

W. & F. P. CURRIE & CO.,
Drain Pipes, Portland Cement,
Chimney Tops, Canada Cement,
Vent Linings, Water Lime,
Fire Bricks, Whiting,
Fire Clay, Plaster of Paris,
Roman Cement, China Clay,
Bessemer Steel Sofa, Chair and Bed
Springs.

MONTREAL HERALD

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

VOL. LXXXIII—NO. 118

MONTREAL MONDAY MAY 19, 1890

SUBSCRIPTION \$6.00 PER ANNUM

NEW ADVERTISEMENTS.

MUNN'S
PURE BONELESS
CODFISH
12 Pressed 2 lb. Bricks, packed in
Boxes.
12 lbs., 24 lbs. and 48 lbs.
This fish is cut from the largest Newfoundland
and Codfish, and the quality is unsurpassed.
APPLY EARLY.

STEWART MUNN & CO.,
22 ST. JOHN STREET,
MONTREAL.
Bell Telephone 1233. Federal 300

Cumberland Ry. & Coal Coy.
OFFER, IN CAR LOTS, THEIR FRESHLY
MINED

SPRINGHILL COAL.
Screened - - \$5.00
Run of Mine - 4.75
Slack - - - 3.60
OFFICE:
Imperial Buildings, Place d'Armes.

HERTER BROTHERS,
154 FIFTH AVENUE,
NEW YORK,
MANUFACTURERS OF
Interior Decorations, Furniture
Stained Glass, Mosaics,
Gas Fixtures, &c.
IMPORTERS OF
TAPESTRIES, FINE CARPETS, CURTAIN
MATERIALS, PAPER-HANGINGS, &c.
Sept. 23

EQUITABLE
MORTGAGE COMPANY.
CAPITAL - - - \$2,000,000
ASSETS - - - \$7,803,722

The Debenture Bonds of this Company
bearing six per cent. interest, and secured by
Real Estate Collaterals deposited with the
AMERICAN LOAN & TRUST COMPANY of New
York are for sale by
LEWIS A. HART,
NOTARY,
Imperial Building, 107 St. James st.,
MONTREAL. 3m 63

FIRE. FIRE.
Owing to the recent fire on our premises
and the consequent damage to stock we
will sell
GAS FIXTURES,
or a few days only, at a liberal discount.

ROBERT MITCHELL & CO.,
Cor. St. Peter & Craig Sts.
April 21 94

REAL ESTATE.
FOR SALE
698 Sherbrooke street
80 University street
116 University street
199 St. Hubert street.
And other Residences.
Also, BUILDING SITES.
TO LET
70 McTavish street
258 University street
14 St. Famille street
2679 St. Catherine street
For particulars apply to
CHARLES HOLLAND,
48 mwt 249 St. James Street.

TADOUSAC.
FOR SALE or TO LET,
THE
TADOUSAC HOTEL.
(FURNISHED.)
Has accommodation for about 100 guests,
and is in good order.
For particulars apply to
CHARLES HOLLAND,
108 tr 249 St. James street.
LENNOXVILLE.
UNIVERSITY AND SCHOOL
OF BISHOP'S COLLEGE.
TRINITY TERM—School—Residence be-
gins on Tuesday evening, APRIL 8th.
UNIVERSITY LECTURES resumed APRIL
11th.
N.B.—PRINCIPAL ADAMS' address is
Montreal, APRIL 3rd to 5th, 5 Beaver Hall
Square.

TEN POUNDS
IN
TWO WEEKS
THINK OF IT!
As a Flesh Producer there can be
no question but that
SCOTT'S
EMULSION
Of Pure Cod Liver Oil and Hypophosphite
Of Lime and Soda
is without a rival. Many have
gained a pound a day by the use
of it. It cures
CONSUMPTION,
SCROFULA, BRONCHITIS, COUGHS, AN
EMULSION OF PURE COD LIVER OIL AND HYPOPHOSPHITE
OF LIME AND SODA
IS WITHOUT A RIVAL. MANY HAVE
GAINED A POUND A DAY BY THE USE
OF IT. IT CURES
CONSUMPTION,
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OF IT. IT CURES

SOCIAL WORRIES.

Plans and Aims of Socialists in
Great Britain

TO PRESERVE BELGIUM'S NEUTRALITY;

Stanley Contemplates a Matrimonial
Venture.

SOCIALISM IN BRITISH POLITICS.

Prospective Rupture With Official Lib-
eralism.

LONDON, May 17.—Mr. Sidney Webb,
the distinguished political economist, in-
structor in the London University and a
leading socialist, in explaining the differ-
ences and aims of the Socialists of
London to-day, said: "There is quite a
division between the Socialists of London.
One section under the leadership of
Mr. Morris, the eminent artist, believes
only in revolutionary methods. These
do not take part in the various political
movements of the day, although they
watch them closely. They believe that
sooner or later there will be
AN UNIVERSAL STRIKE OF THE WORKMEN;
the capitalists will then make their last
stand with the aid of the military and
the catastrophe they eagerly expect will
be brought about. The anarchists are
associated with this section of socialists
which, however, is a small and unimpor-
tant body. The other section of
socialists is chiefly represented by
the Fabian Society. They are active
and earnest politicians who de-
sire to make their influence felt little
by little until the nation at large has
been thoroughly educated in Socialistic
principles. They act generally with the
Liberal party, and willingly sink their
views in the interests of Liberalism.
They voted for the Liberal candidate in
the late St. Pancras election, although
personally they disliked him.

THE INDEPENDENCE OF LONDON RADICALS
to the general political questions of the
day has ceased since the labor question
has become the programme. The Fabian
Socialists are aware of this and for some
time past they have been working ear-
nestly and diligently to form a party
comprising Socialists, Radicals and peo-
ple with strong views on the labor ques-
tion, which shall be a party strong
enough to be a dominating power at the
next general election. This has now
been done, taking as their test the eight
hour bill. They were satisfied until late-
ly with regard to the Liberal party at
large. They were quite content to work
with the Gladstonians in bringing about
Home Rule for Ireland. The buying out
of Irish landlords and the establishment
of peasant proprietorship were indeed
CONTRARY TO THEIR PRINCIPLES.

but they were willing to let the Irish as-
sume these things after their
own fashion. They were either in ac-
cord with official Liberalism on
other questions or not opposed to it, but
they were determined not to let the
eight hour bill be taken from them and
be killed. The situation has been en-
tirely changed within the last month or
two. The principal organ of the party
has been taken from them; owing
to the pressure brought to bear
by Mr. John Morley, who has
also formally declared against the eight-
hour bill. Under these circumstances
they are endeavoring to find out what
will be the attitude ultimately assumed
toward them by the official leaders of
Liberal party, especially by Mr. Glad-
stone and Sir William Vernon-Harcourt.
If the attitude should be hostile, then
they will

DECLARE WAR TO THE KNIFE.
They will make the eight-hour bill a test
in London at the next general election.
The will be careless as to causing a split
in the Liberal party. The battle cry will
be "For Professor Stuart: a bas John
Morley."
If the are not strong enough to gain
their ends they at least claim to be
strong enough to beat official Liberalism
—assuming that official Liberalism
turns the cold shoulder upon them—in
every Indian constituency, either by
withdrawing their support or by setting
up candidates of their own.

Mr. Shipton, the chief executive
officer of the London trades council,
which represents 60,000 artisans and 120
trade societies, said when shown the
above statement: "Professor Webb un-
doubtedly
EXAGGERATES THE POWER OF HIS PARTY
and equally exaggerates the danger of
hostility to official Liberalism. There is,
in fact, no reason on the face of things
why the eight-hour bill should be made
a party question at all." Moreover, Mr.
Shipton said that so far as his council had
received news from the different
trades there is an overwhelming consen-
sus of opinion against the eight-hour bill.
While the London trades council favor a
reduction of the hours of labor the coun-
cil prefer that the reduction should be
brought about by the action of trades
unions instead of legislation. The coun-
cil, he said, take the whole question
from a strictly non-political point of
view.

THE INDEPENDENCE OF BELGIUM.
England Will support the Little King-
dom.
LONDON, May 17.—The visit of the King
of the Belgians to London proves to
have been not solely for the purpose
of attending the unveiling of the
Prince Consort's statue at Windsor,
though that was its ostensible object.
It is known that King Leopold is anxious
in regard to the continued independence
and autonomy of Belgium. He believes
that war between Germany and France
is imminent, and he fears that in the
general alteration of the map of Europe
that will follow, Belgium will be ab-
sorbed by her big neighbor on the east,
unless she can find strong friends to
help to support her aims to independ-
ence. England's influence has more
than once before been thrown on Bel-
gium's side when questions of Germany's
pretensions in that direction have been
at issue, and King Leopold's

REAL REASON FOR VISITING LONDON
at this time was that he desired a
personal assurance from Lord Salisbury
that England would guarantee Belgium's
neutral position in case of a Franco-
German war. An interview was had ac-
cordingly and the reassurance was
given. There is no doubt that England
would go to any length required in order
to prevent such an increase of German
territory and power as would be involved
in the acquisition of either Belgium or

Holland, toward which countries the
German statesmen are suspected of cast-
ing greedy eyes. The recent meeting of
Lord Salisbury and Mr. Gladstone at
dinner at the Grand Hotel was arranged
for the purpose of making Mr. Gladstone
acquainted with the renewal of the
UNDERSTANDING BETWEEN BELGIUM AND
ENGLAND.

It is part of the unwritten law of British
statesmanship that the leader of the Op-
position shall be made acquainted with the
salient features of the Government's
foreign policy, and the present instance
furnishes an illustration of this custom.
King Leopold also visited Mr. Gladstone
on Wednesday, and had a long conver-
sation with him. The result of the King's
trip to England, it is believed, will prove
to have had a highly beneficial effect on
the future position of his country.

STANLEY'S APPROACHING MARRIAGE.

British Influence in Africa.

LONDON, May 18.—The approaching
marriage of Mr. Stanley to Miss Tennant
is the social sensation of the day. It is
understood that after the marriage
Stanley will practically retire from the
arena of active exploration of
Africa, but will accept a Govern-
ment position of direction ad-
command in that country, which is no-
doubtedly to be the theatre of some of
the world's most startling events during
the next two years. It is also stated
Stanley's friends that in case he receives
the honors and rank befitting him and
returns to Africa in the capacity of a
high official, his wife will accompany him.
It is not so much a sentence of banish-
ment from civilization as it would have been
few years ago, and will rapidly become
less so.

The popular feeling on the Africa
question is growing more marked every
day among the British people. The gen-
eral impression prevails that England is
letting other nations grab all the choice
portions of the dark continent, though by
priority of settlement, by discovery
by exploration and by financial invest-
ment England would naturally be en-
titled to a share of the territory. The
newspapers are earnestly demanding
that Lord Salisbury should adopt a
policy of activity and aggressiveness in
that direction. It is declared on au-
thority that Germany is particularly us-
ing the dilatory methods of diplomacy to
defer action on the part of England,
while she is quietly but rapidly exten-
ding her sphere of influence in all di-
rections in Africa.

IMPRISONMENT OF SOCIALISTS.

Prosecution by German Authorities.

LONDON, May 18.—Though the Berlin
police have permitted a number of exiled
Socialists to return, the regulations re-
garding the conduct of Socialists through-
out the Empire have not been relaxed.
Arrests and compulsory visits are still
in frequent. Three Socialists have
been sentenced at Breslau to four
months imprisonment for posting notices
declaring a boycott against certain brew-
eries.

RUSSIAN OUTRAGES IN SIBERIA.

Mr. Gladstone Suggests a "Ta Quoquo"

LONDON, May 18.—Mr. Gladstone,
speaking at Lowestoft on Saturday evening,
referred again to the petition to the
Czar concerning the Siberian outrages.
He said he would be glad if the Govern-
ment were in a position to expostulate
with Russia, but he feared that Russia
might retort that a country whose police
ruthlessly shot down its innocent
Irish citizens while engaged in a
public meeting, was hardly in a
position to dictate as to how another
country should treat its convicts. Mr.
Gladstone remained in Lowestoft over-
night, being entertained at the residence
of one of his friends and admirers. To-
day, as an invariable custom, he attended
church and his presence had the effect of
crowding the church. Upon emerging
from the church, after service, Mr. Glad-
stone found a large crowd outside wait-
ing to see and greet him, and he had to
submit to an enthusiastic though de-
corously quiet reception.

CABLE BREVITIES.

LONDON, May 17.—England has a Mo-
Calla case in the charges against Com-
mander Annesley, of the Royal Navy, who
is accused with treating the crew of
Icarus with undue harshness.

LONDON, May 18.—Col. Osampson, of
the United Service Club, has had Major
Phineas, of the same club, held for the
grand jury on a charge of criminal libel
in writing a letter calling the colonel
"more or less a Fenian—probably more."

LONDON, May 18.—According to the
reports of the Lunacy Commissioners, the
number of registered lunatics have
more than doubled in England and
Wales since 1861.

Boulanger's Bombast.

LONDON, May 18.—General Boulanger,
in a letter to a friend, explains that his
recent abolition of the Boulanger Com-
mittee does not mean that he has re-
nounced their aid, but that he does not
care to have any medium between uni-
form suffrage and himself.

International Miners' Congress.

BRUSSELS, May 18.—The miners' con-
gress at Jolimont on Tuesday is expected
to be as important one, not so much in
respect of numbers as of influence.
Among the delegates will be thirty from
Belgium, thirty from Great Britain,
twenty from Germany, ten from France,
five from Austria and a few from Spain
and the United States.

Serious Fire in Toledo.

TOLEDO, O., May 18.—The fire which
started in the Crescent Canning Com-
pany early this morning spread to the
wholesale grocery of Wood & Mansey.
Before the flames were extinguished all
four stories were gutted and Wood &
Mansey suffered also a total loss. Lytle
& Weman's wholesale carriage and
saddlery establishment was badly
damaged by water and smoke. The loss
is estimated at \$110,000.

CONSUMPTION CAN BE CURED

By proper, healthful exercise, and the
judicious use of Scott's Emulsion of Cod
Liver Oil and Hypophosphites, which
contains the healing and strength-giving
virtues of these two valuable substances
in their fullest form. Dr. D. D. McDonald,
Petticoat, N. B., says: "I have been
prescribing Scott's Emulsion with
good results. It is especially useful in
persons of consumptive tendencies." Sold
by Druggists, 50c. and \$1.00.

STORM ON THE LAKE

Graphic Account of the Drowning
of a Schooner's Crew.

FATAL ACCIDENT ON THE INTERCOLONIAL.

Imposing Ecclesiastical Ceremony
at Quebec.

SCHOONER CREW DROWNED.

The Jessie Breck Capsized in a Gale.

KINGSTON, Ont., May 18.—Eight per-
sons found a watery grave by the cap-
sizing of the schooner Jessie Breck off
Nine Mile Point on Saturday afternoon.
The unfortunate crew was composed of
Thomas Mackie, captain; Joseph Mackie,
mate; Marie Mackie, cook; John Mackie,
Frank George, William Mallen, his son,
and Donald Macdonald, pilot. The
Mackies were brothers and sister. The
captain and mate are married. The
mate having two children.
The parents of the Mackies are broken-
hearted with grief. Their only sur-
viving son is on the propeller
Dominion. Mullen and son and Macdonald
were Wolfe Islanders, and leave a
bereaved wife and mother. George
was a Frenchman, known to every sailor
in Kingston, and was unmarried. The
Jessie Breck was en route from Toledo
to Garden Island with timber. She beat
her way down from Long Point, and was
rounding Nine Mile Point when the
fury of the southwestern gale was ex-
perienced. The vessel staggered under
a full stretch of canvas, and as the
mighty waves struck her she careened
time after time only to be right again as
the force of the waves was spent. Then
as the schooner swung around the point
a squall struck her and she went over-
board. Eye-witnesses thought she would
right again, but when the mist from the
waves had cleared away the vessel was seen
lying on her broadside, and in a few mo-
ments she sank from view. The tides
flew about the city rapidly, and crowds
went to the wharves to hear what vessel
was lost. The general impression was
that it was the Jessie Breck, as
she was due at Garden Island. Capt.
Booth, one of her owners, secured the
steamer Calvin, and made a trip to
the Point. The Breck, as it proved to be,
was lying on her side, her forecast gone,
but her other masts still holding the
great spread of canvas torn into ribbons.
Her bulwarks were gone and her deck
boards scattered along the lake. Not a
sign was seen of her crew. It was said
that three men were seen in the rigging,
but this was evidently incorrect, the
crane-boats being taken for men.

The Owl boat was found to-day lying
on the shore. He had undoubtedly
been swept overboard with the
timber. The Breck's anchor was dropped
by the capsizing and it is now in the
mud holding the boat fast. A diver
will have to be sent down before relief
can be afforded. It is remarked that
the crew of the vessels at work on the
men steamer Armstrong have met
at disasters in the past year. The
last Laskin was sunk by a pontoon,
the steamer McArthur was burned to
the water's edge, and the Jessie Breck is
now smashed and waterlogged.

KILLED ON THE INTERCOLONIAL.

No Fatalities Near Moncton.

MONCTON, N.B., May 18.—Alexander
May, an intercolonial brakeman, was
instantly killed at Hampton last
night falling between the cars. Two
locomotives and a passenger car were
his, crushing his head and chest
under an arm and leg. He be-
longed to Moncton and leaves a wife and
two children. The mangled re-
main of John Vaughan, a farmer, were
found on the intercolonial track between
Hampton and Bloomfield this morning.
It is known that train killed him.
He lived in Bloomfield.

CONGRATULATION OF A NEW PRELATE.

Mons. Conductor of Rimonski.

QUEBEC, May 18.—The consecration of
Mons. as Bishop of Rimonski and
Gjutor to Mons. Langevin for the
popular and prosperous diocese of Ri-
monski proper at 9 o'clock this morn-
ing in quaint old Basilica. The cere-
mony was a procession composed of
the clergy followed by His Eminence
Cardinal Taschereau, arrayed in his
purple robes. Notwithstanding his
74 years of age His Eminence walked
with a light step, and with an uplifted
hand, which shone the episcopal
jewel, blessed the assembled people,
immediately after him the elected bishop
followed him the bishops of Chi-
cagotrimonski, Sherbrooke, Ottawa,
Nicoletree Rivers, and a great num-
ber of other different orders. The
procession ended in the chancel where
His Eminence ascended the altar
where he received the declaration and
vows of the new bishop. Then kneeling
at the head of the altar, the new
bishop pledged obedience, respect and
allegiance to the head of the Holy
Catholic Church, and received the anoint-
ment of hands of Cardinal Taschereau.
A sermon was rendered with
great grace by Mons. Langevin,
bishop of Rimonski.

TELGRAMS FROM TORONTO.

SUDDEN DEATH.

TORONTO, May 18.—Wm. Hall, a city
traveller Hunter, Rose & Co., died
suddenly in King street restaurant on
Saturday night. He was forty years
of age, and so relatives in the city.
Death was apoplexy.

RETURNED HOME.

Rev. David, who has been absent
from the city three months vaca-
tion, occupied street pulpit at both
services to-day. He was warmly wel-
comed by congregation.

PROTESTANT LABARATH BREAKING.

Rev. A. McGregor, president of the
Toronto Merial Association, delivered
a sermon evening in defence of
the association's right to protest against
Sunday mry parades. He strongly
protested at this insidious form of
Sabbath desecration which tended to
distract the minds of the young and
cause them absent themselves from
Sabbath school.

IED IN JAIL.

Three wago a well known charac-
ter named Ard Hint was sent to jail
on a charge of vagrancy, on his own ap-
plication to police, he having no
home and b ill with consumption.
On Saturday died in jail. Deceased

is reputed to have had wealthy parents
in England, who boarded him because
he associated with low companions.

MAIL-EMPIRE LIBEL SUIT.

At the last session of the Assize Court
the solicitors for the prosecutors in the
libel suit of the Mail against the Empire
moved to strike out the defendants' plea
of justification. Judgment was given on
Saturday, dismissing the motion.

APPLICATION FOR WRIT OF HABEAS CORPUS.

At Osgood Hall on Saturday, before Sir
Thomas Galt, a motion was made and
order granted for habeas corpus, calling
on the police authorities to show cause
why the conviction of one James Lynch
should not be quashed. Lynch was
sentenced to six months imprisonment
by Assistant Magistrate Baxter, and
Mr. Duvernay, lawyer on behalf of
Lynch, argues that the conviction is il-
legal on account of Baxter not having
the actual authority and jurisdiction of
a police magistrate. Baxter, he argued,
should have been appointed by the On-
tario Government, not by Col. Denison,
as was the case, the City Council paying
his salary. The motion is to be argued
on Monday morning.

WAGNERIAN MUSIC.

The Toronto Philharmonic Society will
produce on Tuesday evening here a
number of selections from Wagner's
operas. This will be the first time a
Canadian organization has given such
ambitious undertaking.

AN ABUSE OF THE WORD OF GOD.

Smith Beat His Wife With a Heavy

Bible.

LONDON, Ont., May 17.—In connection
with Henry Smith's confession of the
murder of his wife, the prisoner says
that he inflicted the bruises on the wo-
man's head by beating her with the
heavy bible before he hit her with the
poker. It is understood further that he
accused his wife of improper intimacy
with a soldier in the old country before
their marriage, and this was the probable
ground on which he was provoked into
the crime.

FROM THE DOMINION CAPITAL.

ENDORSED BY THE K. OF L.

OTTAWA, May 18.—Ald. O'Farrell, Con-
servative, who is running for the Local
Legislature for Ottawa, has been en-
dorsed by the local Knights of Labor.

CONSERVATIVE PRESIDENT.

Ex-Ald. Cox was elected president of
the Conservative Association on Satur-
day evening.

YEO VS. CASSIDY.

The case of Yeo vs. Cassidy, respecting
certain promissory notes given in con-
sideration of a deed of land in Montreal,
was argued on Saturday. Judgment was
reserved.

MANITOBA AND NORTHWEST.

QUESTION OF SCHOOL LAW.

MANITOBA, Man., May 18.—Munson
and Allan, barristers, representing Jos.
Shaw, machinist, Winnipeg, have filed a
bill against Honore Lamarche, teacher
of St. Joseph School, to restrain him
from continuing teaching and imparting
religious instructions that were custom-
ary previous to the 1st of May, when
the new school act came into force. St.
Joseph's was a separate school, but now
is supposed to be a public school under
the new law, although the Catholics are
carrying it on as usual. The plaintiff
contends that the conduct of the teacher
is direct violation of the present school
law. Ewart and Brophy have been re-
tained for defence.

THE ROYAL VISIT.

The Duke of Connaught will arrive
here on the 25th inst at 6 p.m. and re-
main till noon next day. He will occupy
Sir Donald Smith's residence at Silver
Hill.

WAR OF RAILWAY RATES.

Owing to the railway war in the
States, the rate has been reduced from
Winnipeg to Toronto to \$26.50, and the
cut has been met by the C. P. R.
The C. P. R. Telegraph Company is
about to double its line from Donald to
Winnipeg to handle a largely increased
business.

Smuggled Goods Seized.

NEW YORK, May 17.—Smuggled goods
estimated to be worth \$50,000 were seized
to-day in the hold of the ship Leading
Wind. The vessel arrived recently from
Japan. The articles seized consisted of
shawls and other articles of wearing ap-
parel of great value, and decorative
porcelain ware, etc.

Strikes in Massachusetts.

QUINCY, Mass., May 17.—The granite
manufacturers offered the striking quar-
rymen 21 cents per hour yesterday,
which the men rejected. The manufac-
turers and Polishers' Union committees
met last night, and the manufacturers
offered the men an advance of five per
cent to go in effect in ten days, which
the men rejected.

Sad and Lingering Death.

NEW YORK, May 18.—James Parcells,
night dispatcher in the post-office, was
killed by the caving-in of a well on his
place at Woodside, L.I., yesterday. Mr.
Parcells was repairing the well when it
partially caved in, burying him nearly to
the neck. The quicksand continued to
run down and efforts to ex-
tricate him only increased his danger.
A rubber tube was procured and
placed in Parcells' mouth so that he could
breathe after the sand had covered his
head. After several hours labor the
sand was cleared away, but it was found
that Mr. Parcells had been unable to
retain the tube in his mouth, and had
been choked to death. He was one of
the leading citizens of Woodside. He
leaves a wife and six children in com-
fortable circumstances.

Pit on Fire.

SHAMOKIN, Pa., May 18.—The Nelson
shaft is on fire, having caught from the
burning timbers of the breaker which
was destroyed last Friday. The lower
levels are filled with gas. Twenty-five
mules are at the bottom dead and nine-
teen on the top level will be suffocated.
At 10 p.m. the fire in Nelson shaft
had assumed a serious aspect. The fire
is known to be in No. 12 vein, at a depth
of 1,000 feet. Smoke was noticed issuing
from No. 4 level at 4 p.m. The breaker
fire yesterday destroyed the boilers and
one fan. To-day steam facilities were
obtained and a fan started to ventilate
the mine, and efforts to drive out the gas
in the upper level. The mine is making
gas fast and serious explosions will occur
if it reaches the fire. Late to-night it
was decided to turn the Corbora creek
into the mine. The gas and fire are so
dangerous that every precaution is being
taken to prevent loss of life.

STOP THEIR GROG.

General Strike of Hotel Waiters in
Chicago.

TERRIBLE EFFECT OF A BOILER EXPLOSION.

Destructive Thunder Storm in New
England.

KNIGHTS OF THE NAPKIN.

Strike of Chicago Hotel Waiters.

CHICAGO, May 18.—The threatened tie-
up of the big hotels by the waiters may
occur to-morrow, affecting the Palmer,
Grand Pacific, Tremont, Briggs, Com-
mercial, Southern, Woodruff and Colum-
bia. A member of the executive com-
mittee of the Culinary Alliance said a
general movement on all these hotels
would be made on Monday. The com-
mittee, he said, had reached the conclu-
sion that the hotel-keepers were putting
them off for the purpose of preparing to
defeat them. To-morrow the committee
will make a final demand, and, if re-
fused, a strike will occur at once.

DEATH ON THE RAILWAY.

Caused by Explosion of a Boiler.

NASHVILLE, Tenn., May 18.—Three men
met instant death near Danville on Fri-
day night by the explosion of the loco-
motive boiler drawing a freight train.
The train, which was between Paris and
Erie, on the Louisville & Nashville road,
was going up the grade between
Danville and the gravel pit when the
explosion occurred. The accident was
caused by a stay bolt giving out. The
engine was derailed, five cars loaded
with merchandise were derailed, and M.
Conners, the engineer, George Stull,
fireman, and Jack Wheatley, brakeman,
were killed.

THUNDERSTORM IN NEW ENGLAND.

Loss of Life and Property.

BOSTON, May 17.—The heavy thunder-
storm which prevailed in the neighbor-
hood yesterday afternoon caused two
deaths and wrought considerable dam-
age. At Great

TRADE AND COMMERCE.

FINANCIAL.

DIVIDENDS.
Bank of Montreal, semi-annual, 5 per cent., payable June 2nd.
Merchants' Bank, semi-annual, 3 per cent., payable June 2nd.
Bank of Commerce, semi-annual, 3 per cent., payable June 2nd.
Banque Ville Marie, semi-annual, 3 per cent., payable June 2nd.
Bank of Toronto, semi-annual, 5 per cent., payable June 2nd.
Street Railway Co., semi-annual, four per cent., payable June 2nd, interim.

THE HERALD OFFICE,
Saturday Evening, May 17, 1890.
Montreal Stock Market.

The market for purely local stocks was dull throughout the week, but otherwise there was a large volume of business done, particularly in Canadian Pacific, which was active and buoyant. At the annual meeting, which was held on Wednesday, the statements were most favorable. The outlook for this railway is encouraging. In London the stocks continues to gain in favor and each day sees an advance in values and an improving investment demand. In this market the trading amounted to 13,500 shares. On Friday Montreal Telegraph sprang into prominence and 700 shares were sold at advancing figures from 96 at the opening to 98 at the close, to-day the stock eased off to 87, owing to the Great Northwestern pressing their appeal. Gas was quiet, with some trading in new stock rights at 27 up to 28 dollars per share. Bank stocks do not change in the general strength, but are inactive, though steady at last week's quotations.

To-day's market was confined to trading in Canadian Pacific and Montreal Telegraph. Canadian Pacific opened at 81 and closed strong at 81, with sales of 1,850 shares. Telegraph opened easier at 97 and sold off to 97, closing at 97; free sellers at the inside figure at the close. Richelieu was firmer with sales of 50 shares at 63. Gas was firm at 200 sellers; 199 bid; no sales. Bank stocks were very dull. B. of M. sold at 222, to the extent of 50 shares; 25 shares Ontario were placed at 122. Commerce and Merchants were steady; nothing doing.

The sales to-day were 2,253 shares, making a total for the week of 17,146 shares, compared with 8,616 last week and 9,732 two weeks ago. The following are to-day's sales:

MORNING BOARD.

15 Bank of Montreal	222 1/2
100 Ontario Bank	122 1/2
100 Richelieu on Ont. Nav. Co.	63
25 Montreal Telegraph Co.	97 1/2
100 " "	97 1/2
100 " "	97 1/2
125 " "	97 1/2
25 Canadian Pacific Ry.	81
650 " "	81
100 " "	81
100 " "	81
25 " "	81
100 " "	81
150 " "	81
750 " "	81
50 " "	81

The closing figures are as follows, compiled by Messrs. D. L. McDougall & Co., No. 11 St. Jacques Street:

STOCKS	Values of Shares.	Long Half Yearly Profit.	Sellers' Percent.	Buyers' Percent.
Banks.				
Bank of Montreal	220 5/8	122 1/2	222 1/2	222 1/2
Ontario Bank	120 3/4	122 1/2	122 1/2	122 1/2
Bank of N. A.	100 3/4	100 3/4	100 3/4	100 3/4
Banque de la Province	100 3/4	100 3/4	100 3/4	100 3/4
Molson's Bank	100 3/4	100 3/4	100 3/4	100 3/4
Bank of Toronto	100 3/4	100 3/4	100 3/4	100 3/4
Jacques Cartier Bk.	100 3/4	100 3/4	100 3/4	100 3/4
Merchants' Bank	100 3/4	100 3/4	100 3/4	100 3/4
do ex-div.	100 3/4	100 3/4	100 3/4	100 3/4
Hochelaga Bk.	100 3/4	100 3/4	100 3/4	100 3/4
East'n Townships Bk.	100 3/4	100 3/4	100 3/4	100 3/4
Quebec Bank	100 3/4	100 3/4	100 3/4	100 3/4
National Bank	100 3/4	100 3/4	100 3/4	100 3/4
Union Bank	100 3/4	100 3/4	100 3/4	100 3/4
Can. Bk. Commerce	100 3/4	100 3/4	100 3/4	100 3/4
do ex-div.	100 3/4	100 3/4	100 3/4	100 3/4
Dominion Bank	100 3/4	100 3/4	100 3/4	100 3/4
Bank of Hamilton	100 3/4	100 3/4	100 3/4	100 3/4
Ville Marie Bank	100 3/4	100 3/4	100 3/4	100 3/4
Standard Bank	100 3/4	100 3/4	100 3/4	100 3/4
Federal Bank	100 3/4	100 3/4	100 3/4	100 3/4
Imperial Bank	100 3/4	100 3/4	100 3/4	100 3/4
Securities.				
Intercolonial Coal Co.	100 3/4	100 3/4	100 3/4	100 3/4
do bonds.	100 3/4	100 3/4	100 3/4	100 3/4
Montreal Telegraph Co.	97 1/2	97 1/2	97 1/2	97 1/2
do ex-div.	97 1/2	97 1/2	97 1/2	97 1/2
Rich. & Ont. Nav. Co.	63	63	63	63
Street Railway Co.	97 1/2	97 1/2	97 1/2	97 1/2
do bonds.	97 1/2	97 1/2	97 1/2	97 1/2
Montreal Gas Co.	100 3/4	100 3/4	100 3/4	100 3/4
Canada Cotton Co.	100 3/4	100 3/4	100 3/4	100 3/4
New England Paper Co.	100 3/4	100 3/4	100 3/4	100 3/4
Canada Paper Co.	100 3/4	100 3/4	100 3/4	100 3/4
Canada Shipping Co.	100 3/4	100 3/4	100 3/4	100 3/4
Dundas Cotton Co.	100 3/4	100 3/4	100 3/4	100 3/4
Mont'ry L'n & Mfg. Co.	100 3/4	100 3/4	100 3/4	100 3/4
Mont'ry Inv. & B'g Co.	100 3/4	100 3/4	100 3/4	100 3/4
Royal Can. Ins. Co.	100 3/4	100 3/4	100 3/4	100 3/4
Montreal Cotton Co.	100 3/4	100 3/4	100 3/4	100 3/4
Stromont Cotton Co.	100 3/4	100 3/4	100 3/4	100 3/4
Hochelaga Cotton Co.	100 3/4	100 3/4	100 3/4	100 3/4
Coaticook Cotton Co.	100 3/4	100 3/4	100 3/4	100 3/4
King's n Cotton Co.	100 3/4	100 3/4	100 3/4	100 3/4
Merchants' Mfg. Co.	100 3/4	100 3/4	100 3/4	100 3/4
do bonds.	100 3/4	100 3/4	100 3/4	100 3/4
Bell Telephone Co.	100 3/4	100 3/4	100 3/4	100 3/4
do bonds.	100 3/4	100 3/4	100 3/4	100 3/4
Guarantee Co. of N.A.	100 3/4	100 3/4	100 3/4	100 3/4
Accident Ins. Co. of N.A.	100 3/4	100 3/4	100 3/4	100 3/4
Fulton Mfg. Co.	100 3/4	100 3/4	100 3/4	100 3/4
L'Cheminier L'v. n Bk.	100 3/4	100 3/4	100 3/4	100 3/4
Canada Cent'l Ry. Bk.	100 3/4	100 3/4	100 3/4	100 3/4
St. Paul, M. & N. Ry.	100 3/4	100 3/4	100 3/4	100 3/4
Dominion Cattle Co.	100 3/4	100 3/4	100 3/4	100 3/4
Canadian Pacific Ry.	81	81	81	81
Mont. Corp. p.c. stock	100 3/4	100 3/4	100 3/4	100 3/4
do preferred.	100 3/4	100 3/4	100 3/4	100 3/4
Montreal P.c. stock	100 3/4	100 3/4	100 3/4	100 3/4
Canada N.W. Ry. stock	100 3/4	100 3/4	100 3/4	100 3/4
Canadian Pac. L.G.B. Ry.	100 3/4	100 3/4	100 3/4	100 3/4
Ontario & Quebec R.R.	100 3/4	100 3/4	100 3/4	100 3/4
Mont. Corp. p.c. stock	100 3/4	100 3/4	100 3/4	100 3/4
do 5 p.c. stock	100 3/4	100 3/4	100 3/4	100 3/4
Royal Electric Co.	100 3/4	100 3/4	100 3/4	100 3/4
* Ex-dividend.				

New York Stock Market.

The market seems feverish and sells up and down without being able to maintain its advance. There was not much business doing; the closing was strong for some stocks. Northern Pacific and Canadian Pacific were the strong features of the market, the former closed 1 1/2 higher than yesterday for common, 1 1/2 better for preferred. Coal stocks continue firm, especially Reading, which advanced from 46 1/2 at the opening to 47 1/2, closing at 47 1/2. Lackawanna shows a net advance of 3/4, closing at 148 1/2. There was a favorable bank statement, as follows:

Reserve, increase	\$5,250,000
Loans, decrease	1,521,800
Specie, decrease	319,000
Legal tenders, increase	334,000
Deposits, decrease	34,400
Circulation, increase	29,800

Messrs. Macdougall Bros., 96 St. Francis.

cois Xavier street, report the following fluctuations and sales to-day:

New York, May 17, 1890.

STOCKS	Opening	Closing	High	Low
Cotton Oil	33 1/2	33 1/2	33 1/2	33 1/2
Atchafalpa	48 1/2	48 1/2	48 1/2	48 1/2
C. B. & Quincy	109 1/2	109 1/2	109 1/2	109 1/2
Can. Pac. Railway	75 1/2	75 1/2	75 1/2	75 1/2
C. C. & G. I.	109 1/2	109 1/2	109 1/2	109 1/2
N. Y. Central	109 1/2	109 1/2	109 1/2	109 1/2
Cent. Pac.	69 1/2	69 1/2	69 1/2	69 1/2
Canada Southern	109 1/2	109 1/2	109 1/2	109 1/2
Den. & Rio Grande	109 1/2	109 1/2	109 1/2	109 1/2
Del. & Hudson	109 1/2	109 1/2	109 1/2	109 1/2
Del. Lack & West.	109 1/2	109 1/2	109 1/2	109 1/2
Erie	28 1/2	28 1/2	28 1/2	28 1/2
Do. pref.	109 1/2	109 1/2	109 1/2	109 1/2
Do. 2nd.	109 1/2	109 1/2	109 1/2	109 1/2
New Eng.	109 1/2	109 1/2	109 1/2	109 1/2
Jersey Central	109 1/2	109 1/2	109 1/2	109 1/2
Kansas & Texas	109 1/2	109 1/2	109 1/2	109 1/2
Lou. & Nash.	109 1/2	109 1/2	109 1/2	109 1/2
Lake Shore	109 1/2	109 1/2	109 1/2	109 1/2
Mich. Central	109 1/2	109 1/2	109 1/2	109 1/2
St. P. & M. Man.	109 1/2	109 1/2	109 1/2	109 1/2
Man. Elev.	109 1/2	109 1/2	109 1/2	109 1/2
Missouri Pac.	109 1/2	109 1/2	109 1/2	109 1/2
N. Pac.	109 1/2	109 1/2	109 1/2	109 1/2
Do. pref.	109 1/2	109 1/2	109 1/2	109 1/2
Northwest	109 1/2	109 1/2	109 1/2	109 1/2
St. P. & M. Man.	109 1/2	109 1/2	109 1/2	109 1/2
St. P. & O. Man.	109 1/2	109 1/2	109 1/2	109 1/2
Oregon Trans.	109 1/2	109 1/2	109 1/2	109 1/2
Ontario & West.	109 1/2	109 1/2	109 1/2	109 1/2
Pacific Mail	109 1/2	109 1/2	109 1/2	109 1/2
* Pullman Car	109 1/2	109 1/2	109 1/2	109 1/2
Reading	109 1/2	109 1/2	109 1/2	109 1/2
Rick. Term.	109 1/2	109 1/2	109 1/2	109 1/2
Rich. Term.	109 1/2	109 1/2	109 1/2	109 1/2
St. Paul	109 1/2	109 1/2	109 1/2	109 1/2
Do. pref.	109 1/2	109 1/2	109 1/2	109 1/2
Tex. Pac.	109 1/2	109 1/2	109 1/2	109 1/2
Union Pacific	109 1/2	109 1/2	109 1/2	109 1/2
Western Union	109 1/2	109 1/2	109 1/2	109 1/2
Wabash	109 1/2	109 1/2	109 1/2	109 1/2
Do. pref.	109 1/2	109 1/2	109 1/2	109 1/2
Sugar	109 1/2	109 1/2	109 1/2	109 1/2
Chicago Gas	109 1/2	109 1/2	109 1/2	109 1/2
Money	109 1/2	109 1/2	109 1/2	109 1/2
* Ex-div.				

London Quotations.

Canadian Pacific opened firm at 83 1/2, and closed at 83 1/2.

Consols unchanged at 98 5/16 for money, 98 7/16 for the account. Money is unchanged. The street rate for sixty day bills is 1/2 per cent.

Exchange.

The sterling exchange market is dull and heavy and rates are not much changed. New York funds are steady at 1-32 dis. @ 1-32 premium between banks 1/4 over the counter.

The following are to-day's quotations compiled specially for THE HERALD by Messrs. W. L. S. Jackson & Co., No. 1761 Notre Dame St. (P.O. Box 905), Montreal:

IN NEW YORK.

STERLING	60 days.	3 months.	Actual.
do. Demand	4 1/2	4 1/2	4 1/2
do. Cables	4 1/2	4 1/2	4 1/2
do. Consols	4 1/2	4 1/2	4 1/2
do. Documentary	4 1/2	4 1/2	4 1/2
France (Paris) Long	5 1/2	5 1/2	5 1/2
do. do. Short	5 1/2	5 1/2	5 1/2

IN MONTREAL.

Between Banks.	Buyers.	Sellers.	Counter Rate.
N. Y. funds.	1-32	1-32	1-32
Stg. 60 days.	8 1/2	8 1/2	8 1/2
do. Demand.	8 1/2	8 1/2	8 1/2
do. Cables.	8 1/2	8 1/2	8 1/2

AMERICAN WOOLLENS.

Large auction sales of woolen goods, mainly flannels, came to an end in New York last Thursday, and the result is said to have been very disappointing to the manufacturers. The prices were entirely in buyers' favor, being from five to seven-one-half per cent below the range of values last year. As these auction sales practically establish the prices of flannels during the greater part of the year, the result mentioned is of considerable importance. The prices secured, the New York Commercial Bulletin says, do not cover the cost of production, and this indicates pretty plainly that the woolen trade of the United States is in a depressed condition notwithstanding the large degree of coddling afforded by the tariff. And, from present indications, that depression is likely to continue. The Commercial Bulletin makes the following comments on the situation:

Whatever the cause may be, the woolen trade in this country is in a radical weakness of the whole woolen industry; that is, its entire dependence upon the home market. Our manufacturers, having but one outlet for their production, are peculiarly liable to the effects of purely local adverse circumstances. In a bad year, locally, they have no choice between overproduction and low prices or a stoppage of machinery. Thus we have in this particular trade at present the lowest range of prices ever recorded, and talk of an extensive shutting down of mills during the coming summer.

This is the time chosen by the growers of raw wool to demand increased protection so that they may raise their prices. What good that may do them it is exceedingly difficult to see. It certainly will not make manufacturers buy more home-grown wool. With no improvement in the market for woolen goods, it must force them to buy less. To whom, then, do the wool growers expect to sell their wool at an artificial value? They may possibly find a lesson in the results of the flannel sales. That the prosperity of wool raising is neither inherent nor to be forced by high protection, but is dependent altogether upon the prosperity of the woolen manufacturing industry. That in turn depends upon the freedom of our manufacturers from destructive taxation, normal cost of raw material and consequent ability to divert, as occasion arises, their production into channels never previously open to them.

OCEAN FREIGHTS.

The New York Commercial Bulletin, of Saturday, has the following:

The steamer tempo for the market for berth freights, noted yesterday, continues, but business in the leading export commodities was hardly as good, owing to the fact that cereal prices rose to above the limits of exporters. Grain rates to the United Kingdom ports range from 2 1/2 @ 3 1/2, the inside figure representing the bid rate for Liverpool no. 1. Steamers for grain are held at 3, but there appears to be no special inquiry for early carriers. The attention given to petroleum ships is fair at the moment, and, with limited supplies, agents receive full market rates to Continent and Baltic ports. In the various lines of miscellaneous freights the movement is poor, but no extraordinary changes have occurred.

Autumn Anxieties.

I had a very bad cough this fall, but Hagar's Pectoral Balm cured me completely. E. ROBINSON, Wasego, N. Y.

Pectoral Balm cures coughs, colds, hoarseness, asthma, bronchitis and all throat and lung troubles.

PRODUCE AND PROVISIONS.

Montreal, May 17, 1890.

Flour.—The receipts for the week were 21,312 barrels. The stocks in store are 71,368 barrels, compared with 67,905 barrels last week and 97,931 barrels the corresponding period of 1889. There is no activity in flour, the only trading is the local market, which takes its supplies in small lots from day to day. Prices are not improved. Straight Rollers are selling at \$5.00 per barrel.

We quote:
Winter Wheat, patent... \$5.50 @ \$5.90
Spring Wheat, patent... 5.60 @ 5.85
Straight Roller... 4.20 @ 4.50
Extra... 4.10 @ 4.30
Superfine... 3.90 @ 4.00
Fine... 3.80 @ 3.95
Strong Bakers'... 3.25 @ 3.50
Ontario bags-extra... 2.00 @ 2.10
City Strong Bakers'... 5.35 @ 5.50
Ordinary, bris... 3.60 @ 3.75
bags... 1.70 @ 1.80
Granulated, bris... 3.25 @ 3.40
Hans, city cured, per lb... 0.00 @ 0.10
Rolled Oat, bris... 3.30 @ 4.00

Grain.

There was nothing moving to-day, and the grain market is very quiet; prices firm and unchanged as follows: No. 1 hard wheat, \$1.16; No. 2, \$1.15; oats, 38c @ 40c per 32 lbs.; No. 2, 75c @ 75c per 66 lbs. adroit; corn, 45c @ 46c per bush; barley, 40c @ 41c per bush; buckwheat, 40c per bush; rye, 60c @ 65c per bush.

Meat Provisions.

PORK, LARD, &c.—There is nothing new in provisions and the market is very firm. Holders of Montreal short cut are asking \$17.00 @ \$17.50 per barrel, and Western clear pork is quoted at \$17.50 per barrel. Lard is moving slowly. We quote:

Canada, s.c.e., per bbl... \$18.50 @ 19.00
Chicago, s.c.e., per bbl... 16.00 @ 16.50
Mass pork, western, per bbl... 00.00 @ 00.50
Mess beef, per bbl... 00.00 @ 00.50
Lard, western, in pails, per lb... 00.00 @ 00.10
Lard, Canadian, in pails, per lb... 00.00 @ 00.10
Shoulders, per lb... 00.00 @ 00.10
Tallow, com., refined, per lb... 00.00 @ 00.04

Butter.

The market for eggs is very packed at 13c per dozen for lots of case eggs, firm at close at hand. Butter, in barrels, are quoted at 12c @ 12 1/2c per dozen.

Dairy Provisions.

BUTTER.—The movement in new butter continues, and all offerings are readily absorbed at current prices. Choice is taken by the grocers at 17c to 18c per lb. Medium and poor sorts are quoted from 12c up to 16c per lb. The trade for old is dull and unsatisfactory. The N. Y. Commercial Bulletin gives the following review of the week's business: The market has ruled dull and gradually declining all the week, closing with a heavy tone, and the tendency still downward. The make for the next two or three weeks to come is bound to be marketed, no matter what the price is, and quality will not be safe to put away; so it is only natural to expect a liberal supply at low prices until the butter is of quality and condition to hold. Elgin creamery has been held at 18 to 18 1/2c this week, but the latter very extreme, and not obtainable on the open market. Other fancy Western has improved in quality the past week, but with a slow and cautious demand prices have gradually declined, until at the close 16c @ 17c are full prices for the finest, with a few grades below fancy have been urged for sale at irregular prices. State and Pennsylvania creamery have increased in supply and selling rather slowly. State pairs especially being difficult to clean up. Six dairy tubs have sold slowly, and price weak and irregular. Toward the close selections have been sold at 6c @ 6 1/2c, though some holders ask 7c. Low grades very slow. Imitation cream dull and lower. Little if any West arriving. Fresh factory butter superior, but very little wanted, a supply low and irregular.

CHEESE.—The public cake quotes Liverpool market again 6d lower at for old and unchanged for new

NEWFOUNDLAND'S CASE.

The Modus Vivendi Between England and France.

Strong Resolutions of the Hamilton Board of Trade.

Messrs. Bowers, Greene and Morison Newfoundland delegates, arrived here on Saturday evening from Ottawa, where they had a satisfactory interview with the Government. They will meet the Montreal Board of Trade at 12 o'clock to-day, for the purpose of placing their case before them.

The following strong resolutions, passed by the Hamilton Board of Trade, have just come to hand:—

At a meeting of the Council of the Hamilton Board of Trade, held at the Board of Trade rooms, on Monday, May 13th, the following resolution was unanimously passed:

That having heard the delegates from St. John's, Nfld., upon the question of the fishery rights now in dispute between Great Britain and France, in reference to that colony, the Council of the Hamilton Board of Trade is of opinion that under the several treaties and agreements entered into and now existing, and especially under the despatch of March 25th, 1857, from Mr. Labouchere, Secretary of State, to the Colonial Government reading as follows:

"That the rights enjoyed by the community of Newfoundland are not to be ceded or exchanged without their consent, and that the constitutional mode of submitting measures for that consent is by laying them before the Colonial Legislature, that the consent of the community of Newfoundland is regarded by Her Majesty's Government as the essential preliminary to any modification of their territorial or maritime rights."

Therefore, the action of the British Government in agreeing to a *modus vivendi*, allowing the French fishermen to take and pack lobsters, or in any way granting concessions other than defined by treaty or agreement, heretofore rejected, is, in the opinion of the Council, a direct violation, and they sympathize with the colonists of Newfoundland in their claim for their rights; that President F. C. Bruce, W. H. Gillard, Geo. E. Bristol, T. H. McPherson, W. A. Robinson and C. R. Smith, be a committee to prepare a resolution in accordance with the opinion expressed in this resolution.

In pursuance of the duty so imposed, this committee would most respectfully beg to report: That having carefully read and considered all the treaties, conventions and declarations entered into and passed between Great Britain and France, from the Treaty of Utrecht in 1713 to the present time, relative to the Newfoundland fisheries, they feel justified in endorsing every word and sentiment expressed in the report published by the convention of the citizens of St. John's, Nfld., appointed at a mass meeting held on the 26th March, 1890.

On page 8 of that report, Lord Palmerston, in his note to Count Sebastiani, the French Ambassador, very clearly and ably sets forth the construction put upon the treaties of the British Government; this taken in connection with Mr. Labouchere's despatch of 1857, as cited in the resolution of the full Council of the Board of Trade, this Committee cannot arrive at any other conclusion than that the British Government, either from a want of knowledge of the paramount importance of the fisheries to the Colony of Newfoundland, or from Imperial policy, has not granted to her loyal subjects of that colony that measure of consideration and protection from foreign encroachment and aggression that has always characterized her dealings with her other Colonial possessions, a policy that has intensified the pride of race and made stronger the bonds of union that unite the Colonies to the mother land.

This committee feels that the question has been so ably and justly dealt with by the Newfoundland Citizens' Committee, in their report, that they cannot do more than heartily endorse the same, and deeply sympathize with their position, expressing the hope that Her Majesty's Government, upon proper representation of the situation being made, will most seriously consider and remove the difficulties that are to-day so grievously weighing upon the energies and aspirations of a community known to be as true and loyal to the British Crown as any over which she holds sway.

Since meeting the delegates from Newfoundland, this committee notices with satisfaction that Sir James Ferguson, in his place in the House of Commons, has stated that the French have no rights to erect lobster factories on the coast of Newfoundland and the *modus vivendi* in no way affected that right.

This committee cannot close its report without bearing testimony to the marked ability with which the delegates, Messrs. Greene, Bowers and Morison, placed the case of their colony before the Council of the Hamilton Board of Trade.

K. C. BRUCE, President.
C. R. SMITH, Secretary.

THE DELEGATES PLEASED WITH THEIR RECEPTION AT OTTAWA.

The Newfoundland delegation have arrived back from Ottawa, where they have been for the last two weeks endeavoring to influence the House of Commons, the Senate, and the public generally, to agree and take sides with them in the Newfoundland fishery troubles and their action in regard to the *modus vivendi* recently entered into between the British and French Governments. The delegation consists of Messrs. D. L. Greene, Donald Morison and P. R. Bowers. The latter is the editor of the St. John's *Colonist*. Like most newspaper men he is always ready to talk, and when seen by a *HERALD* reporter last night expressed himself as perfectly delighted with the reception he and his colleagues have met with in Canada.

"Are you satisfied with your visit to Ottawa?" was asked by the scribbler. "Quite satisfied," was the answer. "We have had quite a number of personal interviews with the ministers, and in every case received the most satisfactory replies to what we asked. Finally we met the cabinet as a whole and had a long conversation with them. We stated our case and were told that the Government was entirely in sympathy with us. They told us that the High Commissioner in London would at once be asked to do all he can for us, particularly in relation to the *modus vivendi*."

"Would it not have been well to have not Parliament to pass a resolution favorable to you?"

"Yes, it would. In fact we intended to do so, but you see both the Government and the Opposition were so busy when we arrived that nothing of that kind could be attempted. In addition to

the Government, we saw Hon. Messrs. Blake, Laurier and Mitchell, and each of them assured us that they were heart and soul with us. I have no doubt the House would have passed such a resolution had there been any time whatever to discuss it."

"You find most of the public men in sympathy with you, then?"

"Yes, indeed. I have yet to find the public man or the Canadian newspaper that disapproves of our efforts. I have had conversations with many men, and they all said the same thing—they favor all we ask."

"Do the Maritime Province favor you?"

"Well, I should think so. Why, on our way up, we stopped at Halifax, and the Board of Trade of that city passed a resolution in which they entirely sympathized with our cause, and declared that we were entitled to control our own Maritime and territorial waters. The Legislature of Prince Edward Island was in session as we came up. It was the only Provincial Legislature that had not prorogued. They passed a similar resolution to that of Halifax, and we met the same thing in Hamilton and Toronto. To-morrow we meet the Montreal Board of Trade and we expect the same thing from them. One thing we shall never remember and that is the treatment we have received from the Canadian press. It has been gracious, warm and hearty, and we have found them all in perfect sympathy with us."

"Is it true that the movement shows some hostility towards the French?"

"Certainly not. We welcome the French and always put them on equal terms with ourselves. We heard that the French Chamber of Commerce was opposed to us, but we hope to find that this is untrue."

"What about the action depriving them of receiving bait?"

"That is easily explained. You see we found the bounty fed competition from France to the extent of \$2 per quintal. This naturally kept Newfoundland out of many markets and we were forced to act as we did and simply deprive them of bait."

"Have you taken any steps towards enlisting the sympathy of the public of Canada?"

"We could not very well do that, because you see the local elections are now on and it would have been next to impossible to get successful public meetings. What we are anxious to do is to get through our present mission as quickly as possible so as to send the result of our work to the delegation who are now pleading our case in England. What we want is to enlist the public opinion of England. Hitherto all questions of a like character have been settled by diplomats. This time we want the public with us," and in this I think we shall succeed.

The tone of the remarks made by Mr. Bowers and his colleagues has been remarkably moderate. Their statements have been decided and firm, and no matter what question has been asked of them they have been found willing and ready to answer it.

They will leave to-morrow night for St. John, N.B.

Smoke Hand-Made Cigar, Nectar, 5 Cents.

ELECTRICAL NOTES.

The governors of Notre Dame Hospital have adopted electricity for the lighting of the Hospital throughout. From a sanitary standpoint, superior light, more comfort for the patients, it will be a great improvement over their present system of illumination. The popular summer resort, "Vaudreuil," will also be benefited this coming season by having a thorough electric light system. A thorough lighting of every room in the De Lotbiniere House, but all the private pretty cottages will also be lighted by electricity. The system to be used will be an automatic self-regulating incandescent Thomson, manufactured by the Royal Electric Co., of Montreal.

Three Rivers has decided to adopt the Royal electric light system for lighting the city. A number of citizens have also adopted the incandescent system of the same company.

Smoke Hand-Made Cigar, Nectar, 5 Cents.

POLITICAL NOTES.

It is understood that Mr. Alf. Desjardins will accept the Conservative candidature for the County of Kamouraska.

At the convention held in St. Constant Hon. Mr. Duhamel was chosen as Ministerial candidate for Laprairie, Mr. Goyette having retired in his favor.

It is rumored that Mr. J. T. R. Loranger, advocate of this city, will oppose Mr. Leblanc in Laval County. The Nationalists are in favor of his candidature.

Mr. Brunet has been chosen by a convention of the Ministerial party as a candidate for the St. James division of Montreal, Mr. L. O. David having persisted in his determination not to run.

Hon. Mr. Mercier arrived in town Saturday on his way to St. Hyacinthe. On Tuesday he will receive in Quebec a deputation of electors of the county to give him answer to the request made him to present himself as a candidate in that constituency.

Since the general elections of 1886 there were 23 by-elections. Of these the Nationalists won nineteen and the Conservatives four.

Shenandoah, May 17.—The political situation here is decidedly mixed. The old member, the Hon. Mr. Robertson, is in the field in the Conservative interest, and his address to the electors appears in the local papers this week. It is said that at a recent meeting of the Nationalist wing of the Liberal party Mr. L. C. Belanger, Crown Prosecutor for the St. Francois district, was selected as the candidate. Rumor again says that Mr. J. A. Chicoque, editor of *Le Pioneer*, is to come forward in the interests of the French Conservatives. Mention is also made in the same interest of Mr. L. E. Panneton's name and that of William Murray. Some of the French-Canadians claim one of the seats, Ottawa or Quebec. There is a disposition on the part of some of the English to grant this, while others are opposed to it. Again there is talk of a temperance standard-bearer being brought out, and altogether the political barometer here may be said to be cloudy with some indications of storm.

High Time to Begin.

After a long winter the system needs a thorough cleansing, toning and regulating to remove impurities and prepare for summer. The thousands of testimonials show that Burdock Blood Bitters is the best spring medicine ever discovered, producing a feeling of buoyancy and strength. It removes that tired, worn-out feeling, and restores lost appetite.

Senator Grant and lady, of Picton, N.B., are in the city, the guests of Sir Donald A. Smith.

BREVITIES.

Saturday morning about 8.30 Constable O'Donnell rescued a man from drowning in the Lachine canal opposite McDougall's foundry. The man was taken to No. 8 police station to dry his clothes and then sent home.

The man, Godfred Nele, who attempted suicide some time ago on the C. P. R. train between Ottawa and Papineauville, came out of the Notre Dame Hospital on Saturday, and will appear before the magistrate this morning.

The *C.M.B.A. Journal* is the title of the latest venture in the field of journalism. It is to be published monthly, and in its "salutatory" explains that it will be published in the interest of the C.M.B.A. branches in Canada. It is a neat, clearly printed sheet of twenty columns, and on its front page has "cuts" of the organizers of the Association in Montreal. The publisher is Mr. John Hamilton.

All the employees in the different departments of *L'Etendard* assembled on Saturday and presented the editor, Mr. Henri Trudel, with an address, which was read by Mr. Jos. Monier, the oldest employee. Accompanying the address was a handsome bronze clock and two pretty statues, representative of poetry and music. The recipient made an appropriate reply. The occasion was that of his approaching marriage.

Smoke Hand-Made Cigar, Nectar, 5 Cents.

PERSONAL.

Hon. Judge Irvine, of Quebec, is a guest at the Windsor.

Col. Mrs. and Miss Gwoksi, of Kingston, are guests at the Windsor.

Mr. Fabre went to Quebec on Saturday to attend the consecration of Mr. Blais, which took place there yesterday.

Mr. McGillivuddy, the popular secretary of the Art Association, has resigned his office and intends to take up his residence on his estates in Ireland. Mr. R. Lindsay succeeds him.

R. N. Hall, M.P., Q.C., has retired from an active connection with the firm of Hall, White & Cote, of Sherbrooke, of which he has been a member for a good many years. The business of the firm will be continued under the name of White & Cote.

Suite of a Bishop's Niece.

BETHLEHEM, Pa., May 17.—Miss Alice Germand, niece of Bishop Bachman of the Moravian Church, hanged herself in the cellar of the bishop's residence here this morning while laboring under temporary aberration of mind. The young lady was 23 years old. Her relatives reside in Wisconsin.

Smoke Hand-Made Cigar, Nectar, 5 Cents.

FATHER MATHEW

REMEDY

THE ANTIDOTE TO ALCOHOL FOUND AT LAST

A NEW DEPARTURE!

Is a certain and speedy cure for intemperance, and destroys all appetite for alcoholic liquors.

The day after a debauch, or any intemperate indulgence, a single teaspoonful will remove all mental and physical depression.

It also cures every kind of Fever, Dyspepsia, and Torpidity of the Liver, when they arise from other causes than intemperance. It is the most powerful and wholesome tonic ever used.

Sold by Druggists, \$1.00 per Bottle.

S. LACHANCE, sole proprietor, 1538 and 1540 St. Catherine St., Montreal.

POLICE DEPARTMENT.

WINTER CLOTHING.

SEALED TENDERS, addressed to the undersigned, will be received at the City Clerk's office, City Hall, until noon on FRIDAY, the 27th May instant, for Pairs, Coats, Boots, Caps, Rubber Coats and Mitts, in accordance with samples to be seen in the office of the Chief of Police.

For information, quantities and other details, apply at the office of the Chief of Police.

The lowest or any tender will not necessarily be accepted.

By order,

CHS. CLACKMEYER, City Clerk.

CITY CLERK'S OFFICE, CITY HALL, Montreal, 17th May, 1890.

Notice to Consignees.

The Thomson Line SS. FREMONA, G. Tule, master, from Newcastle, is entered inwards at Customs. Consignees will please pass their entries without delay.

R. REFORD & CO., Agents, 115

Montreal, May 17th, 1890.

Notice to Consignees.

The Thomson Line SS. BARCELONA, A. Boyle, master, from Mediterranean ports, is entered inwards at Customs. Consignees will please pass their entries without delay.

R. REFORD & CO., Agents, 115

Montreal, May 17, 1890.

Notice to Consignees.

The Thomson Line SS. DRACONA, J. A. Tait, master, from Mediterranean ports, is entered inwards at Customs. Consignees will please pass their entries without delay.

R. REFORD & CO., Agents, 115

Montreal, May 17, 1890.

Notice to Consignees.

The Thomson Line SS. BARCELONA, A. Boyle, master, from Mediterranean ports, is entered inwards at Customs. Consignees will please pass their entries without delay.

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Montreal, May 17, 1890.

NEW ADVERTISEMENTS.

THE CANADA SUGAR REFINING COMPANY, LIMITED, MONTREAL.
Offer for Sale all Grades of Refined Sugars and Syrups of the well known Brand of

Redpath

CERTIFICATES OF STRENGTH AND PURITY.

OFFICE OF THE PUBLIC ANALYST. CHEMICAL LABORATORY.

MONTREAL, September 9th, 1887. MEDICAL FACULTY, MCGILL UNIVERSITY, MONTREAL, September 9th, 1887.

To the Canada Sugar Refining Co., Montreal.

Gentlemen,—I have personally taken samples from a large stock of your Granulated Sugar, "REDPATH" brand, and carefully tested them by the Polariscopes, and I find these samples to be as near to absolute purity as can be obtained by any process of Sugar Refining.

The test by the Polariscopes showed in yesterday's yield 99.90 per cent. of Pure Cane Sugar with may be considered commercially as ABSOLUTELY PURE SUGAR.

JOHN BAKER EDWARDS, Ph.D., D.C.L., F.C.S., Public Analyst for the District of Montreal, and Professor of Chemistry.

Yours truly, G. P. GIRDWOOD,

1881-1889. E. B. HARPER, President.

Assessment System. Life Insurance at Half Usual Rates. Mutual Principle.

Mutual Reserve Fund Life Association.

HOME OFFICES—Potter Building, 38 Park Row, New York City, U.S.A.

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NATURAL PREMIUM LIFE ASSURANCE ASSOCIATION

N EXISTENCE N THE WORLD TO-DAY.

PAID IN DEATH CLAIMS OVER

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New and Admirable Features of its Perfected Plan.

JUSTICE. LIBERALITY.

FEATURE No. 1.—Free Policy, no restrictions upon residence, occupation or travel.

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Cash Reserve Surplus Over \$2,300,000.

GOVERNMENT DEPOSITS, \$350,000.

The Central Trust Company of New York is the Trustee of its Reserve Fund.

All Death Claims in Canada Settled by the following Canadian Board:—

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IRVING WALKER, Esq. (of R. Walker and Sons), Dry Goods, Toronto.

HON. R. M. WELLS, (Late Speaker Ont. Legislature), Solicitor, &c., Toronto.

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Correspondence Solicited.

Agents Wanted for Unrepresented Districts.

WELLS & McMURTRY,

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or **D. Z. BESSETTE,**

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No better appointed Job Printing Office in the Dominion; complete with all the LATEST STYLES OF TYPE, and the most skillful and experienced workmen.

Estimates cheerfully furnished.

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IN EVERY STYLE.

BLANK BOOKS, LEDGERS, JOURNALS, DAY BOOKS, BOOKS, PAMPHLETS, CATALOGUES, PRICE LISTS, CIRCULARS, LAW FACTUMS, Bill Heads, Note and Letter Heads, MERCANTILE WORK OF EVERY DESCRIPTION.

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ESTABLISHED 1864 TWENTY-FOURTH YEAR

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Contains the latest TIME TABLES from Official Sources; also a reliable and accurate

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Buy and sell all securities quoted on New York Stock Exchange, through their Agents, Messrs. Halsted & McLane.
Terms—Ten per cent. margin on the par value of securities for buying; of one per cent. and same for selling.

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Buy and sell all securities quoted in Montreal, New York and Boston. Bonds of all kinds bought and sold. Bond business especially looked after.

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Every description of Merchandise sold to the best advantage for clients. Returns made promptly. Transportation arranged from all parts at

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J. C. SIBBALD,
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Steel Rails, Iron, Metals, &c.
Agency for Canada for the Marks Automatic Car Coupler, McMillen's Car Wheel Dressing Machine.

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July 11 19 43

JAMES THOMSON

begs to inform his friends and the public generally that he has removed to new premises on Guy street, near the corner of St. Antoine street, where he will continue to manufacture first-class furniture, such as he trusts that by careful attention to his business and to the patronage of his numerous friends. Every attention and to repairs placed in his hands.

National Colonization Lottery

Under the Patronage of the
REV. FATHER LABELLE.
Established in 1884, under the Act of Quebec, 24 Vic, Chap. 96, for the benefit of the Colonization of the Province of Quebec.

CLASS D.
The 5th Monthly Drawing will take place
WEDNESDAY, MAY 21st, 1890,
AT TWO O'CLOCK P.M.

Prizes Value, - - \$50,000
Capital Prize worth 5,000
TICKETS, \$1.00.

Winners names not published unless specially authorized.
Drawings on the third Wednesday of every month.

S. S. LEFEBVRE, Secretary,
Offices, 311 St. James street,
Montreal, Can.

THE CARAQUET RAILWAY.

Hon. Mr. Mitchell's Speech in Reply

To the Defence Offered by the Government.

Mr. Mitchell—The hon. member from Perth (Mr. Haggart) has chosen to make a defence of the hon. member from Gloucester (Mr. Burns). The hon. gentleman admits he did not hear the charges made against that hon. gentleman, and, therefore, I think he should have hesitated before undertaking to answer charges he did not hear. He has chosen, however, to give a statement of the cost of that road and the net results proceeding from the sale of the bonds and the subsidies received, but as we have had the statement of the member for Gloucester himself, this statement coming at second hand from the hon. member for Gloucester, does not carry very much weight. I will, therefore, take very little time in answering him. There is only one thing I notice in the statement of the hon. member for Perth, and that is his failure to touch the gravamen of the charge brought by the hon. member for Oxford, namely, that this granting of subsidies to members of Parliament for lines in which they are interested, as in the case of the hon. member for Gloucester, is an indirect bribe to the member, and destroys his independence in dealing with public questions before the House. That question the hon. member for Perth has never touched. I will say this with reference to the hon. member for Gloucester. I do not disapprove of his course in trying to build a road in his county. He is laudable and perfectly right in so doing, but what I do disapprove is that he should stand in the position of being the sole recipient of the public moneys which he voted himself. That is what I object to as a matter of principle, and that, I contend, is a practical violation of the Independence of Parliament Act, and one which should be put a stop to by this House. When, in the Railway Committee the other day, I stated the proposition that these charters should not be granted promiscuously as they had been in past years and that the duty specially devolved on the Government to see that no charters were given to persons to build railways with concessions from the public treasury of the country before the Government and the committee and Parliament were perfectly satisfied of the means and ability of these parties to carry out their charters, the right hon. gentleman who leads the Government approved of the position I took; and I have no hesitation in saying that if that condition had been attached to the passing of this charter, which was not granted by this House I believe, but granted by the Local House—I doubt if it would ever have been granted to the parties who hold it. I do not know that I would have interfered in the matter, but I am sure that the hon. gentleman had not been for Gloucester had it not been for the fact that the other day he deliberately projected himself into a discussion, and charged me with making statements concerning facts I knew nothing about. If the hon. gentleman is not convinced of the truth of the statement I then made by the correspondence read by the hon. member for West Durham, which shows the manner in which the hon. gentleman, by his own admission, made payments to men, I leave it to the House to say whether I was right or wrong in relation to the matter. I am not going to discuss the question whether the hon. gentleman is right or wrong in relation to some of the matters referred to. The only point I will deal with, as regards his conduct, is to the effect of the representations made in the prospectus which he sent forth upon the character and credit of Canada. I say that those two prospectuses, giving statements of the probable earnings, the character and number of the population, which my hon. friend knows is over stated—

Mr. Mitchell—Yes. What was the population at the last census? I speak from memory and under correction, but I believe it was between 21,000 and 22,000 for the whole county. My hon. friend knows there is scarcely one-third of the county represented from where the road starts at Bathurst to Caracquet.

Mr. Burns—Including the parish of Bathurst, fully 22,000 are served by the line, not including the people in the hon. gentleman's own county.

Mr. Mitchell—I am not asking how many people are served by the line. The hon. gentleman stated in the prospectus that the line ran through a population of something like 18,000. I would like to ask him whether I had correctly stated the whole population of the county when I say it is between 21,000 and 22,000.

Mr. Burns—The population at the time of the prospectus was between 24,000 and 25,000.

Mr. Mitchell—The population of the whole county at the last census was something like 21,000 or 22,000. The hon. gentleman admits that when the prospectus was issued it was 24,000; and I venture to say, from my knowledge of the locality that the railway runs does not contain one-third of the population of the whole county. Therefore, the statement of the prospectus with regard to the population is incorrect. I think it is of great importance, when Parliament sanctions schemes and grants bonuses for the purpose of making public improvements in this country, and when gentlemen who get concessions go to the other side for the purpose of raising money, that no misstatements should be made in order to induce investors on the other side to take stock in such enterprises. The earnings of the road show that in that particular the hon. gentleman is also entirely in error. With these remarks, I quit the Caracquet Railway. Now, I have something to say to the right hon. gentleman. He stated, as a justification for granting this subsidy, that the road was for the purpose of making a part of what an eminent engineer said would be a great line of communication between Europe and America. What the hon. gentleman refers to is a visionary scheme of Mr. Sandford Fleming years and years ago, to carry the Intercolonial Railway down to Shippegan, thence by a ferry—as the right hon. gentleman described it—to New Brunswick, thence by a railway to New Brunswick, and then to start the ocean steamers from the eastern coast of Newfoundland. That was the visionary theory Mr. Sandford Fleming had, and I doubt if there was one man on this continent of America except himself who ever endorsed such a scheme. It was one of the most visionary and fallacious schemes ever thought of, but the promoter of this Caracquet road, knowing that this scheme was not practicable, knowing that it was not endorsed by one man out of ten thousand, put that in his prospectus, and thus further misled the people who advanced the

money to build that road. The right hon. gentleman says the Government were justified in granting this subsidy without further inquiry, because the Province of New Brunswick had granted a bonus from Bathurst to Shippegan—not, as he said, to Caracquet. What the Province of New Brunswick did was to pass what they called a Lobster Act, which comprised some twenty railways in New Brunswick. In regard to the particular line we are speaking of, they granted a subsidy of \$3,000 a mile from Bathurst to Caracquet, and that formed no part of the Sandford Fleming's suggestion for a line to Shippegan and thence to Europe. I will read the particular part referring to that. The Act, after enumerating the various lines, describes this one as follows:

"A line of railway from a point in the parish of Caracquet, in the county of Gloucester, to some point on the Intercolonial line in the parish of Bathurst, in the said county of Gloucester, \$3,000 a mile."

That line, therefore, was undertaken separately, and I quote that now to show that the right hon. gentleman is wrong in stating that it was to form part of the scheme of Mr. Sandford Fleming for a line to Europe via Shippegan. That was not the reason why the Province of New Brunswick gave a subsidy to the road. It was not thought of at the time.

Sir John A. Macdonald—I did not say it was.

Mr. Mitchell—I understood you to say so.

Sir John A. Macdonald—I said in the first place that Mr. Sandford Fleming had pointed out this as a most eligible place for that railway.

Mr. Mitchell—Did you believe him?

Sir John A. Macdonald—I did at the time, and I was very much taken with the idea. Then, in the second place, I said the New Brunswick Government had not only granted a charter to this railway, but had also aided it, and that, as it was in their own Province, it might be supposed to be a good place for that railway, and that we might take their word for it.

Mr. Mitchell—Of course I accept the right hon. gentleman's explanation. However, the Act which the Province passed was a lobster act. They did what my right hon. friend often does when he cannot do a thing alone, he does a lot of things in order to catch everybody, and that is what the Province of New Brunswick did in order to catch almost every county in the Province, and not one out of five of these roads could be built, they were pretty safe in relation to their scheme. The hon. gentleman has attempted to justify the policy which he introduced in regard to subsidizing railways. I approve of railways receiving subsidies of public money where they cannot be built otherwise, but I do not approve of the manner in which this Government has voted the public moneys.

When, in 1880, the treasury of this country was opened for the bettering of the provinces, under the overbearing influence of Sir Charles Tupper, I say that this Parliament adopted one of the greatest sources of bribery and corruption ever initiated in any country. We then left any member of this House who was pressed by his constituents to obtain grants for railways or canals or other improvements open to the pressure of the Government on the other hand. We left it open to the Government to bring these men practically as slaves to their justifications, by the illustrations taken from the British Parliament. If he wished to improve, by expenditures on railways, on canals and on other public works, the facilities for travel and traffic through the country, there was a proper way in which to do it. That was to increase the subsidies paid to the provinces to be expended on these improvements, and to let the Legislatures of the Provinces, who know better how to deal with these matters than we do, attend to them. Then we would not have such an anomaly as the Dominion Government giving a subsidy for the line over the same route. But that would not suit the policy of the right hon. gentleman. He wants to control the men when they are here, and, in addition to the question of my hon. friend from South Oxford (Sir Richard Cartwright) as to why these subsidies come down here in the session, I may say—it might be improper for me to assume that hon. gentlemen are controlled by expectation of subsidies—but let any man walk around these lobbies to-day, let him hear the whispered conversations which take place, let him see the depression on the faces of some hon. members, and let him hear the muttered curses of others at their disappointment in regard to the expectations which have been held out to them. These are some of the results of that system, which I believe is a cursed system, a system which has corrupted the constituencies, and has corrupted the representatives of those constituencies, and is fast degrading the character of the men who come here to sit in Parliament.

The right honorable gentleman has referred to that distinguished man—as he called him—Sir Edward Watkin, who is so well known in this country, as an illustration of men engaged in making public improvements who are in Parliament, and he said it is no objection to their being in Parliament that they are engaged in making public improvements. Who ever said it was? It is known that that gentleman, and bankers, and lumbermen, and millers, and in the halls of this Legislature. Has any one ever raised any objection because these and other men engaged in large private enterprises are members of this House? Nobody has ever contended that. The right hon. gentleman made a far-fetched illustration when he referred to Sir Edward Watkin, who is largely engaged in railways, never having been objected to for sitting in the English Parliament. Does Sir Edward Watkin get subsidies from the British Parliament? I put the question to the hon. gentleman and he declined to answer it. I will answer it for him. Sir Edward Watkin never got subsidies from the British Parliament for any such purposes. The hon. gentleman said some one on this side of the House had been pressing for subsidies; I will apply my principle equally to hon. gentlemen on this side of the House, when I say that any man who is given subsidies for his county, or who is seeking favors of that character, is placing himself in a position to lose the independence which a member of Parliament ought to exercise. I shall not take up any further time in discussing this matter, but I will merely say that the sooner this system of granting railway subsidies is changed, the better it will be for the independence and for the morality of this country, because the practice is immoral, the practice is degrading and it ought to be put a stop to.

A Seasonable Hint.

During the breaking up of winter, damp, chilly weather prevails, and rheumatism, neuralgia, lumbago, sore throat, croup, quinsy and other painful effects of sudden cold are common. Hayward's Yellow Oil is a truly valuable household remedy for all such complaints.

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June 15

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204

St. James Street.

A SESSION OF THE COURT OF QUEEN'S BENCH (Crown side), holding criminal jurisdiction in and for the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY OF MONTREAL, on MONDAY, the SECOND DAY OF JUNE NEXT, at TEN o'clock in the forenoon.

In consequence, I give PUBLIC NOTICE to all who intend to proceed against any prisoners now in the Common Gaol of the said District, and all others, that they must present them and there; and I also give notice to all Justices of the Peace, Coroners and Peace Officers, in and for the said District, that they must be present, then and there, with their Records, Rolls, Indictments and other Documents, in order to do those things which belong to them in their respective capacities.

J. ARTHUR FRANCHERE,
Deputy Sheriff.
SHERIFF'S OFFICE,
Montreal, 14th May, 1890.

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Tickets and seats in Parlor Cars can also be secured at Windsor and Balmoral Hotels. Ticket Office Bonaventure Depot, and 136 St. James street.

J. W. DAWSEY, C. J. SMITH,
General Agents, Montreal, Ottawa.

E. J. CHAMBERLIN,
General Manager, Ottawa.

May 16

Central Vermont Railroad

TRAINS LEAVE MONTREAL,
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8.30 A.M.—Fast train, arriving St. Albans 10.50 a.m., Burlington 12.10 p.m., Montpelier 12.50 p.m., White River Junction 2.45 p.m., Boston via Lowell 8.30 p.m., and New York via Springfield 10 p.m. Connects at St. Johns with train for Farnham, Granby and Waterbury.

Wagner New Vestibule Buffet Parlor Cars to Boston.

4.20 P.M.—New York Express, DAILY, SUNDAY INCLUDED, arriving St. Albans 6.50 p.m. (Supper); Burlington 8 p.m.; Rutland 10.30 p.m.; Troy 1.45 a.m.; Albany 2.20 a.m.; New York 7.00 a.m. Daily, Sunday excepted, arriving Worcester 9.40 a.m.; Boston 4.45 a.m. via Rutland, Bellows Falls and Whitehall.

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8.30 SUNDAY INCLUDED, arriving St. Albans 10.45 p.m., White River Junction 8.15 a.m., Manchester 6.25 a.m., Nashua 7.00 a.m., Boston via Lowell 8.30 a.m. Daily, Sunday excepted, for Boston via Fitchburg, arriving Troy and Albany with Sleeping Car Train for Boston, arriving at 8.30 a.m.

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Information given, and Tickets sold at Windsor and Balmoral Hotels, all Grand Trunk Offices, and at the Company's Office, 136 St. James street.

J. W. HOBART,
General Manager,
January 25th 1890.

A. C. STONEGRAVE,
Canadian Passenger Agent.
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For Tickets, Time-tables, and all information, apply at Windsor and Balmoral Hotels, Grand Trunk Offices, and at the Company's office, 136 St. James street.

By Atlantic, White Star, for Ireland (b) 6 p.m., Monday, May 5th.
By Lahn, N. G. Lloyd Line, 6 p.m., Monday, May 5th.

By Lahn, N. G. Lloyd Line, 9 p.m., Tuesday, May 6th.

By Sardinian, Allan Line, [a] 7 p.m., Wednesday, May 7th.

By Elder, N. G. Lloyd Line, [a] 6 p.m., Thursday, May 8th.

By Umbria, Cunard Line, 6 p.m., Thursday, May 8th.

By Umbria, Cunard Line, 6.30 a.m., Friday, May 9th.

By Arizona, Gulon Line, 2.30 a.m., Monday, May 12th.

By Allen, N. G. Lloyd Line, 2.30 a.m., Tuesday, May 13th.

By Polyneesian, Allan Line, [a] 7.00 p.m., Wednesday, 14th.

By Servia, Cunard Line, 2.30 p.m., Friday, May 16th.

By Werra, N. G. Lloyd, [a] 2.30 p.m., Friday May 16th.

By City of New York, Imman Line, 6 p.m., Monday, May 19th.

By City of New York, Imman Line, Supp. 6.30 a.m., Tuesday, May 20th.

By Parisian, Allan Line, [a] 7 p.m., Wednesday, May 21st.

By Ems, N. G. Lloyd, [a] 6 p.m., Thursday, May 22nd.

By Euraria, Cunard Line, 6 p.m., Thursday, May 22nd.

By Euraria, Cunard Line, Supp. 6.30 a.m., Friday, May 23rd.

By Trave, N. G. Lloyd Line, [a] 2.30 p.m., Friday, May 23rd.

By Teutonic, White Star Line, 2.30 p.m., Tuesday, May 27th.

By Vancouver, Dominion Line, [a] 7 p.m., Wednesday, May 28th.

By Auraria, Cunard Line, 2.30 p.m., Friday, May 30th.

By Elbe, N. G. Lloyd Line, 2.30 p.m., Friday, May 30th.

FRANCE.
By La Normandie, Gen. Tr. Atl. Line, 6 p.m., Thursday, May 1st.

By La Bretagne, Gen. Tr. Atl. Line, 6 p.m., Friday, May 8th.

By La Bourgogne, Gen. Tr. Atl. Line, 6 p.m., Thursday, May 15th.

La Champagne, Gen. Tr. Atl. Line, 6 p.m., Thursday, May 29th.

By La Gasconne, Gen. Tr. Atl. Line, 2.30 p.m., Friday, May 30th.

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for Peter Mitchell, President, at No.