monthly* with an article of interest to the antiquarian, and especially to the student of Old Boston. This paper is devoted to "The Old Bunch of Grapes" Tavern, one of the most famous New England hostelries of the last century, and Mr. Bynner gives an amusing account of the various events which took place within its hospitable walls. Mr. Henry Van Brunt's paper on "Architecture in the West" tells about the difficulties which Western architects have to struggle against, and the new school of architecture which is gradually arising to solve the problem of making art keep step with progress without losing the finer and more delicate artistic sense. It will be studied by all Western men and all architects with a great deal of interest. Prof. N.S. Shaler, of Harvard College, contributes a paper on "School Vacations," and Mr. William Cranston Lawton, whose articles on the Greek drama have been among the best literary papers the *Atlantic* has lately had, writes about "Delphi: The Locality and its Legends." Miss Hope Notter has a second paper on the romantic lives of the "Nieces of Mezarin;" and "Latin and Saxon America" (the relations of this country with South American countries) forms the subject of a paper by Mr. Albert G. Browne. Mr. James's "Tragic Muse" is continued, and there is an instalment of Mr. Bynner's serial, "The Begum's Daughter." Mr. Thomas Bailey Aldrick's "Two Lyrics"—"A Dedication" and "Pillar'd Arch and Sculptured Tower"—have the grace which distinguishes the work of the Editor of the *Atlantic*. Beside one or two other articles there are reviews of the "Life of William Lloyd Garrison" and the "Century Dictionary," and these, with the usual Departments, conclude a number of solid value.—Houghton, Mifflin & Co, Boston.

To the Manner Born.

Mr. Primus—"Who is that girl eating so enthusiastically over yonder at the other table?" Miss Secunda—"Why, that is Miss Blackhill, granddaughter of the Dakota millionaire. She looks as if she had always had what she wanted, doesn't she?" Mr. Primus—"Well, yes; she looks like a girl who was born with a silver knife in her mouth."—*Life.*

It is astonishing how easy it is to get up at 5 o'clock in the morning—in your mind, that is to say, the night before.

The Cronin Trial.

(By Telegraph to the Chronicle.)

CHICAGO, Nov. 26—The first witness called in the Cronin case to-day on behalf of the State was Bailey Dawson, who testified that on May 4, he was in the Emergency Hospital here, that he never introduced John J. Beggs to Col. Babcock, but that on the night of the 11th he was present when Mr. Gleason did so.

The defense had introduced evidence that Beggs was at the Pacific Hotel on the night of May 4th and that he was introduced to Col. Babcock on that occasion.

Col. Babcock took the stand and corroborated Mr. Dawson's testimony.

Wm. Nieman was called on behalf of the State and testified that he had been introduced to James Hyland and that he was not the tall man who came into his saloon Saturday night, May 4, or Sunday night, May 5, as Hyland swore.

Nieman had given testimony that men answering the description of Coughlin, Burke and O'Sullivan had been in his saloon in earnest consultation about 10 p.m., May 4.

The State next introduced the driver and the man who rented the carriage to O'Mally the night of May 4, and these witnesses contradicted another portion of the testimony of the defense.

Robt. H. Stanton and Harry McMahon, proprietor and foreman of the printing office where O'Sullivan's cards were printed, gave evidence contrary to that of O'Sullivan's men concerning the delivery of the cards.

Frederick Ebersold, Inspector of Police was called. He said neither officers Rowan or Crowe, whom he sent out to investigate the Cronin murder, ever reported that milkman Morton told them he heard fighting or scuffling in the Carlson cottage.

Pat Dinan, owner of the white horse, testified that when Capt. Schaack, in the presence of Coughlin, asked him for a description of the man who hired the white horse, the witness replied: "You can do your own describing; Coughlin knows him and saw him and can describe him to you better than I can."

Andrew B. Anderson testified that he was in Nieman's saloon two or three times Sunday night, May 5, between 8 and 10 o'clock. There were 10 or 12 persons there on each occasion. This was in rebuttal of the testimony of the Hylands, who testified they drank with O'Sullivan there at that time and no one else was there.

Chas. P. Smith testified that he had examined the files of all the daily papers here and found Coughlin's name was not mentioned in connection with hiring the white horse prior to May 25. This was to contradict a witness for the defence who testified he had seen it about ten days after the murder.

Edward H. Bailey, an editor of the Lake View *Record*, testified that he did not recollect anybody calling at his office and getting a bundle of O'Sullivan's cards as testified by O'Sullivan's employe Minehan.

States Attorney Longenecker then announced the case of the people closed.

James Feltsm was sworn in rebuttal in behalf of defendant Beggs. Feltsm was Secretary of the Republican Ward Club meeting at the Grand Pacific Hotel on the evening of May 14. The minutes did not show whether or not Bailey Dawson was there.

Mr. Forrest announced he would introduce rebuttal testimony at the next session of the Court to show the whereabouts of witness Wm. Coughlin on the night of May 4.

The Court announced that owing to the illness of the daughter of Juror North the Court would adjourn until Friday.

After adjournment there was a consultation between Court and Counsel as to the order of the arguments to be made before the jury. It was decided to leave the matter to the Court. Judge McConnell will announce his decision Friday.

Superstition.

If the Thirteen Club, which made so merry at a recent banquet in London, wishes really to strike a blow at popular superstition, the *St. James' Gazette* advises that it go recruiting for lady converts, and set them travelling in the thirteenth compartment of the ladies' Pullman sleeping car of the Friday's Orient express runing between Paris and Vienna. The company rarely succeeds in finding a tenant for this particular bed. The carriages are all always reserved beforehand, but the numbered tickets are only distributed at the last moment. In spite of this precaution, however, No. 13 of the ladies' tickets on that day of the week is almost invariably returned, and the train, although otherwise crowded, has to travel with one berth empty. "Ladies have got so far that they will care No. 13 alone on Friday alone, but the two together they cannot swallow."

Put this down in your memorandum book "bring home a tube of" Jelly of Cucumber and Roses to my wife, she wants Dyer's. Druggists keep it. W. A. Dyer & Co., Montreal. 19

The Great Female Remedy.

JOB MOSES' PILLS.

THIS INVALUABLE MEDICINE IS unfailing in the cure of all those painful and dangerous disorders to which the Female constitution is subject. It invigorates the debilitated and delicate; and by regulating and strengthening the system, fortifies the youthful constitution for the duties of life, and when taken in middle or old age, proves a real blessing, and on the approach of Child-birth these Pills should be used for two or three weeks previous to confinement; their benefits to be derived are incalculable; they fortify the constitution, lessen the suffering during labor, prevent weakness of the organs, and enable the mother to perform her duties with comfort to herself and child.

In all cases of Nervous and Spinal Affections, Pains in the Back and Limbs, Fatigue on slight exertion, Palpitation of the Heart, Hysterics and Whites, these Pills will effect a cure when all other means have failed, and although a powerful remedy, do not contain iron calomel, antimony, or anything hurtful to the constitution. Sold by all Medicine Dealers

Full directions in the pamphlet around each package.

JOB MOSES, NEW YORK, SOLE PROPRIETOR.

$1.00 and 6 cents for postage, enclosed to Northrop & Lyman, Toronto, Ont., General Agents for the Dominion, will insure a bottle containing over 50 pills by return mail.

December 15, 188 Lm-d&w

1890-1 Cherrier's Directory. 1890-1

22nd Annual Edition of Cherrier's Quebec City Directory for 1890-1891.

THE UNDERSIGNED RESPECTFULLY beg to intimate to the Quebec Public, and more particularly to their numerous friends, patrons and well wishers, that notwithstanding statements to the contrary, CHERRIER'S QUEBEC CITY DIRECTORY will be compiled and published at the usual early time, and in its ordinary and first-class manner.

Subscription Price Only $2 00 per copy.

☞ The Only RELIABLE Directory worth Subscribing to.

Our full force of employees will be here on January First, 1890, to help resume our annual labors and arduous task.

THE CHERRIER DIRECTORY
and PUBLISHING CO.,
At DAWSON & CO.'S,
118, Mountain Hill.

November 23, 1889. H

THE
Young Ladies' Journal,
DECEMBER AND CHRISTMAS
DOUBLE PART.
1889.

For sale by
DAWSON & CO.,
Opposite "CHRONICLE" Office.

November 19, 1889.

Real Violet and Real Heliotrope Cachous.

The most agreeable and prefined breath perfumes.

RESTORATIVE LAVENDER SALT.

Crab Apple Blossom Extract.

AND A FULL LINE OF

Morse's French Milled Toilet Soaps

J. E. MORRISON,

CHEMIST AND DRUGGIST,

31, BUADE STREET

QUEBEC.

August 26, 1889. Lm

GREAT

—AND—

Absolute Reduction

THE APPROACHING REMOVAL of our Business Stock into premises not as spacious as those which we at present occupy, places us under the obligation of reducing the greatest quantity possible of our goods within the next few weeks, before the removal that we must submit to, for the demolition and rebuilding of our Store, for the widening of St. John Street.

An exceptionally advantageous occasion presents itself to whomsoever wishes to purchase either a musical instrument or a Sewing Machine, at an unprecedentedly low price, for we have decided to reduce our prices, already very low, to extraordinary and special figures, viz.: **25 per cent. on PIANOS, 50 per cent. on HARMONIUMS and 60 per cent. on SEWING MACHINES,** so that there can be no doubt in the minds of purchasers that a similar opportunity will be presented a second time in a lifetime.

PIANOS

Square and Upright.

OUR PIANOS ARE SPECIALLY recommended for their incomparable purity and elegance, the strength of the gamut, the touch is responsive and elastic and their musical qualities without a rival. They are all powerful, on account of their mellowness, richness and sonorous qualities. We can, in all safety and confidence, recommend them to the Public, with the firm conviction that they will give entire satisfaction to the most severe critics. All these Pianos are guaranteed for FIVE years.

As we must Clear Out our immense Stock Without Delay, we will make a Reduction of

25 Per Cent.

HARMONIUMS

OUR HARMONIUMS ENJOY THE highest reputation, on account of the solidity and strength of construction, as well as for their power, sweetness, harmony and beauty of tone. Our Parlour Harmoniums and Organ-Harmoniums for Churches have no superiors in any country, and very few equals anywhere. Our prices are now reduced, under our present circumstances,

50 Per Cent.

SEWING MACHINES.

OUR SEWING MACHINES ARE the most improved, they are easy, perfect and readily movable; they are guaranteed for FIVE YEARS. Our Sewing Machines have the Latest Improvements. The arm is very high, the automatic tension when once arranged need not be altered for different sizes of cotton, the bobbin revolves without handling, the needle adjusts itself, the mechanism and shuttle thread themselves.

Profit by this GREAT REDUCTION to buy Sewing Machines at the following prices:—

$50	reduced to	$20.00	
55	"	"	22.50
60	"	"	25.00
65	"	"	27.50
70	"	"	30 00
75	"	"	32 50

WASHING MACHINES

$6 reduced to $2.50

WRINGING MACHINES.

$7	reduced to	$4.50	
8	"	"	5.00
9	"	"	5.00

ALSO, AT REDUCED PRICES,

Band Instruments, Violins, Violincellos, Accordeons, Concertinas, etc. Sheet Music and Fashion Patterns at Half-Price!

BERNARD & ALLAIRE,

77 and 79,

ST. JOHN STREET,

QUEBEC.

November 21, 1889. Bm

Auction Sales.

BY A. J. MAXHAM & CO.

AUCTION SALE.

—OF—

MILITARY STORES!

MESSRS. MAXHAM & CO. will sell, on

Friday next, the 29th inst.,

—AT THE—

Military Stores, Citadel Hill,

by order of the Dominion Government, a quantity of Military Stores, comprising: Grey Coats and General Clothing, Accoutrements, Boots, Shoes and other Stores,

Sale at TEN o'clock.

A. J. MAXHAM & CO.,
A. & B.

November 25, 1889

Great Unreserved Closing Sale!

—OF—

The Extensive and Valuable Stock of Messrs. Bernard & Allaire,

COMPRISING:

Handsome Oil Paintings, Engravings, High Class Oil Chromos, Ornaments and other Works of Art.

—ALSO—

Splendid Sewing Machines, Washing and Wringing Machines.

—AND—

their well known and Magnificent Assortment of Pianos, Organs, Violins and other Musical Instruments.

In consequence of the approaching demolition of their extensive premises and to avoid moving, Messrs. Bernard & Allaire have decided to make this present sacrifice and offer the whole of the above at Public Auction, on

Monday Next, the 2nd December,

At 1.30 and 7.00 P. M.

On View Friday and Saturday and up to hour of sale.

This will be the great attraction of the season.

A. J. MAXHAM & CO.,
A. & B.

November 25, 1889.

Imperial Bank of Canada.

DIVIDEND No. 29.

NOTICE IS HEREBY GIVEN THAT A Dividend at the rate of EIGHT PER CENT. per annum upon the Capital Stock of this Institution has been declared for the current half-year, and that the same will be payable at the Bank and its Branches on and after

Monday, 2nd day of December next.

The Transfer Books will be closed from the 16th to the 30th November, next, both days inclusive.

By order of the Board,
D. R. WILKIE,
Cashier.

Toronto
November 6, 1889

Quebec Harbour Commission.

Winter Berths in the Louise Basins.

OWNERS OF SHIPS, STEAMBOATS, Schooners and other Craft, desiring to secure WINTER BERTHS for their Vessels in the LOUISE BASINS, are hereby notified that the Commissioners will not be responsible for accidents of any description whatever that may happen to same during the Winter.

The Tariff for Wintering Vessels can be seen at the Office of the undersigned.

A. H. VERRET,
Sec.-Treas.

Harbour Commissioners' Office, Quebec, 20th November, 1889.

November 21, 1889. F

Annuals, 1890!

Boy's Own,
Girl's Own,
Chatterbox,
&c, &c.

Just Received, in all styles and colored binding.

OVER 1,000 BOOKS

Of different kinds to select from.

Come and Make an Early Choice.

☞ Most positively the largest assortment and at the lowest prices, in Quebec.

JOHN E. WALSH,

BOOKSELLER AND STATIONER

And Dealer in ARTIST'S MATERIALS of Every Description.

25, St. John Street, 25

November 6, 1889. oct26-Lm

CHRISTMAS IS COMING!

OPENING OF MISS MOHR'S NEW STORE.

The Great Holiday Gift and Fancy Goods Emporium.

ON THE 1st DECEMBER NEXT, MISS F. MOHR will open her new Store at her former place of business No. 105, ST. JOHN STREET, (top of St. Ursule Hill,) with an entirely New Stock of Christmas and New Years Gifts, and she takes this occasion to respectfully call the attention of her old friends and the citizens of Quebec generally, as well to her resumption of business at the old stand, as the variety and superiority of her Stock over all previous displays of goods of the same class ever made in Quebec. It includes the choicest assortment of DRESSED and UNDRESSED DOLLS of a new and special make and surpassing in beauty any hitherto offered to the public during the holiday sea on, besides a large variety of other Novelties in the line of TOYS and FANCY GOODS, all of which will be on exhibition on and after the 1st December.

The conditions of sale being strictly for CASH ONLY, purchasers will thus have the advantage of buying at the lowest figures.

A full line of the latest designs in LADIES and CHILDREN'S UNDERCLOTHING, will also, as formerly, form part of her extensive Stock.

MISS MOHR respectfully invites inspection of the Goods on exhibition, before purchasing elsewhere, as they will be found to exceed in elegance and taste all others hitherto offered to the public.

F. MOHR,
105, ST. JOHN STREET,
Corner St. Ursule Street.

November 16, 1889. tjan1-p

JOHN WALKER,

Plumber, Gas and Steam-Fitter
Tinsmith, Copper and
Brass Worker

No. 70, ST. JOHN STREET,

Upper Town.

☞ All Orders in the above branches promptly attended to. Charges moderate.

April 18, 1889. Lm

Auction Sales, Montreal.

BY BENNING & BARSALOU.

INSOLVENT NOTICE.

In the matter of

JOHN REIPLINGER,

Insolvent.

THE SUBSCRIBERS HAVE RECEIVED instructions from JOHN MACINTOSH, Esq., Curator to above estate, to sell BY AUCTION, on the premises,

No. 1873, Notre-Dame St, Montreal,

—ON—

Tuesday, the 3rd December Next,

At Eleven O'clock A.M.,

The Stock in Trade belonging to the Estate:—

LOT No. 1.—Stock on hand consisting of Furs, manufactured and unmanufactured, comprising Seal, Mink, Silver Fox, Otter and Persian Lamb Caps, Muffs, Boas, Coats, etc., etc., Store and Office Furniture, Sewing Machines, Cutters, Blocks, two Edwards' Safes, etc., amounting as per Inventory to..... $10,726.44

All contained in store No. 1873 Notre-Dame Street, Montreal.

LOT No. 2.—Book Debts amounting to about..... 1,937.86

GOODS IN WAREHOUSE.

LOT No. 3.—Mink Lined and Muskrat Lined Coats, Seal Sacques, and Dolmans, Musk Ox and Buffalo Robes, Persian Lamb Nutria, Skunk, Lynx, Muskrat, Martin Skins, Coon Coats, Gauntlets, Collars, Cuffs, etc., etc., amounting to about..... 7,000.00

LOT No. 4.—Buffalo Robes, Musk Ox Robes, Coon, Persian Lamb, Mink and Muskrat, Lined Otter Trimmed Coats, etc., to be sold in lots to suit purchasers and amounting to about.. 14,000.00

LOT No. 5.—Mink Lined Persian Lamb, Astrachan, Beaver and Dyed Dog Coats, Mink, Sable, Astrachan and Skunk Skins, Coon Coats and Squirrel Plates, amounting to about..... 5,000.00

LOT No. 6—800 Dressed Mink Skins, Coon Coats and Dyed Dog Robes, amounting to about.. .. .. 2 000.00

TERMS—Cash and 1 per cent. auction duty. Buyer of Stock and Fixtures to have premises Free of Rent till 1st April, 1890.

Inventory and Stock may be examined at the Store, No. 1873 Notre-Dame Street, Montreal.

Further particulars on application to Office of

MACINTOSH & HYDE,
Standard Building.

BENNING & BARSALOU,
Auctioneers,
Montreal, November 21, 1889.
November 25, 1889. td

TOURISTS

SHOULD VISIT OUR ESTABLISHment and inspect the Largest Stock of

FINE FURS!

IN THE DOMINION.

Sealskin Newmarkets, Sacques, Jackets, Paletots, &c., in New Shapes.

Drawing-Room Rugs in Great Variety.

LION, TIGER, LEOPARD, GRIZZLY and ICE BEAR SKINS, &c., &c.

SILVER and ARCTIC FOX SKINS.

All that is New and Elegant in Manufactured Furs as worn in Paris and London.

G. R. RENFREW & Co.

35 & 37, Buade Street, Upper Town,

By Appointment,

☞ Furriers to Her Majesty the Queen. ☜

July 23 188 mar31-1m

Scotch Drain Pipes, all Shapes & Sizes
Carr's Newcastle Fire Bricks,
Portland Cement,
House Plaster,
Stove-Pipe Holes,
Chimney Tops,
Fire Clay,
&c., &c.

Geo. M. Webster & Co.

November 20, 1889.

"D" Royal School of Infantry, London.

SEPARATE TENDERS (in duplicate) for supplies and services for the above corps, during the calendar year 1890, will be received by the Minister of Militia and Defence, at Ottawa, until MONDAY, 2nd December.

Tenders to be addressed to the Minister of Militia and Defence, at Ottawa, and marked "Tenders."

For particulars and forms of Tenders, apply to Lt.-Col. Smith, D. A. G., London.

Each tender must be accompanied by an accepted Canadian bank cheque for an amount equal to five per cent. of the total value of the contract. This cheque will be forfeited if the party making the tender declines to sign a contract when called upon to do so, or if he fails to complete the service contracted for. If the tender be not accepted, the cheque will be returned.

A. BENOIT,
Secretary.
Department of Militia and Defence, Ottawa, 7th November, 1889.
November 20, 1889.

SEALED TENDERS ADDRESSED TO the undersigned, and endorsed "Tender for Vault," will be received until THURSDAY, the 5th day of December, inclusive, for the construction of an Iron and Steel Vault in the Eastern Departmental Building, Ottawa, according to a specification to be seen at the Department of Public Works, Ottawa.

An accepted bank cheque payable to the order of the Minister of Public Works, *equal to five per cent. of amount of tender* must accompany each tender. This cheque will be forfeited if the party decline the contract, or fail to complete the work contracted for, and will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,
A. GOBEIL,
Secretary.
Department of Public Works, Ottawa, 14th Nov., 1889.
November 25, 1889.

ROYAL

BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER Co., 106, Wall St., N.Y.

March 29, 1887. Lm

BOULESTIN & CIE

COGNAC.

★ V. S. O.

★★ V. S. O. P.

★★★ V. V. S. O. P.

C. ALFRED CHOUILLOU, Montreal.
GENERAL AGENT FOR CANADA.

THEO. HAMEL,
SOLE AGENT FOR QUEBEC.

November 27, 1889.

Piano and Organ STOOLS.

A LARGE NUMBER OF PIANO AND Organ STOOLS of all description and prices,

From $2.80 up to $30.

are now on sale at

A. LAVIGNE'S,
Music Dealer and Publisher,
55, FABRIQUE STREET.

AT THIS SEASON OF THE YEAR

IT IS PROPER TO INFORM

THRIFTY HOUSEKEEPERS

—THAT THE—

BEST CAKES

Are made with the aid of the

CELEBRATED

COOK'S FRIEND

BAKING POWDER

Which is now so universally employed for raising all kinds of Biscuits, Buns, Rolls Scons, Pancakes, Johnny Cakes, Griddle Cakes, &c., &c., also for Shortening Pie-crust, and improving Boiled Paste.

The COOK'S FRIEND is equal in purity to the purest, and far ahead of any other in economic value.

It contains no ingredient that would injure the most delicate stomach.

Retailed by all respectable Grocers

CAUTION.—Be sure to buy the genuine "COOK'S FRIEND." No variation from that name is genuine. See the Trade Mark on every Package.

October 14, 1889.

Royal Military College OF CANADA, Kingston, Ontario.

THE ROYAL MILITARY COLLEGE IS established for the purpose of imparting a complete education in all branches of military tactics, fortification, engineering, and general scientific knowledge in subjects connected with, and necessary to a thorough knowledge of the military profession, and for qualifying officers for command and for Staff appointments.

(a) In addition, the course of instruction is such as to afford a thorough practical scientific and sound training in all departments which are essential to a high and general modern education.

(b) The Civil Engineering Course is complete and thorough in all branches.

(c) The obligatory course of surveying is such as is required for the profession of Dominion Land Surveyor; the voluntary course of surveying is that which is required for Dominion Topographical Surveyors.

Matriculation Examination takes place in June each year. Candidates must be over fifteen and under eighteen years of age on preceding 1st of January.

Length of College Course, four years.

Four commissions in the Imperial Regular Army are awarded to graduates annually.

Board and Instruction $100 for each term, consisting of ten months' residence.

For particulars apply to the Adjutant-General of Militia, Ottawa.

December 13, 1888. Lm

THE RUSSELL, OTTAWA.

The Palace Hotel of Canada.

THIS MAGNIFICENT NEW HOTEL fitted up in the most modern style, is now open. The Russell contains accommodation for over FOUR HUNDRED GUESTS, with Passenger and Baggage Elevators, and commands a splendid view of the City, Parliamentary Grounds, River and Canal. Visitors to the Capital having business with the Government find it most convenient to stop at The Russell, where they can always meet leading public men. The entire Hotel is supplied with Escapes, and in case of fire there would not be any confusion or danger.

Every attention paid to guests.

KENLEY & ST. JACQUES'
Proprietors.

October 22, 1889. ar113

TO WEAK MEN

Suffering from the effects of youthful errors, early decay, wasting weakness, lost manhood, etc., I will send a valuable treatise (sealed) containing full particulars for home cure, FREE of charge. A splendid medical work; should be read by every man who is nervous and debilitated. Address Prof. F. C. FOWLER, Moodus, Conn.

October 24, 1889. Lm-d&w

Ministers, Lawyers, Teachers, and others whose occupation gives but little exercise, should use Carter's Little Liver Pills for torpid liver and biliousness. One is a dose. Try them. m,w,fri&w

A Song of Three Beautiful Things.

God three beautiful things hath made,
Birds and women and flowers,
To charm the roaming eye, and spread
Sweet magic o'er the hours;
And whoso loves not all the three,
Let him live with his loveless self alone,
Like a crab in a shell, or a toad in a stone,
Far away from me!

Flowers are beautiful when the brae
Is purpled o'er with blossom,
And all the buds that crown the spray
Taste fragrant dews unbosom;
And who loves not this one of the three, etc.

Birds are beautiful when they keep
High concert in the spring,
Or wheel their mazes o'er the deep
With gently sloping wing;
And who loves not this second of three, etc.

Women are beautiful when they wear
All summer in their smiles,
And sweetly lighten while they share
The workman's weary toils;
And who loves not this best of the three, etc.

God three beautiful things hath made,
To feed discerning eyes,
With outflow of His glory shed
O'er earth and sea and skies;
And whoso loves not all the three,
Let him live with his loveless self alone,
Like a crab in a shell, or a toad in a stone,
Far away from me!

—*J. Stuart Blackie in Cassell's Magazine.*

"POLYNESIAN"-"CYNTHIA."

THE "POLYNESIAN'S" PILOT BLAMED FOR THE COLLISION.

FULL TEXT OF THE JUDGMENT.

The Hon. Geo. Irvine, Q.C., Judge of the Vice-Admiralty Court, gave judgment yesterday in the case of Allan vs. Reford, arising out of the collision in the river in May last between the "Polynesian" and the "Cynthia." A large number of lawyers were present in Court, including Mr. Dunbar, Q.C., Registrar, and the counsel engaged in the case. A number of merchants interested in shipping, including Messrs. W. M. Macpherson, E. C. Fry, C. Judge, Murray Kennedy and others were also present. The full text of the Judge's notes reads as follows:—

ALLAN VS. REFORD.

This case arises out of a most unfortunate collision, causing a great loss of life and property, which occurred in the River St. Lawrence at Longue Pointe, about six miles below Montreal, in the early morning of the 22nd May last, between the Allan Royal Mail Steamship "Polynesian," then on her outward voyage from Montreal, and the "Cynthia," a powerful steamer, with a valuable cargo on board, then proceeding up the river to Montreal.

In order to understand clearly the view which I take of this case, it will be convenient and will render my judgment more intelligible, if I first relate as briefly as possible the statement which the officers and pilots of the vessels have respectively made as to their position at the time, and immediately before the collision.

The "Polynesian" is a large steamer of 3,883 tons, commanded by Captain Hugh Wylie, a shipmaster of long experience and unigersally recognized as a competent, skilful and trustworthy seaman. She had a crew of 165 men all told and carried 100 passengers. Her engines, boiler, steering gear and equipment generally were in first rate order and she was in every respect fitted for a voyage as a first-class passenger steamer should be. She left Montreal at four o'clock in the morning of the 22nd May. She was then drawing 22 feet forward and 24.6 aft, and the weather was fine and the wind west. Shortly after leaving Montreal the seamen who were on deck went below, and there remained on the bridge the captain, the pilot and the first officer, and on the deck at the wheel house the third officer and two quartermasters. The vessel was steered by a steam steering apparatus in the wheel house, worked by a telegraph on the bridge; after they had proceeded down the river about two and a half miles, the "Cynthia" came in sight coming up the river, and at a distance of about three miles. They did not take any particular notice of the "Cynthia" until she was about 2 mile off; when she appeared to be angling across the river from north to south and showing her starboard side. The captain then asked the pilot whether it would not be prudent to port their helm in order to keep out of the way of the other ship, to which the pilot replied "that the ship would go ashore if he went more to the south, and that he was going to starboard his helm." He then starboarded, and the first officer sounded the whistle twice, to indicate to the other ship that they were directing their course to port. They then slowed their engines so as to reduce their speed—the "Cynthia" was then at a distance of three-quarters to a mile off. The "Polynesian" was going at the rate of 12 knots through the water, and after slowing the engines would be going about 8 knots. From the time they first sighted the "Cynthia," until they were 500 feet apart they never saw her port bow. When about 1200 feet apart, the pilot said he would have to starboard, and he immediately starboarded and sounded the whistle to inform the other ship that they were directing their course to port; at the same moment the "Cynthia" ported and coming over to starboard she struck the "Polynesian's" bow and the collision occurred. When the "Polynesian" starboarded at a distance of about 1200 feet from the "Cynthia," Captain Wylie says the latter ship was right ahead and on their port bow but still showing her starboard side with her masts open—this was about three or four hundred feet below the red buoy.

The "Cynthia" was a vessel of 1460 tons and 460 horse power. She sailed from Glasgow for Montreal on the 10th May with a cargo of iron, coals and general goods and arrived at Quebec on the 21st May. She proceeded to Montreal immediately and anchored for the night near Ste. Therese, which is about twelve miles below Montreal. The view of the case taken by the persons on board the "Cynthia" is best told in the language of the master, who testifies as follows:—"About three forty-five on the morning of the twenty-second May, we weighed anchor and proceeded on our way to Montreal, and when a little below Longue Pointe my attention was called by the man on the lookout that a steamer was coming down a little on our starboard bow. A steamer was reported by the man on the lookout coming down the river a little on our starboard bow. I was then on the lower bridge walking at the after part of it. I did not see her off the port bow. I walked slowly across the after part of the lower bridge and then walked forward to the forepart of the lower bridge on the starboard side, and saw an Allan Line steamer which afterwards proved to be the Allan Line steamer "Polynesian," a little on my starboard bow. We were then steering, to the best of my knowledge, a straight course up the river, and when a little below Longue Pointe Church, the second officer blew his whistle to the quarter master to hoists the ensign, the flag. I then walked up on the upper bridge. At that time our pilot was directing his course a little to starboard; along the north shore and abreast of the Church we brought the 'Polynesian' on our port bow. She was also showing us her port bow. We then directed our course in that manner, keeping to the north side of the channel, with the red spar buoy a little on our starboard bow. At that moment, when the 'Polynesian' was about the red buoy, I noticed her directing her course a little to port. Our pilot then directed our course a little more to starboard. The 'Polynesian' then steadied—seemed to steady. We were then port bow to port bow, but when within about four hundred feet she suddenly sheered across our bow, under the influence of a strong starboard helm. As our vessel was then directing her course a little to starboard the collision was then inevitable. Our engines were reversed then full speed and a collision occurred in a few seconds."

Before proceeding to examine the evidence to ascertain which of these pretentions is well founded, I will dispose of certain charges which have been brought by each ship against its opponent.

It is pretended against the "Polynesian,"

1st. That she had not a proper lookout.

2nd. That she did not "stand by" the "Cynthia" after the accident.

On the first of these points I am of opinion that the lookout on the "Polynesian" was amply sufficient. The Captain, the pilot and the first officer were on the bridge, and I do not believe that their lookout would have been at all improved by the presence of a seaman on the top-gallant forecastle, and as a matter of fact they seem to have seen the "Cynthia" at a much greater distance than the people on the "Cynthia," who had a man specially stationed on the lookout, saw the "Polynesian." I entertain no doubt that whether it may or not be a prudent measure as a general rule to have a man on the lookout, even in the day time and in fine weather, the want of such a precaution in the present instance could not in any shape or way have affected the collision.

The next charge against the "Polynesian" is one, which even if well founded, would not have any bearing on the result of this case. The Law Chapter 79 Revised Statutes of Canada, enacts, section 10 "In every case of collision between two ships, the person in charge of each ship shall, if and so far as he can do so without danger to his own ship and crew, render to the other ship, her master, crew and passengers, such assistance as is practicable, and as is necessary in order to save them from any danger caused by such collision; and shall also give to the master or other person in charge of the other ship the name of his own ship and of her port of registry, or of the port or place to which she belongs, and also the names of the ports and places from which and to which she is bound; and if he fails to do so and no reasonable excuse for such failure is shown the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect or default."

I am of opinion that in this case no assistance which it was possible for the "Polynesian" to render to the "Cynthia" would have been of any avail. The bow of the "Polynesian" was so completely broken up by the collision, that she could not have held to her anchor if she had tried to stop to render assistance; moreover there was no appearance of there being any need for help until the "Cynthia's" boat was sunk by the ship turning over and the vessel itself sinking and at this time the "Polynesian" had drifted too far distant for a boat sent from her to have rendered any assistance. The Master of the "Polynesian" is in no way to blame in this particular—his own ship was so badly injured that he could not tell for some time after the collision what the consequences of it might be. He had 100 passengers on board and a crew of over 100 and his first duty was to see to their safety, and the causes of the collision are established with sufficient clearness to render it unnecessary to look for evidence of fault in what at the worst could only be a presumption in the absence of other proof.

The "Cynthia" is charged with neglect in not having stopped below Longue Pointe church until the "Polynesian" had passed. The contention being that when two ships are about meeting in a dangerous place, which it is pretended this was, the ascending ship should stop and allow the descending ship to pass. The Harbor Commissioners of Montreal have made provision for these cases in their by-laws, and article 133, page 51 of the pamphlet, filed in the case, enacts:—"All pilots in charge of up-coming steamships, sailing vessels, or craft of any kind, on such occasion before meeting downward bound vessels at sharp turns, narrow passages, or where the navigation is intricate, are required to stop, and if necessary come to a position of safety below the point of danger, and there remain until the channel is clear. These directions apply to the following points":—

Then follows an enumeration of sixteen dangerous places when the ascending ship is bound to stop and the locality in question is not among them, showing that the Harbor Commissioners did not consider it a dangerous place for two vessels to meet, and I am of opinion that although there is some contradiction, the evidence establishes that the place where the collision occurred is not one to which that article applies, and that there was no reason why two ships properly navigated and steered could not have passed one another with perfect safety and without slackening their speed.

On these points although I did not put any questions to the nautical assessor directly relating to them, I am authorized by him to say that he concurs in the opinion which I have just expressed.

In the laborious endeavour to reconcile the conflicting statements of the witnesses in this case or to find where the truth lies between them, I have been greatly assisted by the intelligent and skilful professional advice of my nautical assessor, Staff Commander Hire, of H. M. S. "Bellerophon," and also by the very able summary of the evidence submitted at the argument by the Counsel on both sides.

The case, as put by the "Polynesian," turns to a very great extent on the position of the vessels with reference to the centre of the fairway at the moment of the collision. The pilot, the first officer, and to a certain extent the master of the "Polynesian," claim that the "Cynthia," in a course angling across the river, had gone a considerable distance across the line of the centre, and was then out of her own water and in the water where a descending ship should be, and that this position rendered it necessary to direct the "Polynesian's" course to port at the last moment in order to get astern of the "Cynthia," which was in the position of a crossing ship.

It was very shortly after passing the black buoy No. 199 that the "Polynesian" saw the "Cynthia" for the first time. She was then at a distance of about three miles, and in the pilot's words: "Venait du nord au sud dans la course pour sortir au large de la Longue Pointe." The "Polynesian" would be then a short distance below the *Black Buoy* and she was kept a little in the southerly direction. The pilot then when 1200 feet above the red buoy put his helm a-starboard so as to come nearer to the north shore, giving as a reason that the other vessel was too far to the south and that if he directed his course to starboard he might run his ship aground. Captain Wylie who was on the bridge suggested that he should port, but he insisted that it was unsafe in consequence of the shoals on the south, alluding to those marked on the plan C and 2 & 3, and he accordingly put his wheel to starboard directing his course towards the north shore, so that he passed the red buoy at a distance of about 300 feet. During all this time the "Cynthia" was on the "Polynesian's" port bow and was shewing her starboard bow with her masts open. I am of opinion that this manœuvre was a mistake on the part of the pilot, that there was plenty of water to enable him to have followed the suggestion of Captain Wylie and passed further to the south and meet the other vessel port side to port side as he should have done. It is quite evident even to a person ignorant of navigation in meeting a vessel on a curve in a channel such as existed at this point, it was the duty of the descending vessel to make a wider turn and allow the ascending vessel to make the curve on a smaller circle, thus keeping port side to port side with perfect safety. The pilot of the "Polynesian" seemed to think that there was not water enough for this, but the chart shews that without doubt there was. Some doubt as to the accuracy of the soundings shown on this chart seems to be suggested, but I see no reason to doubt its correctness. The soundings were taken by a very competent official at the period of the lowest waters and they show sufficient water even at that period—and the accident occurred at the highest pitch of water, when there was probably at least four feet more than in the midsummer season when the soundings were taken. I am of opinion that the evidence shows that the pilot of the "Polynesian" had entirely mistaken the position of the "Cynthia" when he supposed she was on the south side of the channel; when the latter vessel passed the "John Young" and her tow immediately before the collision she was not at a distance of more than 150 feet from them and she had previously been what the master of the barge "Rudolph" considered dangerously near them. The "John Young" was then out of the channel for seagoing steamers and nearer the north shore. I therefore hold that when the pilot of the "Polynesian" starboarded his helm 1,200 feet above the red buoy he committed a fault of a serious nature and one which largely contributed to the accident which afterwards happened. For this I should here remark Capt. Wylie is in no way to blame, he made a suggestion, which if it had been accepted by the pilot, would have prevented the accident; but no prudent shipmaster would have persisted in carrying out his own idea against the advice of his pilot given under the circumstances detailed in this case. When this movement to port was made, the signal of two blasts of the steamwhistle was given. Some doubt has been thrown on this, but I am satisfied by the evidence of the three men on the bridge of the "Polynesian," that the signal was given—for some reason for which I am unable to account, the persons on board of the "Cynthia" did not hear the signal or see the steam issuing from the whistle, and they continued their course until the last moment, expecting to pass on the port side of the "Polynesian." When passing the red buoy, the "Polynesian" was too much on the north side of the channel, which at that place is 1,100 feet wide, the ordinary channel for vessels is not in the centre of the fairway, but at this place considerably to the north of it, and although the "Polynesian" might, under ordinary circumstances, have followed this course, she should not have done so when there was another vessel coming up on the same course and within the north half of the channel.

After having passed the red buoy about four hundred feet, the ships being then 1200 feet apart, the people of the "Cynthia" say that they saw the port side of the "Polynesian," which was no doubt true, and that they showed their port side to the other. Upon this there is considerable conflict of evidence, Captain Wylie says, that the "Cynthia" was ahead of them on their port bow; but shewing her starboard bow but making full allowance for those exagerations in favor of their own theory of the collision, which is almost always to be met with in these cases, I am of opinion that the two ships were in the position of end on or nearly end on so as to come under the rule that each should pass on the port side of the other; at this moment the "Polynesian" put her helm hard a-starboard and immediately steadied and reversed, the "Cynthia" at the same moment following the idea which they had all through had of passing to port; ported their helm and a collision immediately became inevitable, the stem of the "Cynthia" struck the starboard bow of the "Polynesian," going through the collision bulkhead, and even striking her port side at a distance of fourteen feet from the bulkhead. The "Polynesian" by this collision suffered most serious damage, as may be seen by the photographs produced and by the evidence, the "Cynthia" when extricated had entirely lost her stem which was left in the other ship and a large part of the forepart of the ship was carried away. She was in a sinking condition, and at once made for the north shore; but after two revolutions of the screw, the bow had sunk so far that the stern was entirely out of the water and the screw was useless, the vessel turned over and afterwards sunk. The whole thing was over in an incredibly short time, the captain of the "Cynthia" estimating it to have only been twelve minutes from the moment of the ship's striking until he had swam ashore and reached the bank of the river in safety. The "Cynthia" was totally lost and there was also unfortunately a lamentable loss of life.

I have already said that the theory of the "Polynesian" rested a good deal on the alleged fact that the "Cynthia" was too far on the south side of the channel and that she had angled across the river so much that she had got out of her "own waters." I am of opinion that the evidence shows the contrary and that the "Cynthia" was on her own side and that the collision occurred on the north side of the centre of the channel the evidence of the master of the "John Young" and the men on the barges which he was towing is strongly in favor of the "Cynthia's" view and this is corroborated by the evidence, whatever it may be worth, of the men who witnessed the accident from the shore; but the most convincing proof is that the "Polynesian" passing the red buoy at a distance of 300 feet was herself on the north side of the centre of the fairway, never changed her course to starboard up to the time of the collision and must therefore necessarily have been on the north side. I am therefore of opinion that the "Polynesian" is primarily to blame for the collision.

I have had considerable doubt as to whether the "Cynthia" committed any fault which would render her also liable for the consequences of the accident. I have given the subject as much consideration as I could. Unfortunately my Nautical Assessor having been obliged to leave with his ship immediately after the argument, I have had no opportunity of conferring with him while the case has been before me.

The learned counsel for the "Polynesian" in winding up his argument charged the "Cynthia" with four faults which, in his opinion, rendered her liable for the collision.

1st. She should have stopped below the church until the "Polynesian" had passed.

2nd. She ought to have slowed sooner.

3rd. She should have showed her port sidesooner.

4th. She should have kept her course as a crossing ship.

As to the first of these points I have already decided in favor of the "Cynthia," and given my reason for doing so.

As to the second and third objections, they may be considered together. Is the "Cynthia" to blame for not having sooner ported and for not having slowed or stopped?

I take it to be clearly proved that, assuming that both ships are properly navigated, there is no difficulty or danger in meeting at this place at full speed and there was no suggestion of danger up to the time that the "Polynesian" starboarded, at the same moment that the "Cynthia" ported, which unexpected movement rendered a collision inevitable, and although looking at the matter with the knowledge of the circumstances which we now possess it may be said as the assessor suggests, that if the "Cynthia" had ported sooner she might have prevented the "Polynesian" from making the fatal mistake which she afterwards committed, there was no reason to suppose that such a mistake would be made and no obligation on the part of the "Cynthia" to provide against it, At the moment the "Polynesian" starboarded the collision became inevitable and both vessels stopped and reversed immediately. I may mention with reference to a remark made by the Nautical Assessor as to the obligation of the "Polynesian" to direct her course to port in consequence of the signals given, that this obligation was completed when she had proceeded towards the north and then steadied and that she was then quite at liberty to take any course which the persons in charge of her thought it best to do, and her pilot was of the same opinion, as he says he had not before reaching the red buoy decided on which side he should pass the other vessel, moreover when he starboarded for the second time he thought it necessary to signal.

The last point which I have to consider is the question as to the "Cynthia" being a crossing ship. I have already decided that the ships were end on or nearly end on and were governed by the rule applicable to such cases, but as this point has been so often alluded to in the course of the trial, it is necessary to advert to it once more. I am of opinion that at the moment when the "Polynesian" passed the red buoy the vessels were in or nearly in what is shewn on the chart as the ordinary course of vessels, and were both on the north side of the centre of the channel. The "Polynesian" was probably (making allowance for inaccuracy in the estimate of distances) some 100 feet south of the line marked as the usual course of vessels. Now let any person interested in this case examine the chart and place the "Polynesian" at the red buoy and about three hundred (300) feet nearer the centre of the river and the "Cynthia" at a distance of two thousand (2,000) feet below, on the line marking the usual course of vessels, when the evidence shows facts about their relative positions at this time, and it will be seen that both vessels were entering a curve in the channel, which necessarily caused the "Cynthia" to show her starboard bow to the "Polynesian," and that as they approached they would become end on. It must be remembered there is a distinct curve in the channel at this place, caused by the point known as Longue Pointe. The pilot of the "Polynesian" says it is much more curved,—"beaucoup plus prononce,"—than shown on the plan. But, in any case, he should have known and understood this, and not have imagined that because the other vessel was following this course she was angling across the river. Moreover, if the "Cynthia" was a crossing ship, having the other vessel on her starboard bow, it was her duty to keep out of the way and the duty of the "Polynesian" to keep her course, which she did not do.

On the whole, I am of opinion that the pilot of the "Polynesian" is alone to blame for the accident, and I adjudge accordingly.

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they ACT LIKE MAGIC:—*a few doses* will work wonders upon the Vital Organs; Strengthening the muscular System; restoring 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. 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. Full directions with each box.

Prepared only by THOS. BEECHAM, St. Helens, Lancashire, England.

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March 23, 1889. we&sat1waf-Lm

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Portable and Stationary. from 8 H.P. to 200 H.P. Several new designs.

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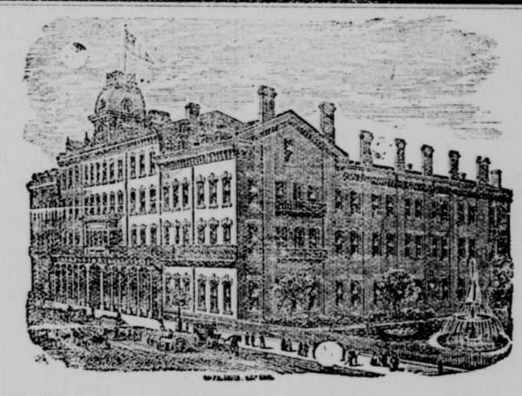
November 22 1889. mch9-Lm



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May 8, 1889.

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BARK PLENTIFUL; CAPACITY 400 Sides. Vats suitable for Hide Tanning. Convenient to the G. T. R.

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A SECOND-HAND, IN PERFECT order, Mason and Hamlin DOUBLE BANK AND PEDAL ORGAN to be disposed of at a very low figure,

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September 4, 1889. a 326-Lm

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A. SNOW & CO.,
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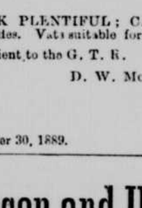
January 31, 1888.



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☞ Send for pamphlet containing testimonials, etc.

March 8 1889 Lm d&w

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SANDALWOOD CAPSULES; A SAFE and Sure Cure for Kidney and all Urinary Troubles. Being tasteless and odorless, are easily taken. Price $1.00 per box. All Druggists. DUNDAS, DICK & CO., Selling Agents, New York.

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LISTS OF JURORS.

City of Quebec.

CITY CLERK'S OFFICE.

PUBLIC NOTICE IS HEREBY GIVEN that, pursuant to the requirements of the Title VI. Chap. VI. of the Consolidated Statutes of the Province of Quebec, A Special Meeting of the Council of the City of Quebec will be held on TUESDAY, the FOURTEENTH day of JANUARY next, at SEVEN o'clock in the afternoon, at the usual place of meeting of the said Council, at which meeting the undersigned shall submit to the consideration of the Council a Supplementary List from the Assessment or Valuation Roll in force for the civic year 1889-90 in this City, containing the names of all persons who have since the last extract and supplement became qualified as Jurors, or who, to the knowledge of the undersigned have, since the forwarding of the last extract or supplement died or no longer reside within the limits of the said City of Quebec or who have become disqualified or exempt from serving as Jurors, also the names of all persons erroneously entered upon or omitted from previous extracts or supplements for the purpose of being then and there examined, corrected and approved by the said Council prior to the same being delivered to the Sheriff of the District of Quebec the whole in compliance with the provisions of the Statutes above cited.

Public Notice is also given that the persons who have a right to be exempt from serving as Jurors in virtue of the law, must ascertain from the City Clerk that their names have been struck from the extract or supplements.

By order,
H. J. J. B. CHOUINARD,
City Clerk.

November 18, 1889.

CORPORATION OF QUEBEC

CITY TREASURER'S OFFICE,
QUEBEC, 22