

TRADE AND COMMERCE.

BANK DIVIDENDS.			
Bank	Payable	Books	Closed
Bank of Montreal	15 June	17 June	17 June
Bank of Commerce	15 June	17 June	17 June

BANK MEETINGS.			
Bank	Time	Place	Notes
Bank of Montreal	12 m	12 m	12 m
Bank of Commerce	12 m	12 m	12 m

MISCELLANEOUS MEETINGS.			
Meeting	Time	Place	Notes
Bank of Montreal	12 m	12 m	12 m
Bank of Commerce	12 m	12 m	12 m

THE MONTREAL STOCK MARKET.

The annual general meeting of the shareholders of the Bank of Montreal was held in the Board room of the Bank to-day. The statement for the year which has already appeared in THE HERALD, and which is repeated in the report of the proceedings to be found in another column was read and adopted. The president, Mr. Smithers, delivered his annual message. It was clear, and distinct, and like all his enunciations had no uncertain ring. The chief points may be condensed into the following:—No bonus need be looked for in December next; the existence of a hopeful but not sanguine forecast of the future; the difficulty now experienced in employing money to advantage in New York and London must lead to the selection of some other centre for a remunerative use of the spare money of the Bank and the stern duty of protecting the interests of the bona fide investor rather than enhancing those of the mere speculator. The address is well worthy of perusal, but it fell like a bombshell in the camp of the Bulls whose childishly petulant temper on the Stock Exchange for some time past has been a source of much merriment to the disinterested observer, being considered by some to be the first signal of distress. For weeks past, the market has been rigged, prices have been pegged up, and every effort has been made to inveigle the public into buying. The careful dealer, however, still stands aloof, and all the blandishment and mendacious statements of the weary, overloaded clique fail to convince him that there is anything tangible upon which to base an upward movement. The Montreal Stock Market opened weak this morning and the opening sales of Montreal were made at a decline of 1 per cent. from those of Friday last, and as the morning advanced a further decline of 1/2 took place. A half dozen shares of Toronto brought 176 against 177 1/2 on Friday, while Merchants brought 11 1/2 and 11 1/4, the latter being an advance of 1/2 over the figures realized on Friday. The morning's sales of bank stocks were under one hundred shares all told.

Miscellaneous stocks were equally dull and heavy, transactions being confined to Montreal Telegraph and City Passenger, the former selling at 12 1/2, a decline of 1/2 from Friday, and the latter bringing 11 1/2 against 11 3/4 on the same day. In the afternoon the market opened heavy and depressed, and the opening sales of Montreal were made at 12 1/2, which price was realized for five shares, but after that prices declined and sales were hard to make, the closing sales being made at 12, a tumble of 1/2 from the opening sales and one of 2 1/2 per cent. from Friday's transactions. Miscellaneous changed hands at 11 1/4, and Merchants brought 11 1/2, the morning's lowest price. The opening sales of Commerce were made at 12 1/2, and it declined from those figures to 12 1/4, and 12 1/2, closing at the latter, and showing a decline of 1/2 from Friday's sales. Not a single share of miscellaneous stocks was sold in the afternoon, and the market closed weak, heavy and depressed.

The following are to-day's quotation of the stock market as specially reported by THE HERALD by D. Lorn MacDougall, 11 Hospital street:—

In the afternoon the market opened heavy and depressed, and the opening sales of Montreal were made at 12 1/2, which price was realized for the shares, but after that prices declined and sales were hard to make, the closing sales being made at 12 1/2, a tumble of 1 1/2 from the opening sales and one of 2 1/2 per cent from Friday's transactions. Molson changed hands at 114, and Merchants brought 114, the morning's lowest price. The opening sales of Commerce were made at 12 1/2, and it declined from the figures to 12 1/2 and 12 1/2, closing at the latter, and showing a decline of 3/4 from Friday's sales. Not a single share of miscellaneous stocks was sold in the afternoon, and the market closed weak, heavy and depressed.

The market was more active to-day for sterling, but dull for New York funds. A round amount of bank and some bank endorsed sixties sold at 9 1/2. The rates were unchanged, being 1/2 discount to par between banks, and 1/2 premium to 1/2 over the counter. The rates for sterling were unchanged, being 1/2 discount to par between banks, and 1/2 premium to 1/2 over the counter for sixties; 9 1/2-10 1/2 between banks, and 1/2 over the counter for demand drafts, 1/2 over the counter for cables. Documentary sixties were 8 1/2, and cable bills 9 per cent. In New York sterling was firm. The posted rates were unchanged at 4 1/2 for sixties and 4 1/2 for demand drafts. The rates for actual business were 4 1/2-4 3/4 for sixties, 4 1/2-4 3/4 for demand drafts, and 4 1/2-4 3/4 for cables. Commercial bills were unchanged at 4 1/2-4 3/4. Continental bills were quiet and quoted as follows:—France, 5 1/2-5 1/2; reichsmark, 8 1/2-8 1/2 and 9 1/2-9 1/2; guilders, 40 1/2-40 1/2. The posted rates were as follows:—40 1/2 for 60 days, 8 days; 40 1/2 for 30 days, 8 days; 40 1/2 for 15 days, 8 days; 40 1/2 for 7 days, 8 days; 40 1/2 for 3 days, 8 days; 40 1/2 for 1 day, 8 days; 40 1/2 for 1/2 day, 8 days; 40 1/2 for 1/4 day, 8 days; 40 1/2 for 1/8 day, 8 days; 40 1/2 for 1/16 day, 8 days; 40 1/2 for 1/32 day, 8 days; 40 1/2 for 1/64 day, 8 days; 40 1/2 for 1/128 day, 8 days; 40 1/2 for 1/256 day, 8 days; 40 1/2 for 1/512 day, 8 days; 40 1/2 for 1/1024 day, 8 days; 40 1/2 for 1/2048 day, 8 days; 40 1/2 for 1/4096 day, 8 days; 40 1/2 for 1/8192 day, 8 days; 40 1/2 for 1/16384 day, 8 days; 40 1/2 for 1/32768 day, 8 days; 40 1/2 for 1/65536 day, 8 days; 40 1/2 for 1/131072 day, 8 days; 40 1/2 for 1/262144 day, 8 days; 40 1/2 for 1/524288 day, 8 days; 40 1/2 for 1/1048576 day, 8 days; 40 1/2 for 1/2097152 day, 8 days; 40 1/2 for 1/4194304 day, 8 days; 40 1/2 for 1/8388608 day, 8 days; 40 1/2 for 1/16777216 day, 8 days; 40 1/2 for 1/33554432 day, 8 days; 40 1/2 for 1/67108864 day, 8 days; 40 1/2 for 1/134217728 day, 8 days; 40 1/2 for 1/268435456 day, 8 days; 40 1/2 for 1/536870912 day, 8 days; 40 1/2 for 1/1073741824 day, 8 days; 40 1/2 for 1/2147483648 day, 8 days; 40 1/2 for 1/4294967296 day, 8 days; 40 1/2 for 1/8589934592 day, 8 days; 40 1/2 for 1/17179869184 day, 8 days; 40 1/2 for 1/34359738368 day, 8 days; 40 1/2 for 1/68719476736 day, 8 days; 40 1/2 for 1/137438953472 day, 8 days; 40 1/2 for 1/274877906944 day, 8 days; 40 1/2 for 1/549755813888 day, 8 days; 40 1/2 for 1/1099511627776 day, 8 days; 40 1/2 for 1/2199023255552 day, 8 days; 40 1/2 for 1/4398046511104 day, 8 days; 40 1/2 for 1/8796093022208 day, 8 days; 40 1/2 for 1/17592186044416 day, 8 days; 40 1/2 for 1/35184372088832 day, 8 days; 40 1/2 for 1/70368744177664 day, 8 days; 40 1/2 for 1/140737488355328 day, 8 days; 40 1/2 for 1/281474976710656 day, 8 days; 40 1/2 for 1/562949953421312 day, 8 days; 40 1/2 for 1/1125899906842624 day, 8 days; 40 1/2 for 1/2251799813685248 day, 8 days; 40 1/2 for 1/4503599627370496 day, 8 days; 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40 1/2 for 1/26328073159191312364557594684799257153342124987507392 day, 8 days; 40 1/2 for 1/52656146318382624729115189369598514266684249975014784 day, 8 days

TERMS OF SUBSCRIPTION.

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

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

The Montreal Herald.

TUESDAY MORNING, JUNE 2

NOTICE.

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

P. MITCHELL,
Montreal, April 13, 1885.
At a meeting of THE HERALD COMPANY (limited), held in THE HERALD BUILDING, Victoria Square, the shareholders elected the following Board of Directors:—Hon. Peter Mitchell, A. B. Casse, William Cassie, and Mr. A. B. Casse. Mr. P. Mitchell was chosen President of the Company, and Mr. A. B. Casse was appointed Secretary-Treasurer.

P. MITCHELL,
President "The Herald Company."
Montreal, April 13, 1885.
All correspondence for THE HERALD (except business letters) should be addressed to the Editor, Mr. JOHN LIVINGSTON. Business correspondence is to be addressed to THE HERALD COMPANY, (limited), offices in Victoria Square, corner of Victoria Square and St. James Street West, Montreal: Hon. Peter Mitchell, President; Mr. ALBERT MURRAY, Secretary-Treasurer.

SPECIAL NOTICE.

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

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

THE HERALD COMPANY,
(Limited).

UNPROFITABLE PROCEEDINGS.

The block in legislation caused by the extraordinary length to which the discussion of the Franchise Bill has been carried is a very serious matter for the country. As a consequence, much important legislation will have to be dropped altogether, including the Insolvency Bill, over which so much time was spent by a special committee of the Commons. This measure has been loudly called for by the mercantile community, but, thanks to the professional politicians, although so much time and care and experience were devoted to the preparation of the measure, these will all go for nothing, for the present at all events. This, however, is but one of many measures of public importance, the discussion and adoption of which have been prevented by the quarrels of the politicians and the rage of party. To say that one party or one set of leaders alone is to blame for this state of things is to suggest a very partial idea of the culpability of party leaders. In the first place the Government are greatly to blame for postponing the Franchise Bill until so late a day in the session. Of course, the Government controls the business of Parliament, and when they decided to delay the discussion on their own bill and bring it on so late in the session they did it with a full knowledge of all the parliamentary and party consequences. They are equally responsible for the immature character of the measure. Either the bill contains a great deal that the Premier never intended to put in it or many of its provisions, believed to be wise at one time, were afterwards discovered to be altogether unwarranted, as the Premier has abandoned or modified many of the original propositions. The Government is, therefore, blamable for presenting a measure which was crude, misleading and untimely. The Opposition, on the other hand, laid themselves open to the charge of factional conduct by not opposing the measure on its merits or on reasonable grounds, having deliberately set themselves to "speak against time" to "talk it out," to waste the time of the House and the people, to obstruct all other legislation. They read from books ad libitum; they indulged in grotesque proceedings unrelieved by a ray of sense or intellectual worth. They followed this programme for some time, much to the disgust of the country, which could not sympathize with conduct that has become a national scandal. The comments of THE HERALD and other independent influences finally led the Opposition to abandon that line and to adopt legitimate discussion and criticism, but unfortunately this was not done until the country had become thoroughly disgusted with the acts of the leaders on both sides, and were exclaiming, "a plague of both your Houses!"

It cannot be denied that Government's uncalculated for delay and the badness of the measure which they sought to force on the country at the eleventh hour, and the undignified and partisan conduct of the Opposition have done much to lower Parliament in the eyes of the people. They have led the country to distrust its political leaders. They have revealed the danger to which the country is subjected through par-

tisan ambitions and manoeuvres. They indicate a weak spot in our political system to which the electors should give their attention and for which a remedy should be provided. The weak spot is the determination to pry apart party interests, regardless of the consequences to the public interests. It is the placing of the party's triumph above the public good. It is distinguishing against the country in favor of the party. It is useless for our public men to be laying down fine maxims for their guidance, when their practice as partisans is what it is.

It is to be hoped that when the Government again propose a franchise measure which one half the population of the Dominion treat as partisan, and which really seems to be pushed in the hope of bringing party gains, they will seriously count the cost. If suspicion attaches to the Government in this connection; if they seem to be employing their majority, not for the general benefit, but to gain a party advantage; if the public refuse to credit the Government's sincerity in the case; if, by this partisan act, all legislation is blocked and the commerce of the country suffers; if, on the other hand, the Opposition show themselves unequal to conducting their side of the discussion in a proper manner and, instead of appealing to the reason and sound judgment of the country, indulge in tricks and manoeuvres with which the public cannot sympathize, then, we think, the leaders and their parties are paying too dear for their whistle. All the advantages to their side, all the little party gains, will not begin to offset the great loss in public estimation which both sides sustain by such unworthy tactics.

THE LONDON "TIMES" ON THE CANADIAN PACIFIC RAILWAY.

The article which we copy below, from the London Times of May 20, will be read with great interest, although founded to some extent, on an error. It is assumed that the Canadian Pacific railway has been finished clear through to the Pacific Ocean, an event which will not happen until September or October. The completion of the "gaps" north of Lake Superior is treated as the finishing stroke to the work, an error which is not remarkable when we consider that the Times seems to be dependent for early Canadian news on a correspondent in Philadelphia. Barring this anticipation of the completion of the great enterprise, the Times' article is in every way satisfactory. It shows in a marked manner a growing appreciation of Canada in England; and although the Times' attention has been drawn to the Canadian Pacific Railway rather because its completion is regarded as "a most important step towards the consolidation of the Empire" than because of its value as an agency in the national development of Canada, still we should not quarrel with the means which the most influential of the English journals adopts to attract the attention of the British nation to the great advance in Canadian development which the early completion of the Canadian Pacific betokens. When the Times is writing of the railway's importance in promoting Imperial interests, it would have been gratifying if there had been an accompanying intimation of the Empire's intention to shoulder some of the cost of the work now borne by Canada; and who knows but this may come in time!

London Times, May 20, 1885.
A most important step has been taken towards the material consolidation of the Empire by the completion, which we announce this morning, of the Canadian Pacific Railway. That great work, connected as it is with the railway systems of the Eastern provinces of the Canadian Dominion, joins the Atlantic and the Pacific Oceans by a line running all the way through British territory. The railway in the North-West, which has been almost stamped out by General Middleton's victories and by the capture of Riel, has drawn public attention in this country to the strategic importance of this railway, and military authorities have long been anxious lest the delay in its completion should deprive the Imperial Government of a most valuable resource in the event of war with Russia or any other Power that might become formidable in the Pacific. The last part of the unfinished section of the line, near Jackfish Bay, on Lake Superior, was laid on Monday night, and it may be made immediately available for traffic, if the necessity should arise. It appears, indeed, that when inquiries were recently made by the War Office as to the prospect of sending troops across to British Columbia by that route, the answer was somewhat unexpectedly returned that the transport could be undertaken at once. It may, therefore, be presumed that the connection by rail is now continuous, as our Philadelphia correspondent mentions, from Halifax to Port Moody, in British Columbia, whence the steamship routes for Japan, China, and India are intended to start. The great port of Nova Scotia is one of the chief military positions which form the corner-stones of the Empire, and the advantage of connecting that place as well as the cities of Canada proper with the Pacific provinces is too plain to stand in need of argument. British Columbia and Vancouver Island have hitherto been left out in the cold, not without danger to Imperial as well as local interests. The completion of the railway will enable the Government to send reinforcements for their protection if the necessity should arise, or even to make them the basis of offensive operations on the coast of the Pacific.

The Canadian Pacific Railway has advantages which ordinary cartography, owing to the illusion of projection, does not adequately exhibit. It seems, from most maps of the North American Continent, as if the Canadian Pacific line was at good deal longer than its rivals which run through the territory of the United States. The distance, however, from Montreal to Fort Moody is only 2,870 miles, while the distance from New York to San Francisco by the shortest of the United States lines is 3,331 miles. Not only Halifax, but New York and Chicago are nearer to the Pacific terminus of the Can-

adian line than to San Francisco. Indeed, the route across the Atlantic, overlaid by the Canadian Pacific line, and from British Columbia across the Pacific to China or Japan, ought to insure, when properly organized, a considerable saving of time over any of the present routes. Now that the rails have been continuously laid from the shores of the one ocean to those of the other and nowhere outside of the Queen's dominions, there are other reasons, besides those merely of convenience and commercial interest, for giving the enterprise all possible encouragement. The confederation of the widely different and mutually jealous provinces which were united in 1867 under the style and title of the Dominion of Canada have been drawn and welded together during the short space of eighteen years quite as much by the development of the railway system as by political institutions. The Intercolonial Railway, connecting the Maritime Provinces of the Atlantic seaboard with Quebec and Ontario, has been followed up on a still greater scale by the Pacific line, which, after many vicissitudes and difficulties, has at last been triumphantly carried through. This success may be supposed to be marked by the arrangement for a division of traffic concluded, as is mentioned in our money market article, with the Grand Trunk Company. The amalgamation of the North-Western Territories and of the provinces beyond the Rocky Mountains has been retarded by the two serious breaks in the permanent way which till lately existed, the one in the territory of British Columbia, just beyond the great mountain barrier, and the other on the northern shore of Lake Superior. These have now been filled up, though the latter, little more than a month ago, interposed an inconvenient delay in the conveyance of the troops intended to reinforce General Middleton. Our correspondent, writing on the 10th of April from the camp at Qu'Appelle, mentioned three places on the section of the line east of Port Arthur—one of 63 miles, another of 45 miles and a third of ten miles—where transport in sleighs had to be organized by the railway company. This gap is the last which has been filled up, by the completion, as our Philadelphia correspondent telegraphs, of the works at Jackfish Bay on Lake Superior.

The time, it is calculated, within which troops can be sent by the line now opened throughout for traffic from Halifax to the Pacific coast will not exceed seven days. For Imperial purposes, whether of war or peace, these increased facilities will be most valuable; but the colonists of the Dominion will also profit by the improvement of communications material, as well as political. When the development of the railway system of which the new Pacific line is the main artery has opened up not only Manitoba and the North-West, but the territories beyond the Rocky Mountains, such disturbances as those excited by Riel will soon cease to be possible. Moreover, the vigorous and well-directed political life that has been fostered in the eastern provinces of the Dominion since the spread of the railway system has made confederation a reality will extend across the continent and bring the settlers of British Columbia and Vancouver Island, for the first time, really into union with their fellow-citizens on the Atlantic side. The riches of the country which the main line will open up are not yet thoroughly explored, but they are very great; and certainly on the Pacific side there are vast and undeveloped fisheries, forests, and mines, at the base of the Rocky Mountains there are immense cattle ranches, in the prairie country there are boundless possibilities of wheat-growing, and in the region bordering on the great lakes black and red soil and iron ore. There is much wealth both in minerals and timber. By the mother country, the growth of a sense of union among her children must always be regarded as a source of strength, and in these days it points, happily, to a larger and wider conception of Imperial unity which will not remain, it may be hoped, an aspiration only. But, whatever may be the future of Imperial federation, as long as the British Empire holds together, it will be a priceless advantage to us to have the command of a great line of communication between the two oceans, spanning the American continent and passing from sea to sea on British soil, beyond the reach of any hostile attack, and free from the restraints of a possibly embarrassing neutrality.

THE IRISH BISHOPS AND THE PRINCE OF WALES.—The Rome correspondent of the London Times writes, apropos of the visit of the Irish Catholic bishops to the Vatican:—"As regards what passed between the Irish bishops and the Pope, I know that he closely interrogated several of them, and probably all, as to the reasons why they did not pay their respects to the Prince and Princess of Wales. Their answers were not convincing, and the Pope told them that even in Germany, where the May Laws were still in force, and the Catholic clergy suffered under much oppression, of which nothing was now known in Ireland, they fulfilled the duty that he enjoined upon them of showing proper respect for the Emperor and the members of the Imperial Family. He added that he was much surprised and pained on hearing that this had been neglected in Ireland."

WHAT APPEARS to have been a typographical error was made in our report of Mr. F. Wolferstan Thomas's speech at the merchants' meeting on Saturday. Speaking of the effects of the Manitoba exemption bill on business generally, Mr. Thomas is made to say:—"If the bill went into operation the bank would have to write off hundreds of thousands of dollars and would suffer great loss." The word we have italicized should have read "banks." Here is a case in which the change of a single letter makes a wonderful difference in the significance of a sentence. We regret that the mistake was made.

THE GOVERNMENT have received information from the Finance Minister which appears to justify their announcement through the Government organs that the English holders of the Dominion five per cent. bonds to the extent of \$30,000,000, which were to be redeemed in July, will accept an extension of 244 years, interest to be reduced to four per cent. The new loan to be floated is \$25,000,000, at four per cent. Canadian four per cent. were quoted in London May 19, at 103½, and 3½ per cent. at 92½. It is thought, therefore, that the new loan will go off at a considerable premium.

THE BANK OF MONTREAL.

The report of the annual meeting of the shareholders of the Bank of Montreal will be read with satisfaction by all our readers. It is cheering to know that the first monetary institution in the Dominion is in such a prosperous condition, and that it is so prudently, as well as so ably, managed. At the end of a year by no means generally prosperous, and with no ordinary difficulties to meet and to overcome, the Bank of Montreal shows a good balance sheet.

The address of the President should be carefully read by every commercial man in the Dominion. It is so clear, so simple, and yet so vigorous in style that he who runs may read and understand. From it the young merchant may learn that the principles on which a great bank is managed are precisely those which are necessary profitably to run the most humble business. He will note that the President of the Bank of Montreal has not one word to say about the advantages of "financing" and that he has no advice or instruction to give to those who without either capital or credit are most desirous "to raise the wind."

Mr. Smithers alludes incidentally to a fact which has already silently and insidiously exercised a considerable influence on the commercial world, and which is likely to disarrange it to a still greater extent in the not distant future. We allude to the depreciation of currency, which has been almost imperceptibly going on for some time. This is a disturbing element which mercantile men are likely to hear more of as time progresses.

Mr. Smithers warmly advocates a very material change in the system of banking in Canada. He would have the banks here as in America, secure their issues by the deposit of Government bonds. The immediate result of this would be to relieve the Government from financial pressure, for it would put into its coffers about thirty millions now locked up in the vaults of the banks; but ultimately the change would be advantageous to the banks and all connected with them.

The few words of plain, homely advice given by the President of the Bank of Montreal to traders of all classes will, it is devoutly to be hoped, be generally followed. He cannot be said to take a gloomy view of the future, but it is evident that he sees danger in the distance. He consequently advises his hearers to prepare for the worst, to go slow, to be cautious. To follow this advice can do no harm, let the event be what it may. If times are good the prudent man is pretty sure to prosper, and if hard times come he is prepared for them.

THERE ARE MANY in Montreal prepared to second Bishop Ussher's suggestions in regard to the military parades on Sunday. The attendance of a band is really not necessary, and, no doubt, a somewhat earlier attendance at the church can be readily arranged.

DIED.
CAMPBELL—At New Paisley, on Friday, 22nd May, Susan White, widow of the late John Campbell, a native of King's County, Ireland, and aunt of Mr. T. White, of this city, in the 95th year of her age.
LAFRERE—Died Saturday, 29th May, Mr. Noel C. Lafriere, carriage builder, aged 53 years.
Funeral will take place on Tuesday, 2nd June, at 2 o'clock A.M. Friends and acquaintances respectfully requested to attend without further notice.

New Advertisements.

FOUND.
A Baby's Carriage on St. James street; owner can have it on applying at Valade Hotel, Chabot's Square, paying expenses. June 2. u 131

PARTNERSHIP.
Now open to young men with \$3,000 to \$50,000, an experienced office hand preferred. The business is one of the best in Canada, and one which is growing rapidly. We have a monopoly for an active partner, or as an investment. We can commend the opportunity to any good man.
Apply to
BOWIE & HUTCHINS,
Notaries, &c.,
Waddell Building, Notre Dame and St. John Street.
June 2. b 131

BAUMGARTEN'S MUCILAGE!

Put up in cones, half-pints, pints, quarts and in bulk.

LIQUID GLUE!

In boxes of 1 dozen, each screw-top cans containing 1 pint, 1 gallon and gallon. Always ready for use and guaranteed to hold better than any GLUE imported into this country.

INDELIBLE MARKING INK!

For writing on LINEN, and a LINEN STRETCHER given away with each bottle; this is a great convenience, as it holds the fabric firm while marking it. These goods all guaranteed to be equal, if not superior, to anything in the market.

See that you get a LINEN STRETCHER with each bottle.
Trade supplied at short notice.
Samples on application at Factory.

759 CRAIG STREET. Wholesale Only. H. BAUMGARTEN, Sole Proprietor & Manufacturer.

ASBESTOS.

Asbestos Steam Pipe & Boiler Covering BY THE BARREL!
Or Applied per Square Foot on Contract, SAVES 25 PER CENT. OF FUEL.
ASBESTOS CRUDE, F.O.B. for Exp. ASBESTOS FIBRE.
FENWICK & SCOTLAND, 229 and 231 Commissioners Street, June 2. eod 131

New Advertisements. New Advertisements.

THERE IS A GREAT WASTE IN USING THE MAJORITY OF MACHINE OILS
IN THE HOT SEASON
AS THEY HAVE NO WEIGHT AND RUN LIKE WATER.
M'COLL'S LARDINE
BEWARE OF IMITATIONS!
OUR ENGLISH WOOL OIL
OUR NEW FARMERS' OIL, GIVING IMMENSE SATISFACTION.
M'COLL BROS. & CO., TORONTO, ONT.
May 30 18 July 5w 129

DELBECK & CO. CHAMPAGNES

EXTRA DRY, 1880. VIN BRUT, 1880. DELMONICO!
—FINEST WINE IN THE MARKET—
L. GALARNEAU,
350 St. Paul Street, Montreal.
May 18, 1885. 7 151

STEINWAY CHICKERING PIANOS

THE BEST IN THE WORLD.
SOLD ON LIBERAL TERMS.
PIANOS AND ORGANS by various makers, in great variety, sold on the instalment system, or can be rented with option of purchase.
A large assortment of second-hand PIANOS AND ORGANS at prices to suit all purchasers. Agents wanted for the celebrated

ESTHEY & KIMBALL ORGANS.
Special inducements to reliable and active men. A personal interview solicited.
Apply to
A. & S. NORDHEIMER,
211 ST. JAMES STREET, MONTREAL.

NEXT WEEK.

Special Sale of choice Summer Prints and new Gingham all next week.
AT S. CARSLY'S.

CHOICE PARASOLS.

A shipment of extra good quality Parasols will be ready for sale on Monday.

MILLINERY!

In the Show Room will be found all the new and leading novelties for the summer for June 1st. S. Carsley will show new, light and stylish Bonnets and Hats in Crapes, Laces, Lisle, Lawn and Grosgrain and all the latest imported materials.

Received direct from the manufacturers a large stock of Gauze Ribbons, all the newest shades. S. Carsley, buying these goods direct from the manufacturers, enables him to sell them much lower in price than other stores. Ladies will please call and examine the stock.

FLOWERS!

Our Flower Department now complete. Mounts, Wreaths and Sprays of all descriptions and colors.

LADIES!
See S. Carsley's RUSTIC HATS for 50c.

FOR CHILDREN!
See S. Carsley's HATS, CAPS and BONNETS in various materials, for summer wear.

S. CARSLY,
1765, 1767, 1769, 1771, 1773, 1775, 1777,
NOTRE DAME STREET,
MONTREAL.

MILK! MILK!

PUBLIC NOTICE is hereby given that, according to Law, no person is allowed to sell milk in this city unless such person can show a license obtained from the Chief of Police to that effect, and paid the sum of ONE DOLLAR therefor, which said license must be renewed every year.

Persons selling adulterated, unwholesome or diluted milk are liable to a fine of Twenty Dollars, or an imprisonment of thirty days for each offence.

By order,
CHS. GLACKMEYER,
City Clerk.

CITY CLERK'S OFFICE,
CITY HALL,
Montreal, 1st June, 1885. u 131

DOGS! DOGS!

PUBLIC NOTICE is hereby given that, according to Law, every owner or keeper of a Dog in this City is held, under severe penalty, to have it registered, numbered and licensed at the Office of the Chief of Police, and to provide the said Dog with a collar, to which shall be attached, by a metallic fastening, a circular metallic plate, with number and license, &c., inscribed thereon, to be had at the said Office of the Chief of Police.

All dogs found running at large after the first of July next, not licensed or collared as aforesaid, shall be killed or destroyed.
Licensed dogs found in the streets unaccompanied by their owner, may be taken up and impounded.

By order,
CHS. GLACKMEYER,
City Clerk.
CITY CLERK'S OFFICE,
CITY HALL,
Montreal, 1st June, 1885. u 131

WAREHOUSE RECEIPT NUMBER 68, for 1,300 barrels of Flour, signed by Anthony Fore, said receipt is hereby cancelled. Finder will please deliver to 78 St. Peter Street. m 128

Amusements.

A CADEMY OF MUSIC!
Henry Thomas.....Lessee and Manager.
MONDAY, June 1, and balance of week, also
THE CYRIL SEARLE COMEDY COMPANY
Supporting the beautiful emotional artist,
"ELEANOR CAREY"
In the new American domestic drama,
TWICE WOODEN, Or A Wall Street Guardian.
A pure story conveying a moral to every man, woman and child.
Reserved Seats on Sale at Nordheimer's. 128

THEATRE ROYAL.
SPARROW & JACOBS, Proprietors & Managers.
Every Afternoon and Evening, Week
Commencing Monday, the 1st June
THE GREAT LONDON SUCCESS!
LENNOX'S
HOOP OF GOLD!

The Best of all Spectacular Melodrama.
Car Load of New and Elegant Scenery,
NOVEL STAGE EFFECTS AND A GREAT CAST.
Prices of Admission:—Matinee, 10c and 25c;
Evenings, 10c, 20c and 30c. Reserved Seats at Prince's. Doors open at 1.30 and 7 p.m. 129

OPERA HOUSE.
BEAVER HALL HILL.
W. H. LYELL, Proprietor & Manager.
Week Commencing Monday, June 1st.
Every Evening.
MATINEES TUESDAY, THURSDAY AND
WILL BE PRESENTED WITH
—A SUPERB CAST—
—AND—
EVERY SCENE ENTIRELY NEW.

The Great Union Square Success,
THE BANKER'S DAUGHTER.
June 1
CRYSTAL PALACE OPERA HOUSE.
Miss JANET EDMONDSON.....Manager.
POSITIVELY LAST WEEK
—OF THE—
CARLETON ENGLISH OPERA COMPANY

Offenbach's latest and best comic opera.
LA FILLE DU TAMBOUR MAJOR!
Mr. W. T. Carleton as.....Capt. Robert
Miss Francesca Guthrie as.....Stella
A Great Cast, Magnificent Costumes
New Scenery and Properties.
ADMISSION, 25c; Reserved Seats, 50c and
75c. Seats on sale at Windsor Hotel, Telephone No. 631.

THE
Canada Co-operative Supply
ASSOCIATION.
(LIMITED).
NOTICE IS HEREBY GIVEN that this
association has been placed in judicial liquidation, and that the undersigned have been
appointed Provisional Liquidators.
The Stores will remain open as usual pending a meeting of the creditors, which it is proposed to hold on WEDNESDAY, the 21st JUNE NEXT.

G. R. GRANT,
F. B. MATTHEWS,
Montreal, 27th May, 1885. eod m 127

G. F. STAHL, A. G. WHITE,
STAHL & CO.,
HAVRE, FRANCE.
Commission Merchants and Agents,
PRODUCE, PROVISIONS, CANNED GOODS,
In view of the opening of the new direct
Line of Steamers to Havre, India, Coromandel
and Consignments, London and New York
references.
May 29 a 129

ART ASSOCIATION OF MONTREAL.
—GALLERY OF—
PAINTINGS AND SCULPTURE
OPEN FROM 10 A.M. TO 5 P.M.
—ADMISSION—
Members and their Families.....FREE
Non-Members.....25 Cts
SATURDAYS FREE.
May 25 129

FOR SALE!
IN QUANTITIES TO SUIT PURCHASERS
Fresh Mined!
CALEDONIA MINE COAL
NOW LANDING
EX SS. BENHOPE.
FOR PRICE, TERMS, &c.,
APPLY TO
J. & R. McLEA,
—AGENTS—
Caledonia Coal & Railway Co.
June 1 8 COMMON STREET. 6m 130

THE CANADIAN BANK OF COMMERCE.
Dividend No. 33.
Notice is hereby given that a DIVIDEND
OF FOUR PER CENT. 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
Thursday, the 2nd Day of July Next.
The Transfer Books will be closed from the
17th of June to the 1st of July, both days
inclusive.
By order of the Board.
W. N. ANDERSON,
General Manager.
Toronto, May 21, 1885. 23, 932, 15, 27, 123

ASK YOUR GROCER
—FOR—
IMPERIAL FRENCH SHOE BLACKING

THE LAST DEPARTURE—A FAREWELL AND A PREVIEW.

(Money, May 20th, 1885.)

Rude Boreas cease! Ye raging billows rest!
Com' zephyrs soft, and waft towards the West
Our Tyler dear!

Heroes with kind intent,
On mercy's errand bent,
The falling heart to cheer,
The drooping head support,
Of faithful Jackson, sore distraught
By much perplexing fear,
And many an anxious thought,
Then farewell, Henry! we will try to learn
To live without thee, should'st thou e'er re-
turn.

(T. AND H. DISCOVERED IN CONSULTATION.)

T. (to H.)—The problem puzzles me—how best

To make good dividends for eighty-

five—

Rates reduced by competition,
Road and stock in bad condition,
"Suspense" played out, and gone
Reserve" for ever.

H. (interrupting)—

The sword of Truth the Gordian

Knot must sever.

Hear now my scheme—the plan for

which I vote.

Figures, like water, may make craft
To float.But with like water, and their level;
And schemes dishonest or unseemly,
Like laden ships, will run aground.

Then I advise—

Disseise with—

JUST TELL THE TRUTH AND SHAME THE—

DOMINION PARLIAMENT

Third Session—Fifth Parliament.

HOUSE OF COMMONS.

OTTAWA, June 1, 1885.

The Speaker took the chair at 1.30 p.m.

Petitions were presented praying for ex-

empting ale, porter, beer and light wines

from prohibition under the Scott Act; also

praying for an amendment requiring that

a three-fifths majority be necessary before

the Act be adopted.

Petitions were presented by Messrs. Foster

and McCraney, from the Women's Chris-

tian Temperance Union and several Metho-

dist district and other meetings, praying

that the Scott Act be not so amended as to

lessen its prohibitory character.

Mr. Gordon said his attention had been

drawn to a statement in an Ottawa Grit

paper to the effect that Mr. Reid, M.P. for

Carleton Place, had returned home on the

pretence that he could not support the Fran-

chise Bill, but really because he had re-

ceived a telegram from his constituents not

to support the Government any longer un-

less the land regulations be altered. He

had telegraphed Mr. Reid on the subject,

and Mr. Reid had replied that the state-

ment was utterly untrue.

The same paper also stated that an in-

quisitive Liberal member had spoken to

him (Gordon) regarding the land

regulations in British Columbia, that he

(Gordon) had stated that the British

Columbia members were not consulted

regarding the regulations, and that when

he was asked what sort of a Government

supporter he was to allow himself to be

passed over he turned his back and made

no reply. The statement that he had

made, Mr. Gordon said, was entirely un-

true. He had not asserted whether these

members were consulted or not. He did say,

however, to the inquisitive Liberal that

British Columbia should not resort to ex-

treme measures, as he was sure that what-

ever grievances there were would be re-

medied. He could not just remember the

gentleman with whom he had conversed.

He might say, however, that he had, from

time to time, talked with members on both

sides, but this was the first time that any

private conversation he had had been

put into print. Conversing with a gen-

tleman and then taking it, even when

correctly reported, to a newspaper office,

was an unworthy business. The gen-

tleman who had done this would not re-

fute his fellow-members of the Opposition

from suspicion of being guilty parties if he

would rise and explain his action. (Hear,

hear, and cries of "rise and explain.")

Mr. Ferguson (Welland) said he was

present at the conversation and was sur-

prised to see the alleged report of it in

print. It would be a pity if the private

conversation of the smoking-room and cor-

ridors were to be taken advantage of and

reported in the papers. No honorable man

would do such work. (Hear, hear.) The

circumstances under which the members

on the Government side to be on their

guard in the statements they make in pri-

vate.

Mr. Popejoy (reply to Mr. Edgar, said the

Government had not yet completed plans to

be submitted for the Pacific Railway. The

C.P.R. connection at Quebec, for the short

line to the Maritime ports and for the

Cape Breton railway.

Sir John Macdonald, in reply to Mr.

Edgar, said the modification of the agree-

ments with the Colonization Co. was under

consideration and the plans would be laid

before Parliament.

Mr. Edgar enquired whether the Govern-

ment had recently largely increased the dues

on the Dominion lands in British Colum-

bia over the rates heretofore imposed by

the authorities? Whether the Govern-

ment had established any limitation as to

the area of the British Columbia timber

limits to be conceded to an individual?

ment to the effect that the lists of persons

entitled to be registered as voters be pre-

pared by the officer whose duty it is to

prepare the voters' lists for the Provincial

elections.

Mr. Mills said it was not true, as had

been said by hon. gentlemen opposite,

that there was any struggle in the munici-

palities between the different political par-

ties as to who should have control of the

voters' lists. He believed that at least 30

per cent. of the electors created by the bill

would be found not to be on the assess-

ment roll. In the different Provinces the

revising officers appointed by the Govern-

ment would be in a position to deal with

these parties, which was very unfair

described by the Opposition as a dis-

franchisement bill, but now it appeared

that the chief objection to the proposed

mode of preparing the list was that the

bill entailed a heavy cost, more

electors than were on the assessment roll.

(Hear, hear.) It was, therefore, clear ac-

cording to the confession of the member

for Bothwell, that the bill would give

thirty per cent. more voters than there are

at present. It was satisfactory to know

this, and to have it on the authority

of the member for Bothwell. (Hear, hear.)

There really was no slight throw up to

the municipal officers by the bill. Under

the old system these officers prepared the

lists and there was an appeal from them to

the county judge. Under the proposed

bill, the lists would be taken as

prima facie evidence of the right to vote,

but one name of the 30 per cent. who did

not appear on the assessment roll would

have to be added.

Mr. Vail said that in Nova Scotia the

municipalities made up the voters very

fairly.

Mr. Tupper was astonished at the hon.

gentleman's innocence. At the last session

of the Nova Scotia Legislature his own

friends introduced a franchise bill and the

leader of the Government explained that

one object of the measure was to do away

with the existing abuses in the preparation

of the electoral lists.

Mr. Vail said that at all events the lists

were made up as fairly in Nova Scotia as

in any other Province.

Messrs. Burpee and Weldon spoke in

support of the amendment.

AFTER RECESS.

The debate was continued by Messrs.

Cassidy, Gilmour, Paterson (Brant), Cam-

eron (Middlesex), Lister, Wilson, Mills,

Landerkin, Dawson and Watson.

The amendment was lost, and the Com-

mittee rose and reported, and the House

adjourned at 2.40.

YOUNG MEN—READ THIS.

The Voltaic Belt Co., of Marshall,

Mich., offer to send their celebrated Elec-

tro-Voltaic Belt and other Electric Ap-

paratus on trial for thirty days to men

(young or old) afflicted with nervous de-

bility, loss of vitality and manhood, and

all kind of troubles. Also for rheu-

matism, neuralgia, paralysis and many

other diseases. Complete restoration to

health, vigor and manhood guaranteed.

No risk incurred, as thirty days' trial is

allowed. Write them at once for illus-

trated pamphlet free.

EVERYBODY USES

BAUMGARTEN'S

INDELIBLE MARKING INK!

For Marking their Linen.

ALFRED STRETCHER given away with

each bottle. Ask for it at all Druggists and

Stationers.

This INK GUARANTEED not to wash out

or fade. MONEY REFUND.

THE OTTAWA RIVER NAVIGATION CO.

MAIL LINE DAY STEAMERS

MONTREAL AND OTTAWA.

Passengers for OTTAWA and all interme-

diate ports will find in this line the most

reliable and comfortable service.

FAVORITE ROUTE FOR TOURISTS.

Charming Scenery! Well-appointed Steamers.

Steamers leave Ottawa for Montreal daily

at 7 a.m. To OTTAWA—Single fare, \$2.50; up and

down by boat, \$4; by rail and return by

boat, \$4.50. To CARLETON—A delightful day trip

takes up the River Ottawa, and returns

half at Carleton. Park near the landing.

Beautiful scenery the whole way, return

by "Home by Rail" \$1.00. Round trip

trip, \$1.50. Saturdays, \$1.00. To

ST. LOUIS—By 12 p.m. train (Sat-

days by 2 p.m. train), return by boat at

4 p.m. via Rapids. Round trip, \$5.

To CALDWELL—A delightful day trip

takes up the River Ottawa, and returns

half at Caldwell. Park near the landing.

Beautiful scenery the whole way, return

by "Home by Rail" \$1.00. Round trip

trip, \$1.50. Saturdays, \$1.00. To

ST. LOUIS—By 12 p.m. train (Sat-

days by 2 p.m. train), return by boat at

4 p.m. via Rapids. Round trip, \$5.

To CALDWELL—A delightful day trip

New Advertisements.

NOTICE TO CONSIGNEES.

The Allan R. M. S. SARDINIAN, W.

H. Smith, commander, from Liverpool, is

entered at Customs. Consignees will please

pass their entries without delay.

H. & A. ALLAN, Agents, m 131

June 2

NOTICE TO CONSIGNEES.

The Beaver Line S.S. LAKE MANITOBA,

Thos. Jackson, master, from Liverpool, is en-

tered at Customs. Consignees are requested to

pass their entries without delay.

CANADA SHIPPING CO. H. E. MURRAY, General Manager, m 131

June 2

NOTICE TO CONSIGNEES.

The Hansa Line S.S. WANDRAHM, Capt.

Handewald, from Hamburg, is entered at

Customs. Consignees are requested to pass

their entries without delay.

D. TORRANCE & CO., Agents, m 13

June 2

NOTICE TO CONSIGNEES.

The Dominion Line S.S. DOMINION,

Capt. Wall, from Liverpool, is entered at

Customs. Consignees are requested to pass

their entries without delay.

D. TORRANCE & CO., Agents, m 131

June 2

NOTICE TO CONSIGNEES.

The steamship TERANOS, from Rotterdam

is entered inwards at the Customs House, and

call at our office to sign average bond,

make deposits for general average, and get

delivery orders for their goods.

ANDERSON, MCKENZIE & CO., Agents, m 130

June 1

NOTICE TO CONSIGNEES.

The Allan S. S. CANADIAN, J. Kerr,

commander, from London, is entered at

Customs. Consignees will please pass their

entries without delay.

H. & A. ALLAN, Agents, m 130

Montreal, 30th May, 1885.

NOTICE TO CONSIGNEES.

The Dominion Line S.S. MISSISSIPPI,

Captain Hunter, from Liverpool, is entered

at Customs. Consignees are requested to pass

their entries without delay.

D. TORRANCE & CO., Agents, m 130

May 31

NOTICE TO CONSIGNEES.

The steamship TERANOS, from Rotterdam

is entered inwards at the Customs House, and

call at our office to sign average bond,

make deposits for general average, and get

delivery orders for their goods.

ANDERSON, MCKENZIE & CO., Agents, m 130

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ANDERSON, MCKENZIE & CO., Agents, m 130

June 1

NOTICE TO CONSIGNEES.

The steamship TERANOS, from Rotterdam

is entered inwards at the Customs House, and

call at our office to sign average bond,

THE MARITIME PROVINCES.

The commercial representative of an extensive Montreal wholesale house, that has been long doing business with the Maritime Provinces as far as seaward as Newfoundland, has just returned after a two months very successful trip, in which he succeeded in taking far more orders than formerly for goods manufactured here, the specially being vinegar. The Provinces visited were New Brunswick, Nova Scotia and Prince Edward Island. In all these sections, while prosperity seemed to prevail, there were complaints of depression in business, and the principal remedy suggested was reciprocity with the United States, as the market there lies so convenient that the cost of sending the products of the provinces is comparatively light. In St. John, N.B., ship owners suffered severely last year by the limited demand for the fish of that province in freight to England and foreign countries. Nova Scotia is the most energetic of all in demanding a treaty with the republic, as the States constitute an important market for Nova Scotia fish, and used to take large quantities of Nova Scotia coal, potatoes, &c. Under the last treaty it is represented the province prospered materially, and it is believed it would do so again if some equitable arrangement were entered into. Prince Edward Island is essentially an agricultural region, where the farmers seem to be comfortably off. The greatest complaint there is the neglect of the Ottawa Government in not keeping its agreement with the Islands giving them an efficient service in winter to the mainland. Newfoundland is by no means prosperous. The seal fisheries turned out very adverse last season to those engaged in it. In addition, the religious differences between Orangemen and Irish Catholics, which breaks out in offensive demonstrations occasionally, help to intensify the depression prevailing in the Island. The Provincial Government and mercantile classes have been doing all in their power to promote a commercial treaty with the United States, and so far without success, our informant speaks very commendably of the railroad and other facilities for travelling in the Lower Provinces, but the expense is rather heavy on commercial men, as the chief cities are widely separated from each other. His trip, however, was satisfactory in every respect.

ADVICE TO MOTHERS.

Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of Mrs. Winslow's SOOTHING SYRUP FOR CHILDREN'S TEething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures dysentery and diarrhoea, regulates the stomach and bowels, cures wind colic softens the gums, reduces inflammation, and gives tone and energy to the whole system. Mrs. Winslow's SOOTHING SYRUP is a Compound Laxative is pleasant to the taste and is the prescription of one of the oldest and best female nurses and physicians in the United States, and is for sale by all druggists throughout the world. Price 25 cents a bottle.

REST AND COMFORT FOR THE SUFFERING

"BROWN'S HOUSEHOLD PANACEA" has no equal for relieving pain, both internal and external. It cures Pain in the Side, Back or Bowels, Sore Throat, Rheumatism, Toothache, Lumbago and any kind of a Pain or Ache. "It will most surely quicken the Blood and Heal, as its acting power is wonderful." "Brown's Household Panacea" being acknowledged as the best Pain Reliever, and of double the strength of any other Elixir or Liniment in the world, should be in every family handy for use when wanted, as it really is the best remedy in the world for Cramps in the Stomach, and Pains and Aches of all kinds, and is sold by all Druggists at 25 cents a bottle.

PROSPECTUS.

PROVINCE OF ONTARIO.

FORTY-YEAR ANNUITIES.

The undersigned will receive tenders for the purchase of term annuities, running for a period of forty years, issued by the Province of Ontario under authority of an Act of the Provincial Parliament (chap. 30). The annuities will be in the form of certificates, which will be payable to the holder or to his assigns, or to the order of the holder, in full or by instalments, at the discretion of the holder. The first instalment will be payable on the 1st day of June and 31st day of December in each year, for forty years from 1st day of June next, the first half-yearly certificate being payable on the 1st day of June next. The total amount of annuities to be issued in 1885, and for which tenders are asked, is \$1,000,000 annually, but tenders will be received for any part of the same not less than \$100,000 annually. Tenders will be required to state the capital sum which will be paid for either the whole annuities offered or such portions as may be tendered for. Tenders will be received up to the 20th day of June next. Notification of allotments will be given to tenders on or before 24th June, and payments from accepted tenders will be required to be made within ten days thereafter. Copies of tenders can be obtained from the undersigned, or at the offices of the leading Banks at Toronto, Hamilton, London, Montreal and Ottawa. The highest or any tender not necessarily accepted, unless otherwise satisfactory.

A. M. ROSS,

Provincial Treasurer of Ontario,
Toronto, May 1st, 1885.
NOTE.—Interest on interest basis.—At the rate of 4 per cent. per annum (or in strictness 2 per cent. half-yearly) a present payment of \$1000 would represent an annuity of \$100 for forty years, payable half-yearly.

May 1885

Hansa Steamship Company,
The SS. KEHRWIEDER
Will leave ANTWERP for QUEBEC
and MONTREAL,
20TH APRIL,
—AND—
SS. WANDRAHM
Captain Handewald,
15TH MAY,
to be followed every three weeks by other
steamers of the line.
Through Bills of Lading granted from
HAMBURG and ANTWERP to all points
West.
For Freight or other information,
Apply to
DAVID TORRANCE & CO.,
Agents.

Miscellaneous.



THE GREAT DR. DIO LEWIS.

His Outspoken Opinion.

The very marked testimonials from College Professors, respectable Physicians, and other gentlemen of intelligence and character to the value to Warner's SAFE CURE, published in the editorial columns of our best newspapers, have greatly surprised me. Many of these gentlemen I know, and reading their testimony I was impelled to purchase some bottles of Warner's SAFE CURE and analyze it. Indeed, I took some, swallowing three times the prescribed quantity, I am satisfied the medicine is not injurious, and will frankly add that I found myself the victim of a serious kidney trouble. I should use this preparation. The truth is, the medical profession stands dumb and helpless in the presence of more than one kidney malady, while the testimony of hundreds of intelligent and respectable gentlemen hardly leaves room to doubt that Mr. H. E. Warner has fallen upon one of those happy discoveries which occasionally bring help of suffering humanity.

DIO LEWIS.

WARREN AT DOMINION EXHIBITION

1884.
We are selling our
First Prize Scales at very
low prices. Don't fail to
call and see them at
763 Craig Street.
H. B. WARREN & CO.,
September 27 233

ROYAL INDIAN ENGINEERING

COLLEGE, GODFREY'S BUILDING, ST. JAMES.
The course of study is arranged to fit an engineer for employment in Europe, India or the Colonies. Sixty students will be admitted in September, 1885. For competition the Secretary of the Indian Public Works Department and two in the Indian Telegraph Department. For particulars apply to the Secretary at the College.

OATMEAL!

"GRANULATED" AND "STANDARD,"

In 5 lb. Boxes,

MANUFACTURED BY THE

MOUNT ROYAL

MILLING AND MANUFACTURING CO'Y

FOR SALE BY

ROSS, HALL & CO.,

665 St. Peter Street.

Ma 15

FOR SALE.

Fish and Oils.

HERRINGS:—

Labrador, Cape Breton, Anticosti, in Barrels and Half-Barrels; also Loch Fyne Herrings in Kegs, Malcom Brand

SALMON:—

Tierces and Barrels Prime Mid.

CODFISH:—

Dry Cod; Barrels Green Codfish, No 1, No. 2 and Large.

SEAL OILS:—

Steam Refined, Ordinary, Pale Sea and Straw.

COD OIL:—

Gaspere and Newfoundland, Genuine Cod

JOHN BAIRD & CO.

161 Commissioners Street,

November 4 265

Railways.

Intercolonial Railway

SUMMER ARRANGEMENT.

Commencing 1st June, 1885.

THROUGH EXPRESS PASSENGER TRAINS RUN DAILY (Sundays excepted) as follows:

Leave Pointe Lévis..... 8.00 A.M.

Arrive Rivière du Loup..... 11.50 "

Trois Pistoles..... 12.15 P.M.

Rimouski..... 2.30 "

Little Metis..... 3.38 "

Campbellton..... 7.00 "

Dalhousie Junction..... 7.40 "

Bathurst..... 8.23 "

Moncton..... 10.57 "

St. John..... 1.49 A.M.

Halifax..... 5.30 "

St. John..... 9.15 "

The Grand Trunk Train leaving Montreal at 10.15 P.M. connects at Point Lévis with these trains.

Trains to Halifax and St. John run through to their destinations on Sundays.

The Pullman Car leaving Montreal on Monday, Wednesday and Friday, runs through to Halifax, and the one leaving on Tuesday, Thursday and Saturday to St. John.

All Trains are run by Eastern Standard Time.

THROUGH TICKETS may be obtained via rail and steamer to all points on the Lower St. Lawrence and in the Maritime Provinces.

For tickets and all information in regard to passenger fares, rates of freight, train arrangements, &c., apply to

Eastern Freight and Passenger Agent

184 ST. JAMES STREET,
(Opposite St. Lawrence Hall),
Montreal.

D. POTTINGER,
General Superintendent,
RAILWAY OFFICE,
Montreal, N.P., May 20th, 1885.

Railways.

CANADIAN PACIFIC RAILWAY
THE NEW LINE.
MONTREAL AND TORONTO.
VIA OTTAWA.

WINTER TIME TABLE

—IN EFFECT—
Monday, November 24th, 1884.

TIME TABLE.	Morning Express.	Night Express.
Leave Montreal.....	8.40 a.m.	7.55 p.m.
Arrive Ottawa.....	12.05 p.m.	11.05 p.m.
Arrive Toronto.....	5.55 a.m.	3.30 p.m.
Leave Toronto.....	8.25 a.m.	7.55 p.m.
Leave Ottawa.....	9.07 p.m.	8.07 p.m.
Arrive Montreal.....	9.42 p.m.	8.42 p.m.

Elegant Parlor Cars on Day Trains.

Luxurious Sleepers on Night Trains.

Close connections at Ottawa with Trains to and from

SUDBURY, NORTH BAY, PEMBROKE, RENFREW, ARNPRIOR,

and all points in the Upper Ottawa Valley.

Connections at Rivière du Loup with all points West

South West and North West.

Only one running direct into KINGSTON (via K.C.P. Railway) avoiding long and tedious omnibus transfer.

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

266 ST. JAMES ST.
(Corner McGill Street).

Wholesale Ticket Office, Quebec City, Station and Exchange Office, 223 St. James, corner Cathedral street.

D. McNICOLL,
General Passenger Agent.

W. C. VAN HORNE, W. WHITE,
Vice-President, Gen. Supt.

April 25

SOUTH-EASTERN RAILWAY

Montreal and Boston Air Line.

The Direct and Best Route to Boston and all New England points, via Concord, Manchester, Nashua, Lowell, &c.

On and after Monday, May 26th, 1885, trains will leave Montreal as follows:—

9.00 A.M.—Day Express with Drawing Room Car attached, for Concord, Manchester, Nashua, Lowell, Boston, &c.

5.10 P.M.—(Except Saturday) Local train for Newbury, Wakefield, Bedford, St. George and intermediate points.

7.45 P.M.—Night Express for Boston and New England points, with Pullman Palace Sleeping Car attached. Also through connection for Springfield and all points on the Connecticut River line.

3.00 P.M.—(Saturdays only) Local train for Concord, Manchester, Nashua, Lowell, Boston, &c.

The 9.00 A.M. and 7.45 P.M. Express Trains stop only at principal stations.

For further particulars see Time Tables. Baggage checked through and passed by the Customs at Boston and Montreal.

For Tickets and all information, apply at 266 St. James street, Windsor Hotel or Bonaventure Station.

T. A. MACKINNON,
General Manager for the Trustees.

Delaware & Hudson Canal Co.'s

RAILROADS

LAKE CHAMPLAIN AND GEORGE STEAMERS

TO

Saratoga, Troy, Albany, Boston,

New York, Philadelphia,

AND ALL PORTS SOUTH AND EAST.

The only line running a Fast Express Train between Montreal and New York—leaving Montreal at 7.30 a.m.

Fast Train leave Montreal

7.30 a.m.—Fast Day Express, Wagner Drawing Room Car attached for Saratoga, Troy and Albany and New York, arriving in New York at 9.20 a.m.

5.45 p.m.—Night Express—Wagner's Elegant Sleeping Car runs through to New York without change, arriving in New York at 7.30 next morning. The Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.30 a.m.

New York Through Mail and Express carried via this line.

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

143 St. James Street, Montreal.

W. BURDICK, CHAS. C. McFALL,
General Pass. Agent, General Agent.

Albany, N.Y. Montreal. 42

January 28

CENTRAL VERMONT RAILROAD

New York, Boston & New England

GREEN MOUNTAIN ROUTE:

Trains Leave Montreal:

8.30 A.M.—Fast Train, arriving St. Albans 10.55 a.m., White River Junction 2.55 p.m., Boston, via Lowell, 4.10 p.m., and New York, via Springfield at 11.25 p.m.

Pullman Buffet Parlor Cars run on this train to Boston and New York.

P.M.—New York and Boston Express, arriving St. Albans 7.55 p.m., (Superior) Burlington 8.10 p.m., Rutland 11.20 p.m., New York 7.20 a.m., Albany 2.25 a.m., New York 7.20 a.m., Boston 7.40 a.m., via Rutland, Bellows Falls and Fitchburg.

Wagner Sleeping Cars Montreal to New York and Pullman Sleeping Cars St. Albans to Boston.

Through Cars also for Waterloo and Magog on this train.

8.30 P.M.—Night Express, arriving St. Albans 10.55 a.m., White River Junction 3.15 a.m., Manchester 3.25 a.m., Nashua 7.00 a.m., Boston via Lowell 8.30 a.m., via Fitchburg, 10.40 a.m., New York 7.20 a.m., Albany 2.25 a.m., Springfield, and New Haven 11.0 a.m.

This train makes close connection at Nashua and Winchester for Worcester, Providence and all points on New York and New England Railroads.

Pullman Buffet Sleeping Cars to Boston and Springfield.

For Tickets, Time Tables and other information, apply at Windsor Hotel and Grand Trunk Offices, or at the Company's office, 138 St. James Street.

A. C. STONEGRAVE,
Canadian Passenger Agent.

J. W. HODAN, S. W. JENNINGS,
Gen'l. Managers, Gen'l. Pass. Agents.

Montreal, December 14th, 1884.

Miscellaneous.

CARTER'S LITTLE LIVER PILLS. CARTER'S LITTLE LIVER PILLS.

Will Cure Sick Headache

Constipation, Dyspepsia, Distress after Eating, Dizziness, Nausea, Drowsiness, Pain in the Side, Coated Tongue, Bad Taste in the Mouth, Sallow Skin, and all disorders caused by a bilious state of the system.

They do this without disturbing the stomach or purging the bowels, and there is no pain, griping or discomfort attending their use. It is no longer necessary to scour one's insides out with the old-fashioned purgative pills, and they are fast giving way to the gentle action of this mild and pleasant remedy.

Carter's Little Liver Pills are entirely unlike all other pills, and are a marvel to all who use them. They are very small, strictly vegetable, and as the dose is only one or two pills, they are readily taken by young or old without a thought of the pressure of medicine. If you try them you will certainly be pleased. In vials at 25 cents each or 5 for \$1.00. Sold by Druggists everywhere or sent by mail. Address,

CARTER MEDICINE CO., New York City.

A Sheet of Testimonials and set of Handsome Advertising Cards sent on receipt of stamp. Mention this Paper.

LEA & PERRINS SAUCE

In consequence of Imitations of THE WORCESTERSHIRE SAUCE which are calculated to deceive the Public, Lea and Perrins have to request that Purchasers see that the Label on every bottle bears their Signature thus—

without which no bottle of the original WORCESTERSHIRE SAUCE is genuine.

Ask for LEA and PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper. Wholesale and for Export by the Proprietors, Worcester; Cross and Blackwell, London, &c., &c.; and by Grocers and Oilmen throughout the World.

J. M. DOUGLAS & CO. AND ALEX. URQUHART,

MONTREAL.

April 19

RAILWAY TIME TABLE.

Dalhousie Square Station.

CANADIAN PACIFIC RAILWAY.

Arrive From Leave To

8.30 a.m. Toronto..... 2.30 p.m.

8.40 a.m. Ottawa..... 2.40 p.m.

8.50 a.m. Ottawa..... 2.50 p.m.

9.00 a.m. Ottawa..... 3.00 p.m.

9.10 a.m. Pennington..... 3.10 p.m.

9.20 a.m. Smith's Falls..... 3.20 p.m.

9.30 a.m. St. Jerome..... 3.30 p.m.

9.40 a.m. St. Eustache..... 3.40 p.m.

9.50 a.m. St. Eustache..... 3.50 p.m.

10.00 a.m. St. Eustache..... 4.00 p.m.

10.10 a.m. St. Eustache..... 4.10 p.m.

10.20 a.m. St. Eustache..... 4.20 p.m.

10.30 a.m. St. Eustache..... 4.30 p.m.

10.40 a.m. St. Eustache..... 4.40 p.m.

10.50 a.m. St. Eustache..... 4.50 p.m.

11.00 a.m. St. Eustache..... 5.00 p.m.

11.10 a.m. St. Eustache..... 5.10 p.m.

11.20 a.m. St. Eustache..... 5.20 p.m.

11.30 a.m. St. Eustache..... 5.30 p.m.

11.40 a.m. St. Eustache..... 5.40 p.m.

11.50 a.m. St. Eustache..... 5.50 p.m.

12.00 a.m. St. Eustache..... 6.00 p.m.

12.10 a.m. St. Eustache..... 6.10 p.m.

12.20 a.m. St. Eustache..... 6.20 p.m.

12.30 a.m. St. Eustache..... 6.30 p.m.

12.40 a.m. St. Eustache..... 6.40 p.m.

12.50 a.m. St. Eustache..... 6.50 p.m.

1.00 a.m. St. Eustache..... 7.00 p.m.

1.10 a.m. St. Eustache..... 7.10 p.m.

1.20 a.m. St. Eustache..... 7.20 p.m.

1.30 a.m. St. Eustache..... 7.30 p.m.

1.40 a.m. St. Eustache..... 7.40 p.m.

1.50 a.m. St. Eustache..... 7.50 p.m.

2.00 a.m. St. Eustache..... 8.00 p.m.

2.10 a.m. St. Eustache..... 8.10 p.m.

2.20 a.m. St. Eustache..... 8.20 p.m.

2.30 a.m. St. Eustache..... 8.30 p.m.

2.40 a.m. St. Eustache..... 8.40 p.m.

2.50 a.m. St. Eustache..... 8.50 p.m.

3.00 a.m. St. Eustache..... 9.00 p.m.

3.10 a.m. St. Eustache..... 9.10 p.m.

3.20 a.m. St. Eustache..... 9.20 p.m.

LOCAL NOTES.

Offenbach's sparkling music to-night at the Crystal.

MONTREAL GENERAL HOSPITAL.—Number of patients treated for week ending 31st May, 85; out-door patients relieved, 337; in-door average daily, 133.

POLICE NOTES.—James G. Wilbur, yesterday morning, pleaded guilty to the theft of a gold watch from Mrs. Millette at the Bull's Head Hotel and was remanded.

LA ROSA ANTILANAS.—One case of the above brand of Havana cigars just received. S. Hyman, 180 St. James street, (City and District Savings Bank Building), and 1702 Notre Dame street.

Cheap Goods.—Ladies should not fail to attend the cheap sale of books, stationery, and useful articles, now going on at W. J. Clarke & Co.'s, 50 Beaver Hall Terrace. All the goods are being sold at half price.

IMPORTANT TO CIGARETTE SMOKERS.—Sweet Caporal, Vanity Fair and Old Judge, Three (3) packages for 25c. at S. Hyman's, 180 St. James street (City and District Savings Bank Building), and 1702 Notre Dame street.

BAUGARTEN'S MUGLAGE.—Attention is drawn to the advertisement of Baugarten's Muglage, liquid glue and marking ink, which appears in THE HERALD today. The articles referred to are all of standard quality, and have been endorsed by the stationery trade throughout the Dominion.

W. T. Carleton as Capt. Robert to-night at the Crystal.

REVENUE RECEIPTS FOR MAY.—The Customs receipts received at this port for the month of May were \$603,307, a decrease of \$61,466 as compared with the same period in 1884. Inland Revenue receipts for month of May were \$221,002, showing an increase of \$94,419.

RECORDER'S COURT.—The sheet at the Recorder's Court yesterday morning embraced 25 cases, comprising 11 drunks, 6 assaults, 3 fights, 2 cases of disorderly conduct, 1 of vagrancy, 1 of interference with the police, and 1 of driving without a number.

SENTENCED.—Sergeant D. Angell, we know here, has been sentenced to a year's imprisonment by a court martial, Colonel Woreley presiding, at the St. Johns Infantry School, for desertion. The prisoner will be dismissed from the service when his term expires.

Miss Francesca Guthrie as Stella to-night at the Crystal.

CHESS.—The renowned local player of this favorite game, Mr. Jacob G. Ascher, has vanquished Mr. C. W. Phillips, of Toronto, in that city, by winning four out of five games. The defeated player was the champion of Ontario, and only lately won the first prize in the chess tournament in Toronto. Mr. Ascher is now champion of both Ontario and Quebec as he won the prize at the last tournament here.

HAPPY EVENT.—The nuptials of Miss Manie O'Brien, eldest daughter of Mr. James O'Brien, head of the extensive firm of wholesale clothing manufacturers here, to Dr. Guerin, drew a very large number of friends of both families to St. Patrick's Church yesterday, where the Rev. Father Dowd, the rector, officiated. The happy couple left after the ceremony for a trip to the United States.

TRAIN MEN DISSATISFIED.—A meeting of the employees on the Grand Trunk lines was held at their rendezvous at Point St. Charles, to remonstrate against the latest reduction of 5 per cent in wages being made for an indefinite time, and to solicit the authorities to limit the period it will be in operation. It is stated the train hands will unite with the Locomotive Brotherhood for mutual protection.

La Fille du Tambour Major, a genuine success at the Crystal Palace Opera House.

SARATOGA SPRINGS.—This famous watering place will be immensely thronged this season by fashionable people from all parts of the world. Lord and Lady Castle Ross, the Duke and Duchess of Bedford, Count Berlin and suite have already engaged their rooms at the famous Adelphi Hotel, which is one of the first hotels on the continent, whilst General Grant will be quartered in Mount McGregor.

CITIZENS' FUND.—The following were the new subscriptions received at the committee rooms yesterday:—Molson's Bank, \$125; Jacques Cartier Bank, \$125; Gillespie, Moffatt & Co., \$100; Rev. J. A. Newham, \$10; Morton, Phillips & Bulmer, \$25; A. McNaughton, \$5; A. A. Jones, \$40; and children's subscription \$2, making a total of \$432.

REAL ESTATE.—Yesterday Mr. Potter sold the property at the west corner of Craig and Hermine streets, cadastre 722 St. Lawrence Ward, to Mr. B. Tansey for \$15,000 cash also the brick house 14 and 16 Hermine street for \$1,950 to Mr. James Lowe. Both properties were sold for account of Mr. James Mullins. The corner contains about 3,950 feet.

La Fille du Tambour Major, Offenbach's latest and greatest opera, to-night at the Crystal.

A NEW BANNER FOR THE 65th REGIMENT.—After a special mass yesterday morning at the church of the Gesu for a blessing on the above regiment during its perilous service in the North-West, Mgr. F. blessed a new and handsome banner which the ladies of the city intend presenting the 65th on their return home. The Rev. Father Hanon, G. I. preached an eloquent and patriotic sermon on the duties on which the battalion is now engaged.

DROWNING ACCIDENT.—The two young men who were alluded to in THE HERALD yesterday as being drowned by the boat upsetting at Lachine, were John Fallon and John Hendrie, the former clerk to an iron merchant and the latter bookkeeper to Mr. Henry Bulmer in this city. Our reporter, in his enquiries, received contra-

dictory reports as to names, and therefore none were given, which prevented a wrong name being published, as in the case of a morning contemporary.

THEY TOOK THE CITY'S WATER.—Messrs. Pillow & Hersey were again before the Recorder yesterday on a charge of breaking the city by-laws. They are charged this time with using the water from a street hydrant without the permission of the water superintendent. Mr. Hersey appeared and pleaded guilty, but affirmed that the water superintendent had given him permission to use the hydrant in question last year. His Honor suspended the case until this fact could be investigated.

A HEALTH ITEM.—Owing to the number of complaints by citizens about the offensive smell caused by fat rendering establishments, the acting Medical Health Officer, Dr. Bessey, has invited the proprietors of such establishments to confer with him and discuss the provisions of the civic by-law, so as to devise some means to abate this nuisance. Dr. Bessey says that in no other city on the continent does this nuisance exist, as the manufacturers of the kind all have appliances to prevent smoke proceeding from the factories.

ASSAULTING AN OFFICER.—A man named O'Toole was up before the Recorder yesterday morning charged with assaulting Constable Taylor in the discharge of his duty. It appears that O'Toole was drunk on the street on Saturday night and creating a disturbance. The officer requested him to stop but he would not and when the officer attempted to arrest him he struck the officer on the head with a stone, causing a bad flesh wound. O'Toole was fined \$10 or five days. He paid his fine and departed after a lecture from His Honor.

WANTED FOR MURDER.—The Chief of Police has received notice from Cedar Rapids, Iowa, that a reward of \$600 is offered for the capture and conviction of Sam alias Bert Yates or Yootes, and \$100 more by the relations. Green, who was murdered by a man now known to be Yates, at Lake Mills, Winnibago County, Iowa, on the 16th September, 1884. Sam or Bert Yates was born near the Canadian frontier in Vermont, and speaks French like a native and is about twenty-three years old. Was an inmate of the Vermont reform school and went West in 1883. He worked a year at Clinton, Iowa, and from there he went to Albert Lea, Minnesota. Yates then visited an uncle named Stockwell, who resides near Downs Station in Wright County, Iowa, and after a short stay returned to Albert Lea. On August 12th, 1884, he burglarized Maxwell's saloon in that place and then went to Garner Station where he made the acquaintance of Breen and committed the murder. After the murder he made his way to Clayton, Iowa, and then escaped to Canada, first visiting Vermont.

PERSONAL.—George M. Pullman, Esq., President of the Pullman Palace Car Company, seems to be one of the most popular public men of the age. The Journal des Debats, of Paris, says, in a late edition, that Mr. Pullman's liberality and enterprise have made him one of the best known gentlemen in America, and during the present year of 1885 almost the entire European press has complimented him.

HERE AND THERE.—Messrs. R. S. Chestnut & Co., druggists, 201 St. Antoine street, have offered to make up prescriptions free for families of the volunteers now at the front.

OUR CHARITIES.—Statement for week ending 30th May, 1885:—

Number of Permanent inmates, Males	1885	1884
Number of Permanent inmates, Females	41	32
Number of Temporary inmates, Males	28	31
Number of Temporary inmates, Females	46	46
Total	123	112
No. of night lodgings given in Night Refuge	239	441
Males	60	89
Females	21	21
Total	81	110
No. of quarts soup and extra meals distributed	1,002	1,482
Night Refuge poor	72	40
Outdoor poor	72	40
Total	1,074	1,522

Messrs. Thomas Workman and G. F. C. Smith are the visiting Governors for the week at the Protestant House of Industry and Refuge.

The Superintendent of the Protestant House of Industry and Refuge acknowledges with thanks the following donations: From Geo. Nicholson, a basket of beef; Y. Burdon, a friend, parcel of cast-off clothing; Miss G. Joseph, cast-off clothing; Lieut.-Col. Bond, a donation of bread; Mrs. Strangman, \$3 for funds of house.

THE SCAVENGING CONTRACT.

The Notarial Protest Served.—While in the Health Office yesterday afternoon, a HERALD reporter was informed by the officials of the department that the City Attorney had served notarial protests on the scavenging contractors and their securities. This was a precaution which had to be taken to render the securities liable. The Health Department, if they are not satisfied with the work of the scavengers, can now give them 48 hours' notice and call for new tenders and if the new tender is over the price of the old one the difference has to be paid by the present contractors. In conversation with an alderman the reporter was informed that the scavengers were pretty nearly ruined by the scavenging contract, and that they were heartily sick of it. It is said that have cost them about \$2,000 a month during the early part of the spring. Another gentleman, on being informed of the notarial protest, said that it would be a difficult question to settle. "The ratification of a new contract will not be passed through the Council so easily," said he.

THE WEEKLY HERALD contains all the news of the week in an attractive form. One of the best and oldest established Canadian weeklies. Free by mail to any part of Canada, the United States or the British Isles, ONE DOLLAR A YEAR. Sample copies on application.

A SAD DROWNING ACCIDENT. Two Young Men are Drowned while Boating at Lachine.

A most lamentable accident occurred at Lachine on Sunday evening by which two young Montrealers named John Fallon and James Hendrie were drowned. They were out in a sail boat on Lake St. Louis, the wind being gusty and a heavy sea running at the time. There was rather too much sail on the boat and something seemed to go wrong with the jib, when one of the young men went forward to right it. As soon as he reached the prow the boat sank at once, and as neither of the young men could swim they also disappeared from view. There were two hundred pounds of iron ballast in the front of the boat which, with the additional weight of the young men, no doubt caused it to sink. As soon as the accident occurred boats were launched, but no trace of the young man could be found. Mr. Fallon was about 27 years of age, and was employed by Mr. A. C. Leslie, iron and hardware merchant of St. Paul street, whilst Mr. Hendrie was bookkeeper for Mr. Henry Bulmer. Both of the young men were married and were much respected in the city. The Rev. Dr. Stevenson broke the sad news to the families of the deceased.

QUEEN'S BENCH. Opening of the Bench Term.

The Court of Queen's Bench opened yesterday morning. Chief Justice Sir A. A. Dorrion presided, Mr. C. P. Davidson, Q.C., appearing for the Crown.

The following grand jury was then sworn in:—William Donohoe (foreman), L. Theoret, Laurent Groulx, Elbert Hett, Alphonse Bourbonniere, Joseph Pilon, Nap Vienne, Olivier Berthiaume, R. Brosseau, Olesine Robert, Norbert Robert, Eugene Monette, Louis Barbeau, Patrick MacIn, C. R. Willis, Chas. Milten, William Ross, Wm. Stanley, Chas. Queney, J. McLean, James Wall and Robert R. Gault.

The Chief Justice in his charge, after instructing the grand jury as to the nature of their duties, specially alluded to the case of Hall and Fox, two persons accused of forging letters of credit purporting to be given by the National Bank of Scotland. His Honor explained the facts of the case, remarking that while one of the men had been arrested in London, the other had not. The following grand jury was then sworn in:—William Donohoe (foreman), L. Theoret, Laurent Groulx, Elbert Hett, Alphonse Bourbonniere, Joseph Pilon, Nap Vienne, Olivier Berthiaume, R. Brosseau, Olesine Robert, Norbert Robert, Eugene Monette, Louis Barbeau, Patrick MacIn, C. R. Willis, Chas. Milten, William Ross, Wm. Stanley, Chas. Queney, J. McLean, James Wall and Robert R. Gault.

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The Allan steamer Polynesian (extra steamer), from Montreal May 16, with 188 cattle and 160 sheep, arrived at Liverpool on Saturday.

The Algerian, the first of the Richelieu & Ontario mail steamers, left for Toronto yesterday morning. John Towell commands this season; pilot, Capt. G. W. Comer. The Passport will leave to-day for the West.

Propeller Celtic arrived last night from Toronto and Hamilton. The Dominion also arrived from St. Catharines with flour. Steamship Clinton is due to-day from the same place with a similar cargo. The Alma Munro will be in from Toledo during the day with grain.

Captain Rees, of the steamship Jeranos, of Hull, whose vessel was in collision with a berg, states that the vessel encountered numerous icebergs between lat. 47 north, long. 47 west, and lat. 45 north, long. 50 west. On the 9th instant, in lat. 45 20, lon. 48 40, at 11 30 p.m., during a thick fog, the Jeranos struck a large berg, and having her port bow and filling the forward compartment with water. The ship was lying to for about 36 hours after the collision to allow of a quantity of steel rails to be thrown overboard. May 13 she arrived at Sydney, where 400 tons of cargo were landed and temporary repairs made to the damaged parts.

List of saloon passengers per S.S. Sardinian, Captain W. H. Smith, for Quebec, 21st May, 1885.—Mr. Alfrey Miss Anderson, Miss Grace B. Anderson, Mr. J. E. Barnes, Mrs. Barnes, and child, Mr. Edward Beatty, Mr. G. W. Bailey, Mrs. Barlow, Miss Barlow, Mr. C. G. Beard, Mr. H. M. Belcher, Mr. Blacklock, Master Blackburn, Dr. Boyd, Miss Bailey, Mrs. Cochrane, Mr. T. Cosgrave, Mrs. T. Cosgrave, Mr. W. Cosgrave, Mr. C. Cosgrave, Miss G. Cosgrave, Mr. D. Cosgrave, Jan. Mr. H. Featherstonhaugh, Mr. Walter Tyers Gale, Mr. L. H. Gault, Mr. James R. Gilford, Mr. J. B. Gilis, Miss M. Gilis, Miss B. Gilis, Miss V. Gilis, Miss M. Gilis, and nurse, Miss Granger, Mr. J. W. Harper, Mr. Charles Head, R.N., Mr. J. H. Huxley, Mr. John Jardine, Mr. H. Jennings, Mrs. Jennings, and four children, Mrs. W. S. Key, Mrs. MacLaurie, Mrs. H. Lovell, Mr. A. MacLaurie, Mrs. Merry, Mrs. Mountain, Mr. J. M. Patterson, Rev. E. J. Peck, Mr. S. C. Philpot, R.N., Mr. Pilon, Mr. Price, Miss Price, Mr. O. Ridley, Miss M. Robertson, Mr. A. C. Rusk, Miss J. L. Rutherford, Mr. J. B. Scrimmes, Mrs. B. Scrimmes, Miss A. M. Scrimmes, Miss M. D. Senior, Mrs. Simpson, Master Percy Simpson, Master Guy Simpson, Master Frank Simpson, and nurse, Miss Skelton, Rev. R. H. Starr, Mrs. Starr, Master Ellis Starr, Mr. H. G. Stewart, Mr. E. Stewart, Mrs. Stewart, Mr. J. Thomas, Major J. Wall, Mr. C. H. Whitelaw, Major J. F. Wilson, Mr. J. Wilson, Miss Wilson, Mrs. W. Wilson, Master T. Wilson, Mr. Vance, Miss Vance.

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Benhope, 1131, J. G. Siley. Windmill Point.
Canadian, 1869, J. H. & A. Allan. For London.
Cynthia, 1410, R. Reford & Co. Windmill Point.
Dracoon, 1245, R. Reford & Co. Re-Loading.
Eri King, 1403, R. Reford & Co. Glenmore, 1235, R. Reford & Co. Windmill Point.
Hanoverian, 2353, H. & A. Allan. For Liverpool.
Jeranos, 1235, Anderson, McKenzie & Co. Lake Champlain, 1437, H. E. Murray.
Lauderdale, 1134, Munderloh & Co. Windmill Point.
Montreal, 2160, D. Torrance & Co. For Liverpool.
Mississippi, 1370, D. Torrance & Co. For Glasgow.
Norwegian, 2303, H. & A. Allan. For Somerset, 1240, R. Reford. For Bristol.
Suffolk, 1923, R. Reford & Co. For London.
Texas, 1833, D. Torrance & Co. For Ulunda, 1160, Carbray, Routh & Co. Windmill Point. Cleared