# Montreal Herald

AND DAILY COMMERCIAL GAZETTE.

VOL. LXXII.---NO. 93 | MONTREAL, MONDAY, APRIL 19, 1880. | Price 3 Cents



Steamship Notices.

DONALDSON'S

CLYDE LINE OF STEAMERS.



WEEKLY

CANADIAN SERVICE.

TITANIA..................2,200 Tons, Building
CYNTHIA..................2,200 "
COLINA...................2,000 "
CYBELE...................2,000 "
EFFECTIVE................2,000 "
STRATHAIRLY..............2,000 "

The splendid new first-class full-power Screw Steamer COLINA, A 100 (Highest class at Lloyds), is intended to sail from

MONTREAL FOR GLASGOW,
ON OR ABOUT
The 11th of MAY Next,

Taking Goods at LOWEST THROUGH RATES from all parts of Canada and the Western States of America.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

Will be followed by one of the above first-class Steamers every week from Montreal and Glasgow thereafter during the season.

Splendid accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.
Or DONALDSON BRO.,
67 Great Clyde St., Glasgow.

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ALLAN LINE.



Under Contract with the Governments of Canada and Newfoundland for the conveyance of the CANADIAN and UNITED STATES MAILS.

1880 WINTER ARRANGEMENTS. 1880.

This Company's Lines are composed of the undernoted First-class, Full-powered Clyde-built, Double-Engine, Iron Steamships:—

Tons.
Parisian..........5400 Building
Sardinian.........4100 Capt. J. E. Dutton
Polynesian........4100 Capt. R. Brown
Sarmatian.........4000 Capt. A. D. Aird
Circassian........3800 Capt. Jas. Wylie
Moravian..........3650 Capt. John Graham
Peruvian..........3600 Lt. W. H. Smith, R.N.R.
Nova Scotian......3300 Capt. W. Richardson
Hibernian.........3200 Lt. F. Archer, R.N.R.
Caspian...........3200 Capt. M. Trocks
Buenos Ayrean.....4200 Capt. Neil McLean.
Grecian...........4200 Capt. Legallais.
Austrian..........2700 Capt. Barrett.
Nestorian.........2730 Capt. J. G. Stephen.
Prussian..........3000 Capt. Jos. Ritchie.
Scandinavian......3000 Capt. Hugh Wylie.
Manitoban.........3150 Capt. McDougall.
Canadian..........2800 Capt. C. J. Menzies
Phœnician.........2800 Capt. James Scott
Waldensian........2600 Capt. Moore.
Lucerne...........2800 Capt. Kerr.
Acadian...........1500 Capt. Cabel.
Newfoundland......1350 Capt. Mylins

THE STEAMERS OF THE
Liverpool Mail Line

Sailing from Liverpool every THURSDAY, and from Halifax every SATURDAY calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland) are intended to be despatched

FROM HALIFAX.
Circassian.............Saturday, April 17
Sardinian..............Saturday, April 24
Peruvian...............Saturday, May 1

RATES OF PASSAGE FROM MONTREAL.
Cabin, according to accommodation............$67, $77 and $87
Intermediate..............$45 00
Steerage..................$31 00

The S.S. "Newfoundland" will leave Halifax for St. Johns, N. F., on 13th April, or connecting with "Sardinian," from Liverpool on April 1st respectively.

RATES OF PASSAGE BETWEEN HALIFAX AND ST. JOHNS:
Cabin..........$20 00 | Steerage.....$6 00

THE STEAMERS OF THE
GLASGOW LINE

are intended to sail from Glasgow, via Halifax for Boston, as follows:—

Phœnician..........13th April

and thereafter at regular intervals. These steamers have liberty to call at Halifax on their return voyages from Boston to Glasgow.

An experienced Surgeon carried on each Vessel. Berths not secured until paid for.

*Through Bills Lading granted in Liverpool, and at Continental Ports, to all points in Canada, and the Western States.*

For Freight or other particulars, apply in Quebec to ALLANS, RAE & CO.; in Havre to JOHN M. CURRIE, 21 Quai d'Orleans; in Paris to ALEXANDER HUNTER, 7 Rue Scribe; in Antwerp to AUG. SCHMITZ & CO., or RICHARD BERNS; in Rotterdam to RUYS & CO.; in Hamburg to C. HUGO; in Bordeaux to JAMES MOSS & CO.; in Bremen to HEIRN RUPPEL & SONS; in Belfast to CHARLEY & MALCOLM; in London to MONTGOMERIE & WORKMAN, 17 Gracechurch Street; in Glasgow to JAMES & ALEX. ALLAN 70 Great Clyde Street; in Liverpool to ALLAN BROTHERS, James Street; in Chicago to ALLAN & CO., 72 La Salle Street; in New York to LEVE & ALDEN, 271 Broadway.

H. & A. ALLAN,
Corner of Youville and Common Streets

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NOTICE TO SHIPPERS AND IMPORTERS.

WINTER STEAMSHIP SERVICE VIA PORTLAND, IN CONNECTION WITH THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

The Dominion S.S. Co. | The Canada Shipping Co.
DOMINION LINE. | BEAVER LINE.

Will perform a Weekly Service between Liverpool and Portland during the ensuing Winter, with the following first-class Clyde-built Steamships, leaving Liverpool on Thursdays and Portland on Fridays in each week.—

| DOMINION LINE. | Tons. | BEAVER LINE. | Tons. |
|---|---|---|---|
| Brooklyn | 3,575 | Lake Nepigon | 2,200 |
| Quebec | 2,650 | Lake Champlain | 2,200 |
| Dominion | 3,200 | Lake Winnipeg | 3,300 |

Appointed Sailings,
PORTLAND TO LIVERPOOL.

| DOMINION LINE. | BEAVER LINE. |
|---|---|
| BROOKLYN, April 2nd | LAKE CHAMPLAIN, April 9th |
| TORONTO, April 16th | LAKE NEPIGON, April 23rd |
| DOMINION, April 30th | |

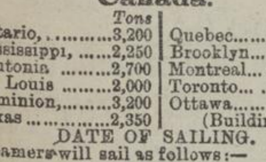
These Steamships are all of large carrying capacity, will insure at the lowest rates, and have superior accommodation for passengers.

Through Bills of Lading issued by all Grand Trunk Railway Agents in Canada.

Apply in Liverpool to
FLINN, MAIN & MONTGOMERY,
Dominion Line;
H. J. SELKIRK,
Manager Canada Shipping Co.,
Beaver Line;
And in Montreal to
DAVID TORRANCE & CO.
Exchange Court,
Agents Dominion Steamship Co.
And
THOMPSON, MURRAY & CO.
1 Custom House Square,
Agents Canada Shipping Co.

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DOMINION LINE
OF STEAMSHIPS



Running in connection with the
Grand Trunk Railway of Canada.

| | Tons | | Tons. |
|---|---|---|---|
| Ontario | 3,200 | Quebec | 2,650 |
| Mississippi | 2,250 | Brooklyn | 3,500 |
| Teutonia | 2,700 | Montreal | 3,200 |
| St. Louis | 2,000 | Toronto | 3,200 |
| Dominion | 3,200 | Ottawa | 3,650 |
| Texas | 2,350 | | (Building.) |

DATE OF SAILING.
Steamers will sail as follows:—
FROM PORTLAND.
BROOKLYN..............2nd April
TORONTO...............16th April
DOMINION..............30th April

RATES OF PASSAGE FOR WINTER MONTHS.
CABIN.—Montreal to Liverpool, $50; Return, $90.

Pre paid Steerage Tickets issued at the lowest rates.

Through Tickets can be had at all the principal Grand Trunk Railway Ticket Offices in Canada, and Through Bills of Lading are granted to and from all parts of Canada.

For Freight or Passage, apply, in London, to Bowring, Jamieson & Co., 17 East India Avenue; in Liverpool, to Flinn, Main & Montgomery, 24 James Street; in Quebec, to W. M. Macpherson; at all Grand Trunk Railway Offices; or to

DAVID TORRANCE & CO.,
Exchange Court.

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Steamship Notices.

1880. LONDON, 1880.

Quebec and Montreal.



TEMPERLEY LINE.

Composed of the following First-class Steamships:—
SCOTLAND..................2,645 Tons.
THAMES....................1,687 "
SEVERN....................1,271 "

The Steamers of this Line are intended to be despatched from

QUEBEC FOR LONDON

AS FOLLOWS:
SCOTLAND, On or about 8th MAY,
THAMES, do. 20th do.

Passage Certificates issued to persons desirous of bringing out their friends.

Through Bills of Lading issued on the Continent and in London, for all parts of Canada and the Western States.

For Freight or Passage, apply to TEMPERLEYS, CARTER & DARKE, 21 Billiter street, London, E. C., ROSS & CO., Quebec.

DAVID SHAW,
Montreal.

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NEW ROUTE.

IMPORTANT TO IMPORTERS AND SHIPPERS.

THE

Great Western Steamship Line



Montreal to Bristol.

(AVONMOUTH DOCKS.)

Running in connection with the Grand Trunk Railway Company of Canada, composed of the following New and First-class Steamers:—
GALATEA...................2,100 Tons.
RIVERSDALE................2,000 "
ASHBURNE..................2,500 "
BELSIZE...................1,768 "

One of the above Steamships is intended to be despatched for Bristol about the 11th MAY NEXT.

These steamers will have special facilities for the carriage of Butter, Cheese, Boxed Meats, and other perishable goods, and the greatest care in handling same will be taken at both ends of the route. They have also first-class facilities for the carriage of a limited number of Horses, Cattle and Sheep.

Intending Shippers should make immediate application, considerable engagements having already been made.

For Rates of Freight, apply to
ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal,
Or to MARK WHITWILL & SON,
The Grove, Bristol,
England.

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WHITE STAR LINE.

Calling at Cork Harbour, Ireland,

CARRYING BRITISH AND AMERICAN MAILS.



PROVIDED WITH EVERY MODERN IMPROVEMENT.

Sailing between NEW YORK and LIVERPOOL, via Queenstown, are appointed to leave as follows:—
GERMANIC..Saturday, Mar. 6, at 1.30 p.m.
BALTIC....Thursday, Mar. 11, at 4.00 p.m.
CELTIC....Thursday, Mar. 18, at 10.30 a.m.
REPUBLIC..Saturday, Mar. 27, at 4.00 p.m
ADRIATIC..Thursday, April 1, at 10.00 a.m.
GERMANIC..Saturday, April 10, at 4.00 p.m.
BALTIC....Thursday, April 15, at 9.00 a.m.
CELTIC....Saturday, April 24, at 4.00 p.m
BRITANNIC.Saturday, May 1, at 11.00 a.m.
REPUBLIC..Thursday, May 6, at 3.00 p.m.
GERMANIC..Saturday, May 15, at 9.30 a.m.
BALTIC....Thursday, May 20 at 1.30 p.m.
CELTIC....Thursday, May 27, at 8.00 a.m.
BRITANNIC.Saturday, June 5, at 3.00 p.m.
ADRIATIC..Thursday, June 10, at 4.00 p.m.
GERMANIC..Saturday, June 19, at 2.00 p.m.
BALTIC....Thursday, June 24, at 4.00 p.m

SALOON PASSAGE.

Special Rate, $60, return $110, (for winter months) from New York to Liverpool.

New York to Liverpool and Queenstown $80 and $100 gold. Return Tickets, $145 and $175 gold. Tickets to London, $7, and to Paris, $20, gold, additional. Children between one and twelve years, half-price. Infants free. Servants, $50.

These Steamers do not carry Cattle, Sheep or Pigs.

STEERAGE PASSAGE.

From Montreal to Liverpool, London, Londonderry, Queenstown, Glasgow, Belfast, Bristol, Cardiff; or to Montreal from above places, $31.00.

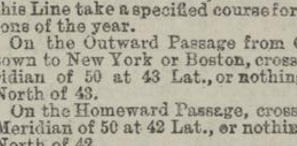
Passengers taking the "White Star Steamers," as a rule, arrive in London in 8½ days from New York.

Passengers booked, via Liverpool, to all parts of Europe at moderate rates.

For further information and passage, apply to R. J. CORTIS, Agent, 37 Broadway, New York. Or to

B. J. COGHLIN,
SOLE AGENT,
26 St. Sulpice street, Montreal.

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CUNARD LINE.

NOTICE.—With the view of diminishing the chances of collision, the Steamers of this Line take a specified course for all seasons of the year.

On the Outward Passage from Queenstown to New York or Boston, crossing Meridian of 50 at 43 Lat., or nothing to the North of 43.

On the Homeward Passage, crossing the Meridian of 50 at 42 Lat., or nothing to the North of 42.

The Cunard Steamship Company (Limited) between NEW YORK and LIVERPOOL calling at CORK HARBOR

FROM PIER 40 N. R. NEW YORK.
GALLIA...............Wednesday, April 21
BOTHNIA..............Wednesday, April 28
ALGERIA..............Wednesday, May 5
SCYTHIA..............Wednesday, May 12
ABYSSINIA............Wednesday, May 19
GALLIA...............Wednesday, May 26
BOTHNIA..............Wednesday, June 2
ALGERIA..............Wednesday, June 9
SCYTHIA..............Wednesday, June 16
HECLE................Saturday, May 1

*No Steerage.

And every following Wednesday from New York.

RATES OF PASSAGE.—$80 and $100 gold, according to accommodation.

Tickets to Paris, $15, gold, additional.

Return tickets on favorable terms.

Steerage at very low rates. Steerage tickets from Liverpool and Queenstown and all other parts of Europe at lowest rates.

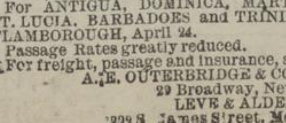
Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other Ports on the Continent, and for Mediterranean Ports.

For Freight and Passage, apply at the Company's Office, No. 4 Bowling Green.

CHAS. G. FRANCKLYN, Agent,
Or to THOS. WILSON,
5 St. Francois Xavier Street

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Bermuda, West Indies & Porto Rico



QUEBEC AND GULF PORTS STEAMSHIP CO'Y

For BERMUDA, steamship BERMUDA, April 22.

For ST. JOHN'S, ARECIBO, AGUADILLA, MAYAGUEZ, PONCE, ARROYO, HUMACAO, PORTO RICO and ST. THOMAS, steamship HADJI, April 17.

For ANTIGUA, DOMINICA, MARTINIQUE, ST. LUCIA, BARBADOES and TRINIDAD, S.S. FLAMBOROUGH, April 24.

Passage Rates greatly reduced.

For freight, passage and insurance, apply to
A. E. OUTERBRIDGE & CO.,
29 Broadway, New York.
LEVE & ALDEN,
202 St. James Street, Montreal.

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Steamship Notices.

ROSS
LONDON LINE OF STEAMERS,



CANADIAN SERVICE.

VIKING....................2,588 Tons Register.
OCEAN KING................2,449 "
EEL KING..................2,178 "

The splendid new first-class full power Screw Steamer OCEAN KING, A 100 (Highest Class at Lloyds), is intended to sail from

MONTREAL FOR LONDON,
ON OR ABOUT
The 11th of MAY Next,

Taking Goods at LOWEST THROUGH RATES from all parts of Canada and the Western States of America.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

Will be followed by one of the above first-class Steamers, as advised, from Montreal and London thereafter, during the season.

Splendid accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.
Or WM. ROSS & CO.,
3 East India Ave., London.

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INMAN LINE
ROYAL MAIL STEAMERS
QUEENSTOWN AND LIVERPOOL



City of Richmond....Sat., Mar. 13, 7.00 a.m
City of Chester.....Sat., Mar 20, 12.30 p.m
City of New York, Thurs., March 25, 3 p m
City of Berlin......Satur., April 3, 12.30 p.m
City of Montreal, Thurs., April 8, 3.00 p.m
City of Richmond, Sat., April 17, 11.00 a.m

SALOON PASSAGES—$60, $80 and $100 Gold.

ROUND TRIP—$110, $135 and $160 Gold.

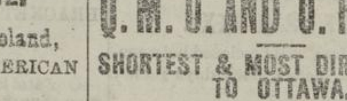
Tickets to London, $7; and to Paris, $15 and $20 additional, according to route selected.

STEERAGE (including Railroad Fare between Montreal and New York) $31.00

For Freight or Passage, apply at the Company's Offices, 31 and 33 Broadway, New York.

JOHN G. DALE, Agent.
Or to J. Y. GILMOUR & CO.,
354 St. Paul street.
Or C. C. McFALL,
143 St. James street,
Agents in Montreal

Railway Notices.



GOVERNMENT RAILWAY.

Western Division.

Q. M. O. AND O. RAILWAY.

SHORTEST & MOST DIRECT ROUTE TO OTTAWA.

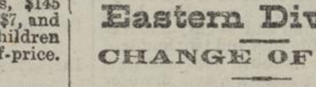
On and after MONDAY, JANUARY 12, Trains will leave HOCHELAGA DEPOT as follows:— A.M. P.M.
Express Trains for Hull at 9.30 and 4.30
Arrive at Hull at 2.00 p.m. and 9.00
" Aylmer at 2.35 p.m. and 9.35
A.M. P.M
Express Trains from Aylmer at 8.15 & 3.35
" " Hull at 9.20 & 4.20
Arrive at Hochelaga at 1.15 p.m. and 8.50
Train for St. Jerome at..............5.00 P.M.
Train from St. Jerome at.............7.00 A.M.

Trains leave Mile-End Station ten minutes later.

MAGNIFICENT PALACE CARS ON ALL PASSENGER TRAINS.

General Office, 13 Place d'Armes Square
STARNES, LEVE & ALDEN,
Ticket Agents,
Offices 202 St. James & 158 Notre Dame Sts.
C. A. SCOTT,
Gen'l Superintendent Western Division.
C. A. STARK,
Gen'l Freight and Passenger Agent.

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Q. M. O. AND O. RAILWAY.

Eastern Division.

CHANGE OF TIME.

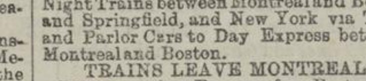
Commencing MONDAY, FEBRUARY 2nd, Trains will be run on this Division, as follows:—

| | MAIL. | MIXED. |
|---|---|---|
| | Daily, (Sundays excepted). | |
| LEAVE | | |
| Montreal | 2.15 p.m. | 5.20 p.m. |
| Three Rivers | 6.25 p.m. | 4.15 a.m. |
| ARRIVE | | |
| Quebec | 9.25 p.m. | 9.00 a.m |
| LEAVE RETURNING. | | |
| Quebec | 9.30 a.m. | 5.30 p.m. |
| Three Rivers | 12.45 p.m. | 4.00 a.m. |
| ARRIVE | | |
| Montreal | 4.10 p.m. | 9.50 a.m. |

STARNES, LEVE & ALDEN, Ticket Agents, 202 St. James street and 158 Notre Dame street, Montreal.

J. T. PRINCE, Genl. Pass. Agent.

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BOSTON AND MONTREAL AIR LINE

Shortest Route via Central Vermont R.R. Line.

Leave Montreal at 7.15 a.m. and 3.15 p.m. for New York, and 7.15 a.m., and 6 p.m. for Boston.

Three Express Trains daily, equipped with Miller Platform and Westinghouse Air Brake. Sleeping Cars are attached to Night Trains between Montreal and Boston and Springfield, and New York via Troy; and Parlor Cars to Day Express between Montreal and Boston.

TRAINS LEAVE MONTREAL.

7.15 a.m., Day Express for Boston, via Lowell or Fitchburg, also for New York via Springfield or Troy.

For Waterloo, 7.15 a.m.

For Waterloo and Magog, 3.15 p.m.

3.15 p.m., Night Express for New York via Troy, arrive New York 6.45 a.m. next morning.

6 p.m. Night Express for Boston via Lowell, and New York via Springfield,

GOING NORTH.

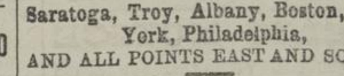
Day Express leaves Boston, via Lowell at 8.00 a.m., via Fitchburgh 8.00 a.m., Troy at 7.40 a.m., arriving in Montreal at 9.20 p.m.

Night Express leaves Boston at 5.35 p.m., via Lowell, and 6 p.m., via Fitchburgh, and New York at 3 p.m., via Springfield, arriving in Montreal 8.55 a.m.

Night Express leaves New York via Troy at 7 p.m., arriving in Montreal 10 a.m.

For Tickets and Freight Rates, apply at Central Vermont Railroad Office, 136 St. James Street.

Wm. B. Viall,
Canadian Passenger Agent.
New York Office, 417 Broadway.
Boston Office, 260 Washington street.
Wm. F. SMITH, J. W. HOBART,
Genl. Passenger Agent. General Supt.
St. Albans, Vt., April 1, 1880. 293



Delaware and Hudson Canal Co's
RAILROADS
—TO—
Saratoga, Troy, Albany, Boston, New York, Philadelphia,
AND ALL POINTS EAST AND SOUTH

*Trains Leave Montreal:*

7.15 a.m.—Day Express with Wagner's Elegant Drawing Room Car attached, for Saratoga, Troy and Albany, arriving in New York at 10.10 p.m same day without change.

3.15 p.m.—Night Express — Wagner's Elegant Sleeping Car runs through to New York without change. This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.20 a.m.

New York Through Mails and Express carried via this line.

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

143 St. James Street, Montreal.

JOSEPH ANGELL, CHAS. C. McFALL
General Pass'r. Agent. Agent,
Albany, N.Y. Montreal

January 15, 1880 227


# TRADE AND COMMERCE.

*Montreal, April 17.*

—The ss. "Teutonia," from Liverpool, arrived at Portland this morning (Saturday.)

—The Montreal Telegraph Co. have opened an office at Minesing Station (North Simcoe.)

—A despatch from Quebec says that the Pilots have received a favourable answer from the Government respecting their dues, and will leave in their schooner from the Commissioners' Wharf for the Lower St. Lawrence with the first favourable wind.

—A Washington despatch reports that the exports of domestic provisions and tallow for the month of March is $12,500,000; in March, 1879, $11,000,000; for the nine months ended March 31st, 1880, $82,750,000; for the same period of 1879, $85,500,000.

—The New York weekly Bank Statement shows:—

| | |
|---|---|
| Loans, decrease | $4,220,100 |
| Specie, decrease | 1,972,800 |
| Legal Tenders, increase | 1,930,100 |
| Deposits, decrease | 2,748,000 |
| Circulation, decrease | 144,900 |
| Reserve, increase | 644,300 |

—The Government of the United States has just closed contracts for 10,000 ounces sulphate quinine at $2.89 per ounce. The entire amount is of foreign manufacture, and in ounce phials. Compared with what the cost of American would be at manufacturers' present prices, there is a difference of 3,600 saved to the Government.

—The London *Daily News*, in its financial article of 17th inst., says:—"There are reports of an impending strike in the coal and iron districts of Lanarkshire, Scotland. Coming when the iron trade is wavering and tending to relapse into dullness for a time, after the recent activity, a demand for increased wages is expected to result in an organized closing of the iron furnaces and coal pits."

—The N. Y. *Bulletin* says:—"Pig tin, the most buoyant feature of the metal market during the late excitement, has declined materially in price within a few weeks, and, at this moment, it is even more demoralized than iron. It is the old story of over-trading and unhealthy speculation. Parties outside the trade proper are said to be carrying upwards of 3,000 tons, the average cost of which was about 22c per pound. At the present time 19c is all that could be realized for a 25 ton lot."

—The following notices are given in the *Royal Gazette*, N.B., that William Pope, William C. Pope, J. F. Pope, C. Wesselholft, E. B. Calendar of Boston, Alfred Earnshaw of Philadelphia, and Alfred Markham of Markhamville, King's County, have been incorporated as the "Queen Magnanese Mining Company," to work the the magnanese mines at Sussex, capital $500,000, to be divided into 10,000 shares of $50 each. That Winthrop M. B. Hammond, John P. Lynch, E. P. Adams of Boston, C. A. Stockton of St. John, and John A. McCallum of Fredericton, have been incorporated as the "Lake George Antimony Mining and Smelting Company." The objects of the Company are the working of mines in Charlotte County.

## FINANCIAL.

Sterling Exchange was in small demand to-day and the market quiet, the banks' buying rate being quoted at 9½ and the counter rate at 9¾ @ 9⅞; in New York the posted rates are ½ lower at $4.85 for 60 days and $4.88 for demand. Currency drafts on New York are quiet at 1-16 @ ⅛ prem. Money is plentiful, loans on call are made at 4 @ 5 per cent and on time at about 6, but there is a very limited enquiry. Good lines of mercantile paper are readily discounted at 7 per cent, and gilt-edged lines at a somewhat lower rate. On the Stock Exchange a steadier feeling was dominant; sellers were not so free in their offerings as on the previous day, and only a small business was done. Bank of Montreal is firm at 142 regular and 138 ex-dividend, and Ontario steady at 80 @ 80½; Peoples is inactive, 72½ is bid and 75 wanted; Molsons would bring about 82½ and Toronto 129; Jacques Cartier is quiet at 71½ @ 72, and Merchants ¼ lower at 96¾; Eastern Townships is enquired for at 99, but holders ask 100; Commerce is very firm at 119¼; Montreal Telegraph is quiet at 94¼ @ 94¾, and Richelieu and Ontario Navigation Company at 42¾ @ 43¼; City Passenger Railway would bring 93½, and City Gas is stronger at 119. The sales of the day were as follows:

| | |
|---|---|
| Bank of Montreal | 125 @ 142 |
| | 7 ex div @ 138 |
| Merchants | 7 @ 96¾ |
| Commerce | 110 @ 119¼ |
| City Gas Co. | 225 @ 119 |

At New York the Stock Market closed weak and lower. The fluctuations of the day were as follows:—

| | Cl'g prev. day. | Op'g. | 1.30 | Cl'g |
|---|---|---|---|---|
| West. Union | 105⅞ | 105½ | 105½ | 104⅞ |
| Lake Shore | 106⅝ | 106⅜ | ... | 106⅛ |
| Pacific Mail | 39½ | 39½ | ... | 38½ |
| Erie | 42⅞ | 43¼ | ... | 42⅞ |
| Do. pfd | ... | ... | ... | ... |
| Ohio & Miss | 33⅞ | 34¼ | ... | 33½ |
| Nor-West | 94¼ | 94⅜ | 94¼ | 94 |
| Do. pfd | ... | ... | ... | ... |
| St. Paul | 77½ | 77⅜ | 77⅜ | 77⅛ |
| Do. pfd | ... | ... | ... | ... |
| Mich. Central | 91¼ | 91¼ | ... | 90⅞ |
| Jersey Central | 78⅝ | 78⅜ | ... | 78 |
| N. Y. Central | 130⅜ | 131 | 131⅛ | 130¼ |
| Del. Lack & West | 89½ | 89⅜ | 89⅜ | 89 |
| Del. & Hudson | 82⅝ | 83¼ | ... | ... |
| St Joseph | 33 | 33½ | ... | 33 |
| Do. pfd | ... | 68⅜ | 68 | ... |
| Rock Island | ... | 192½ | ... | ... |
| C. C. & I. C. | 14⅞ | 14¼ | ... | ... |
| C. C. C. & I. | ... | ... | ... | ... |
| Wabash | 40 | 40⅛ | 40⅛ | 39¼ |
| Do. pfd | ... | 66⅜ | ... | ... |
| Union Pacific | 88 | ... | ... | 88 |
| A. & P. Tel | ... | ... | ... | ... |
| Man. Elv | ... | 28⅝ | ... | ... |
| Reading | ... | ... | ... | ... |
| Kansas & T. | ... | 36⅝ | ... | ... |
| Canada Southern | ... | ... | ... | ... |
| C. St. Paul & M. | ... | 59¼ | ... | ... |
| Kan. Pac | ... | ... | ... | ... |
| St. L. & St. F. | ... | 36 | ... | ... |
| Iron M. | ... | 50⅜ | 49½ | ... |
| L. & N. | ... | ... | ... | ... |
| Q. Silver | ... | ... | ... | ... |
| Do. pfd | ... | ... | ... | ... |
| Exchange | 485 | 485 | ... | 485 |
| Money | ... | ... | ... | 6 |

The total sales were:—P M, 66,600; Tel, 9,500; NW, 7,600; pref, 100; St P, 18,700; pref. 200; I C, 1,400; Erie, 56,000; St Jos, 2,900 pref, 7,600; L S, 8,500; NY C, 5,700; O&M, 20,100; U P, 1,300; M C, 36; D & H, 2,700; J C, 8,400; D & L, 22,700; A & P Tel, 400.

## THE CHICAGO MARKETS.

Wheat was again weaker on Saturday, closing ⅛c lower for May delivery and ⅜c for June, the price being $1.11¼ May, and $1.07⅞ June. Pork closed 5c @ 10c lower and Lard 2½c @ 5c.

## THE WELLAND CANAL.

The Oswego *Palladium* has the following concerning the probabilities of an early completion of the Welland Canal:—

A good many vessel masters with whom we have talked with on this subject think the canal can be opened to vessels of twelve-foot draft next year. But we have lately heard some things which we do not like, and from very responsible sources, to the effect that it is the evident intention of the Canadian Government to delay the operation of the Welland enlargement till the enlargement of the St. Lawrence system of canals is finished, so that there shall be no obstruction to sending the large cargoes through to Montreal when they shall begin to come down to Lake Ontario, and so there shall be no opportunity for diversion of the new trade from that channel.

## MONTREAL STOCK LIST.

*Montreal, April 17.*

| STOCKS. | Value of Shares. | Last Hf-y'rly Dividend | Sellers. p. cent. | Buyers per cent. |
|---|---|---|---|---|
| Bank of Montreal | $200 | 5 p.c | 142¼ | 142 |
| Ontario Bank | 40 | 3 p.c | 80½ | 80 |
| Bank of B. N. America | £50 | 2½ p.c | ...... | ...... |
| Banque du Peuple | • | 2 p.c | 75 | 72½ |
| Molsons' Bank | 50 | 3 p.c | 85 | 81 |
| Bank of Toronto | 100 | 3½ p.c | 132½ | 127 |
| Bank Jac. Cartier | 25 | 2½ p.c | 72 | 71½ |
| Merchants' Bank | 100 | 3 p.c | 97 | 96½ |
| East'n Townships Bank | 50 | 3½ p.c | 100 | 99 |
| Quebec Bank | 100 | 3 p.c | ...... | ...... |
| Banque Nationale | 50 | 3½ p.c | ...... | 72 |
| Union Bank | 100 | 2 p.c | ...... | ...... |
| Can. Bank of Commerce | 50 | 4 p.c | 119½ | 119¼ |
| Dominion Bank | 50 | 1 p.c | ...... | 122½ |
| Bank of Hamilton | 100 | 4 p.c | ...... | 101½ |
| Maritime Bank | 100 | ...... | ...... | ...... |
| Exchange Bank | 100 | ...... | ...... | 40 |
| Ville Marie | 100 | ...... | ...... | ...... |
| Standard Bank | 50 | 3 p.c | ...... | ...... |
| Federal Bank | 100 | 3½ p.c | 108 | 105 |
| Imperial | 100 | 4 p.c | ...... | ...... |
| MISCELLANEOUS. | | | | |
| Intercolonial Coal Co. | 100 | ...... | 25 | ...... |
| Huron Copper Bay Co. | 4 | ...... | ...... | ...... |
| Montreal Telegraph Co. | 40 | 4 p.c | 94¾ | 94½ |
| Dominion Telegraph Co. | 50 | 3 p.c | ...... | ...... |
| Rich. & Ont. Nav. Co | 100 | 2½ p.c | 43¼ | 42¾ |
| City Passenger R.R. | 50 | ...... | 95 | 93 |
| City Gas Co. | 40 | 5 p.c | 119 | 118¾ |
| Merchants' Exchange | 100 | 3 p.c | ...... | ...... |
| Cie. Pret et C'dit Foncier | ...... | 4 p.c | ...... | ...... |
| Quebec Fire Assurance | 100 | 5 p.c | ...... | ...... |
| Montreal Invest. Ass'n. | ...... | ...... | ...... | ...... |
| Canada Cotton Co. | 100 | ...... | 70 | 60 |
| Graphic Printing Co. | ...... | ...... | 17 | 15 |
| Mont. Warehousing Co. | ...... | ...... | ...... | ...... |
| North Am. Car Co. | 100 | 5 p.c | ...... | ...... |
| Mont. Loan & Mortg Co. | 50 | 3½ p.c | ...... | ...... |
| Montreal Build'g Ass'. | 50 | 3 p.c | 47½ | 40 |
| Sealing and Fishing | ...... | ...... | ...... | ...... |
| Academy of Music | 00 | ...... | ...... | ...... |
| Royal Canadian Ins. Co. | 100 | ...... | ...... | ...... |
| Can. Landed Credit Co. | 100 | 4½ p.c | ...... | ...... |
| Globe Printing Co. | 500 | ...... | ...... | ...... |
| Dominion Stock 6 p.c. | ...... | ...... | ...... | ...... |
| Dominion Stock 5 p.c. | ...... | ...... | ...... | 103 |
| Dominion Bonds | ...... | ...... | ...... | ...... |
| Dom. Tel. 6 p.c. stg Bds | ...... | ...... | ...... | ...... |
| Gov. Deb 6 p.c. stg | ...... | ...... | ...... | ...... |
| Gov. Deb. 6 p.c. cy | ...... | ...... | ...... | ...... |
| Gov. Deb. 5 p.c. stg | ...... | ...... | ...... | ...... |
| Gov. Deb. 5 p.c. cy | ...... | ...... | ...... | ...... |
| Mtl. Harbor 6½ p.c. Bds | ...... | ...... | ...... | ...... |
| Mtl. Harbor 6 p.c. Bds | ...... | ...... | ...... | ...... |
| G.T.R. 7 p.c. stg. Bonds | ...... | ...... | ...... | ...... |
| C.& St. L. R. 6 p.c. Bonds | ...... | ...... | ...... | ...... |
| do 8 p.c. cy. do | ...... | ...... | ...... | ...... |
| Montreal 5 p.c. Bonds | ...... | ...... | ...... | ...... |
| Montreal W. W. Bonds. | ...... | ...... | ...... | ...... |
| Montreal 7 p.c. Stock | ...... | ...... | ...... | ...... |
| Montreal 6 p.c. Stock | ...... | ...... | ...... | ...... |
| EXCHANGE. | | | | |
| Bank, 60 days | ...... | ...... | ...... | ...... |
| N. Y. Gold Drafts | ...... | ...... | ...... | ...... |
| Sterling Ex. in N.Y. | ...... | ...... | ...... | ...... |

‡ ex dividend

MACDOUGALL & DAVIDSON,
Stock Brokers

## MONTREAL AND THE SHIPPING INTERESTS OF CANADA.

To the Editor of the MONTREAL HERALD.

SIR,—Never, perhaps, in the history of Canada, has the importance of her position in the commercial world been so generally acknowledged and brought into prominence as now, and never, perhaps, in her history has she arrived at so critical a period. A crisis is at hand, and it remains now with her people and Government to say whether her march shall be upward and onward to wealth and greatness, or retire baffled and beaten in the strife of commerce. The question is a National one, no sectional prejudices, no petty jealousy must stand in the way—everything that tends to check our onward career must be pushed aside. The people of Canada have only to be true to themselves and true to their country, and success will no longer be doubtful. The blighting curse of any country is the want of true public spirit; stout-hearted, patriotic men, determined to will and to do are to be found, but, unfortunately, there are also to be found a too numerous class who retard and discourage a spirit of enterprise in others. Let all such, at least, keep silence; if they can do no good, let them at any rate do no harm. For many years the business of this country has been most depressed, and the outlook gloomy; but the dawn of brighter days seems at hand. The great hope of the country is now in the building up of a foreign trade, and in order to accomplish this we must attract to it vessels of every nation. Though our seaports may be closed five months out of twelve, the remaining seven can be made fivefold greater in volume of imports and exports than at present. Montreal is, and always will be, the great commercial centre of this country, if her people will only be true to her interests, and it is a duty that we owe, not to ourselves alone, by any means, but to the whole country. The people of the West demand it of us, occupying, as we do, a position at the head of sea navigation, and we are bound to provide for the shipping facilities required.

While our Western friends demand this of us, they freely and generously on the other hand insist that we shall be relieved of the River and Lake St. Peter debt, a tax which should never have been imposed upon us. Relieved of that Montreal can be declared a free port at once for all vessels. The next thing required is that the city assume the debt of the harbour; this would prove the best investment it ever made. But another matter of no less importance demands prompt action. The item of towage is the most serious of all the obstacles in the way of shipping. The Harbour Commissioners must grapple with this evil, and not content themselves with exhibiting a private company's tariff of towage; they most do something in the public interest themselves. Although the tariff referred to is 50 per cent. lower than the old Quebec one of 1872 or 1874, it is *still much too high* to give satisfaction to ship-owners; better even retain the tonnage dues on sailing vessels, if by that means alone we can secure for them a towage rate that cannot be complained of. The charges for towage and pilotage are the great drawback to trade, reduce these to a minimum, remove tonnage dues on vessels, and Montreal, as well as the whole country, will at once experience a commercial impetus never before known in her history. Montreal is now at the most interesting period of her existence; her sons must be up and doing. Those occupying public positions of trust within her limits, especially, are called upon to move; and those of them who cannot or will not perceive the necessities of the times must give way to others who can. The people of the whole country from the Rocky Mountains to the sea are looking to Montreal, and demand of her citizens that, with the key of the position in their hands, they shall unlock and set free the shipping interest of the country.

A CANADIAN.

Montreal, April 17, 1880.

## INSOLVENT NOTICES.

QUEBEC.

ASSIGNEES APPOINTED —T Girouard, Montreal, to Kehoe & Co; W Walker, Quebec, to S Corneil; C Beausoleil, Montreal, to Marion & Cavalo; Brooks & Weggett, Sherbrooke, to O McWilliam, Georgeville; C Beausoliel, Montreal, to T D Monat, St Johns; L J Lajoie, Montreal, to L Marion; S Johnston, Montreal, to Sawyer, Bessey & Hervey; J. Auger, Quebec, to H T Wood.

DIVIDENDS PAYABLE—Mullarkey & Co, Montreal, May 4; L D Vezina, Quebec, May 3; A Fontaine, Waterloo, May 3; Mechanics' Bank, Montreal, May 4; C Cote & Co, Quebec, April 30; E Polan, Montreal, April 28; Y Martineau, Ste Cunegonde, April 19; J Holiday, Montreal, May 3; J Connolly, Quebec, May 3; Papineau & Archambeault, Montreal, May 4.

DEEDS OF COMPOSITION AND DISCHARGE PREPARED.—T A McLean, with Ed Evans, Montreal; A Truteau, Montreal, with L A Globensky; L Foisy, Victoriaville, with C Beausoleil, Montreal; J Tremblay, St Anne, Jacques Cartier, with C Beausoleil, Montreal.

APPLICATIONS FOR DISCHARGE.—McIver & Co, Montreal, May 19; S Abrahams, Montreal, May 19; F H Burnett, Montreal, May 19; J St Denis, St Johns, May 20; P Piche, Montreal, May 19 D Perrault and E Panneton, Montreal, May 19; J Howie, St Johns, May 20; J Laliberte, Quebec, June 1.

## BRITISH IRON MARKET.

[BY CABLE.]

*London, April* 15, 1880.

SCOTCH PIG—The market is very unsettled, and makers' prices are difficult to quote. The following, which are as near as can be given under existing conditions, show a falling off from the figures cabled last week of 2s 6d on Glengarnock, and 2s on the other brands named. We quote makers' prices nominally:—

| | |
|---|---|
| Gartsherrie | £61 |
| Coltness | 62 |
| Glengarnock | 60 |
| Eglinton | 57 |

MANUFACTURED IRON—Is in light demand, with prices steady and only a small business doing. We quote best Staffordshire Bars, £9.

STEEL RAILS—The demand is small and prices weak. There is little business doing. We quote £8 5s @ £9 5s for ordinary sections, a reduction of 5s from the quotations of last Wednesday.

IRON RAILS—Demand continues light, and prices are further reduced. We quote Welsh, £7 5s @ £7 15s.

OLD RAILS—The offerings are large, but business is light and prices weaker. We quote old T's, nominally, £5 5s.

SCRAP—In the absence of business it is difficult to quote the market. The nominal price for Wrought is £5 5s.

## GRAIN STATISTICS.

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and the real shipments from Western lake and river ports, for the periods indicated were:

| | 1878. April 13. | 1879. April 12. | 1880. April 10. |
|---|---|---|---|
| Wheat, bu | 6,428,224 | 18,187,114 | 23,838,359 |
| Corn, bu | 8,310,360 | 12,668,245 | 15,877,576 |
| Oats, bu | 1,122,309 | 2,129,415 | 2,253,504 |
| Barley, bu | 2,086,546 | 2,205,609 | 1,669,178 |
| Rye, bu | 640,016 | 1,003,715 | 637,073 |
| Total bush | 18,587,455 | 36,194,098 | 44,275,690 |

During the week ending April 10, 1880—the last week for which reports have been received—there was a decrease in the visibly supply of all kinds of grain, amounting to 764,758 bushels. There was a decrease in wheat during the last week of 544,486.

The export clearances for Europe from the ports of New York, Montreal, Boston, Portland, Philadelphia, Baltimore and New Orleans for the periods indicated were as follows:

| Week ending | Flour, bbls. | Wheat, bush. | Corn, bush |
|---|---|---|---|
| April 14 | 59,917 | 1,815,196 | 2,477,557 |
| April 7 | 58,606 | 1,750,046 | 3,476,855 |
| March 31 | 35,630 | 1,691,052 | 2,345,688 |
| March 24 | 56,964 | 2,407,719 | 2,921,790 |
| Total 4 weeks | 211,117 | 7,664,013 | 11,221,890 |
| Pr. 4 weeks | 205,005 | 4,787,903 | 8,171,665 |

## MARINE CASUALTIES.

The direction of the Bureau Veritas has published the following statistics of Marine Disasters, reported during the month of February, 1880, concerning all flags. Sailing vessels reported lost: 54 English, 17 French, 10 American, 10 Norwegian, 8 German, 8 Italian, 5 Portuguese, 3 Greek, 3 Swedish, 2 Austrian, 2 Spanish, 1 Dutch, 4 of which the nationality is unknown; total, 127; in this number are included 16 vessels reported missing. Steamers reported lost: 9 English, 2 German, 2 French, 1 Spanish, 1 Dutch, 1 Norwegian; total, 16; in this number are included 2 steamers reported missing.

## INSURANCE NEWS.

—A despatch from Albany says that, in the matter of the Guardian Life Insurance Co., Justice Learned to-day made an order for the distribution of the funds held by the Insurance Department, amounting to $115,000. The number of policy-holders entitled to shares is 3,500; the aggregate valuation policies is $1,400,000. The order provides for the payment of the Receiver and Counsel for services, and a pro rata distribution of the funds among the policy-holders.

## MINING INTELLIGENCE.

—The shipments of Hematite ore so far made from the Madoc mines aggregate 6,258 tons. Operations in the iron mines there have been temporarily suspended on account of their being flooded by the heavy rainstorm of Friday night.

## RAILWAYS.

—The Grand Trunk Railway Co. has purchased 10,000 railway ties in Modoc.

—Mr. Eratus Wiman, well-known in Canada, was, on Friday, elected President of the Staten Island Rapid Transit Railway Co.

## CORN EXCHANGE REPORT.

*Saturday, April* 17.

Wheat in Chicago ⅛c lower.

BEERBOHM'S ADVICES—Floating Cargoes—Wheat depressed; Corn, slow. Cargoes on passage and for shipment—Wheat and Corn, neglected; no business doing. Med. Chicago or Milwaukee Wheat, off coast, 48s; Red Winter do do, 51s 6d; Californian do do, 48s; do on passage, just shipped, 44s; nearly due, 47s 6d; No. 2 Chicago Spring Wheat, for shipment this month and next, 46s; No. 2 Red Winter do do, 48s. Arrivals off coast, f.o., Wheat, large; Corn, small. Liverpool Wheat and Corn, spot, dull. Liverpool Exchange, 2 p.m.—Bacon, L.C., 34s; S.C., 35s; Choice Cheese, 73s.

FLOUR.—Market dull; entire absence of enquiry; quotations nominal in the absence of transactions.

| | | |
|---|---|---|
| Superior Extra | $6 10 | @ 6 15 |
| Extra Superfine | 0 00 | @ 6 05 |
| Fancy | 0 00 | @ 0 00 |
| Spring Extra | 5 95 | @ 6 00 |
| Superfine | 5 50 | @ 5 60 |
| Strong Bakers' | 6 50 | @ 6 75 |
| Fine | 5 00 | @ 5 10 |
| Middlings | 4 35 | @ 4 50 |
| Pollards | 00 | @ 0 00 |
| Ontario Bags | 2 90 | @ 3 02 |
| City Bags (delivered) | 3 20 | @ 3 20 |

BARLEY—Nominal.

OATMEAL—Ontario, $4.60.

RYE—Nominal.

OATS—32c.

PEAS—85c. @ 86c. per 66 lbs. for May delievry.

CORNMEAL—$3.00.

CORN—About 49c for May delivery.

CANADA WHEAT—Spring Wheat, latest sale, $1.36 on spot; held for $1.40 ex May; buyers' views about $1.35.

BUTTER — New Western, 00 @ 00; Brockville and Morrisburg, 00 @ 00; Eastern Townships, 22 @ 24.

CHEESE — 14c. @ 16c., according to make.

LARD—10c. @ 10½c. for tubs and pails.

PORK—Mess, $15.00 @ $16.00.

HAMS—10c. @ 11c.

BACON—9c. @ 10½c.

ASHES—Pots, $3.75 per 100 lbs.

NEW YORK, April 17, 12.05 p. m.—Wheat, irregular; Chicago, $1 23 @ $1 25; Milwaukee, $1 27 @ $1 29; Amber, $1 28 @ $1 31. Corn, quiet; No 2, 52c. Oats, quiet. Receipts—Wheat, 135,000 bushels; Corn, 92,000 do; Oats, 12,000 do; Rye, 500 bush; Barley, ——— do.

CHICAGO, April 17. — Wheat — Receipts, 19,000 bushels; shipments, 12,000 do. 9.30 a m — Opens at $1 11 for May. 11.39 a m —$1 11½ for May. Corn—Receipts, 101,000 bushels; shipments, 335,000 bushels. 9.31 a m—Opens at 35⅛c for May; 36⅛c for July, 11 39 a m — 35⅛c for June; 36⅛c for June. Oats—Receipts, 50,000 bushels; shipments, 133,000 bush. 11 a m—Barley—Receipts, 10,000 bushels; shipments, 15,000 bushels. 9 35 a m—Pork—Opens at $9 67½ for May; $9 85 for June. 11.47 a m—$9.75 for May. Lard—9 37 a m—Opens at $6 70 for May. 11 28 a m—$6 72½ for May; $6.77½ for June.

MILWAUKEE, April 17.—Wheat, receipts, 11,000 bush; shipments 58,000 bush.—9.35 a. m.—Opens at $1.08½ for May. 11.45 a.m. —$1.08½ for May; $1.07⅞ for June.

RECEIPTS OF PRODUCE—April 17.

| | G.T.R. | Q M.O. & O. |
|---|---|---|
| Oats, bush | ...... | 700 |
| Flour, brls | 2,021 | ...... |
| Butter | 44 | 19 |
| Tallow | 39 | ...... |
| Leather, rolls | 21 | 80 |
| W & Highwines | 200 | ...... |

Receipts of produce per Railway for the week ending April 17th, 1880, and for the corresponding period of 1879:—

| | Rail. April 17. 1880. | April 18 1879. |
|---|---|---|
| Wheat, bush | 16,100 | ...... |
| Oats, bush | 2,100 | 2,385 |
| Barley, bush | ...... | 2,724 |
| Flour, brls | 6,496 | 3,845 |
| O'meal & Cornmeal, brls | 420 | 100 |
| Ashes, Pots & Pearls, brls | 89 | 183 |
| Butter, kegs | 540 | 317 |
| Cheese, bxs | 15 | 378 |
| Lard, brls | 30 | ...... |
| Tallow, brls | 396 | 4 |
| Leather, rolls | 642 | 1,129 |
| Dressed Hogs | 84 | 7 |
| Whiskey & H Wines, casks | 418 | 140 |
| Tobacco, pkgs | 73 | 104 |
| Meats | ∞ | 11 |

## LIVERPOOL MARKETS.

LIVERPOOL:—April 16, 5.30 p.m. | April 17, 5.00 p.m

| | s. d. | s. d. | s. d. | s. d. |
|---|---|---|---|---|
| Flour | 11 0 | @ 13 0 | 11 0 | @ 13 0 |
| Spring Wheat | 9 10 | 10 5 | 9 10 | 10 5 |
| Red Winter | 10 3 | 11 0 | 10 3 | 11 0 |
| White Winter | 9 10 | 10 6 | 9 10 | 10 6 |
| Club | 10 6 | 10 10 | 10 6 | 10 10 |
| Corn (new | 5 7 | 00 0 | 5 7 | 00 0 |
| Do. (old) | 0 0 | 00 0 | 00 0 | 00 0 |
| Barley | 5 3 | 00 0 | 5 3 | 00 0 |
| Oats | 6 6 | 00 0 | 6 6 | 00 0 |
| Peas | 7 4 | 00 0 | 7 4 | 00 0 |
| Pork | 62 6 | 00 0 | 62 6 | 00 0 |
| Lard | 37 9 | 00 0 | 37 6 | 00 0 |
| Bacon | 34 6 | 35 6 | 34 0 | 35 6 |
| Tallow | 34 0 | 00 0 | 34 0 | 00 0 |
| Beef | 75 0 | 00 0 | 75 0 | 00 0 |
| Cheese | 72 0 | 00 0 | 73 0 | 00 0 |

# MARKETS BY TELEGRAPH.

TO THE HERALD.

## CANADIAN.

HAMILTON, April 17.

GRAIN—White Wheat, $1 23 @ $1 25; Treadwell, $1 23 @ $1 25; Red Winter, $1 23 @ $1 25; Spring, $1 25 @ $1 27; Peas, 60c @ 70c. Barley, 50c @ 58c. Oats, 38c @ 39c. Corn, 53c @ 54c.

SEEDS—Clover, $3 50 @ $3 60; Timothy, $3 60 @ $3 75.

APPLES—95c @ $1.

POTATOES—35c @ 37c.

FLOUR—White Wheat, $4 60 @ $4 75; Strong Bakers, $4 60 @ $4 75.

BUTTER—18c @ 22c.

EGGS—10c @ 11c.

DRESSED HOGS—$6 @ $6 25.

## EUROPEAN.

LONDON, April 17.

MONETARY — 11 30 a m — Consols, 98 15-16; 4½'s, 111½; 5's, 104½; Erie, 44¼; Ill. C, 109. 5 p m—Consols, 98 15-16; 4½s, 111½; 5's, 104½; Erie, 44¼; Ill C, 108½

LIVERPOOL, April 17.

COTTON—11 30 a m — Easier; Uplands, 7d; Orleans, 7 1-16d

CHEESE—73s.

## UNITED STATES.

CHICAGO, April 17.

GRAIN—9 31 a m—Wheat, sales $1 11½ @ $1 11¼ May; Corn, opens 35⅛c May; 36⅛c July. 9 38 a m—Corn, 35⅛c June; 36⅛c July. 9 57 a m—Wheat, $1 11⅛ May; $1 08¼ June; Corn, 35⅛c June; 35⅛c May. 10 59 a m — Wheat, $1 11⅜ May; $1 07⅞ June; $1 03½ July. 12 36 p m—Wheat, $1 08⅛ June. 1 03 p m — Wheat, $1 11⅛ May; $1 07⅞ June; $1 03½ July; Corn, 34⅞c April; 35⅛c @ 35⅛c May; 35⅛c June; 36⅛c July.

PORK—9 35 a m — $9 67½ May; sales, $9 90 now; $9 85 June. 10 57 a m—$9 70 May; sales $9 82½ now; $9 85 bid June; $10 @ $10 02½ July; sales $9 67½ now; $9 70 year. 1 01 p m—$9 75 now April; $9 75 asked May; $9 87½ asked June; $10 asked July.

LARD—10 57 a m—$6 70 @ $6 72½ May; $6 77½ @ $6 80 June; $6 82½ July. 1 01 p m—$6 72½ April; $6 72½ May; $6 77½ $6 80 June; $6 85 July.

NEW YORK, April 17.

GRAIN—10 25 a m—Wheat, No 2 Red, $1 28 asked May. 12 p m—Wheat, No 1 White, 16,000; $1 26½ April; $1 23 @ $1 25 May; $1 21 @ $1 24 June; Red, 16,000 $1 30 April; 8,000, $1 27 May. 1 p m—No 2 Red, $1 30½ cash; sales, $1 27⅛c May; $1 26 June; Corn, quiet; No 2, 50c. 1 40 p m—Wheat, No 2 Red, $1 30½ @ $1 31 cash; Corn, quiet; No 2, 52c. 2 15 p m—Wheat, irregular; sales 40,000 No 2 Red, $1 30½ @ $1 31 cash; $1 27⅞ May; $1 30½ April; Corn, quiet; sales, 150,000 No 2 52c.

PORK—12 15 p m—$10 50 asked April; $10 25 May; $10 30 June; $10 30 July.

LARD—12 15 p m—$7 12½ April; $7 15 May; $7 20 June; $7 25 July.

COTTON—1 p m—Firm and unchanged.

MILWAUKEE, April 17.

GRAIN — 10 40 a m — Wheat, $1 06⅞ April; $1 08½ May; $1 08½ June; Cars, $1 12. 10 45 a m — Wheat, $1 08 May; $1 07½ June; Chicago, cars, Wheat, $1 55; Corn, 36c; Oats, 79c; Rye, 72c; Barley, 77c. 11 a m—Wheat, $1 62½ April; $1 84½ May; $1 07⅞ June. 11 30 a m — Wheat, $1 08⅜ May; $1 07⅞ June. 11 45 a m — Wheat, $1 08⅜ May; $1 07⅞ June. 12 35 p m—Wheat, $1 06⅞ April; $1 08⅜ May; $1 08½ June. 1 05 p m — Wheat, hard, $1 17½; No 1, $1 12½; No 2, $1 07½ cash; $1 03½ April; $1 08⅜ May; $1 07⅞ June; No 3, 95½c.

TOLEDO, April 17.

GRAIN — 10 a m—Call — Wheat, No 2 Red, $1 17 @ $1 15 bid April; $1 15⅞ @ $1 15½ May; $1 12½ June; $1 04½ July. Corn, No 2, 39c @ 38½c bid cash; 38⅞c May; Oats, No 2, 35c @ 34c bid cash. 12 noon—Wheat, lower; No 2 Red, $1 16 cash; $1 14 May; $1 11 June; $1 03½ July. Corn, weak, nominal. Oats, nominal.

RECEIPTS — Wheat, 34,000 bushels; Corn, 79,000 do; Oats, 1,000 do.

SHIPMENTS—Wheat, 22,000 bushels; Corn, 116,000 do; Oats, 700 do.

DETROIT, April 17.

GRAIN—12 45 p m—Wheat, lower; No 1 White, $1 13½ cash; $1 13½ April; $1 13½ May; $1 18 June.

BOSTON, April 16—FLOUR—Has been dull and quotations somewhat irregular all day. Our revisions will be found to cover the extremes at which actual sales would be made at. The shipment of 1,600 barrels to the Provinces is some satisfaction to holders, as it relieves this market just so much, and does not load up any of the bare spots that regularly depend upon Boston for all supplies. Western superfine quotes at $4 25 @ $4 75; common extras at $4 75 @ $5 50; Wisconsin extras at $5 @ $5 50, and Minnesota extras, including choice bakers' brands at $6 @ $6 75 per brl. Ohio and Michigan Winter at $5 50 @ $6 25; Illinois and Indiana at $6 @ $6 75, and St. Louis at $6 25 @ $7 per brl. Patent spring wheats at $6 75 @ $8 25, and patent winter at $6 75 @ $8 per brl.

OATS are very firm, and No 2 whites are held for 48c. A car or two on the track of mixed were sold at 45c. The report that there are no 1s, 3s or mixed here at the close is to be repeated again to-day.

BUTTER—Closes easy without change in price. We quote choice lots new Northern dairy at 24c @ 26c per lb. Choice Western Ladle-packed at 22c @ 25c, and fair to good 18c @ 21c per lb. Choice Western creameries at 28c @ 30c.

POULTRY—The market is easier, and our quotations at the close are nominal. We quote frozen Western turkeys at 10c @ 13c; New Hampshire do at 13c @ 15c; chickens, 10c @ 15c. Fresh killed fowl are steady at 13c @ 16c; turkeys at 15c @ 17c, and chickens at 16c @ 22c.

CHEESE—Continues to be sought for at full prices, and our yesterday's outside quotations for a round lot was the basis of to-day's market. The jobbers were buying in New York at 15c¾ @ 15½c to supply their wants, and when the expenses of transfer were reckoned were asking for small lots to arrive Monday at 15½c @ 16c, and firm at that.

EGGS have not recovered, and at the close there was no doubt about 13c being a full price for Eastern. For single boxes of inspected, the best stock, the jobbers were only charging 14c. For Western the receivers were paying 11c, and for Northern 11½c @ 12c, and not anxious for supplies at these prices.

HAY is in hardly as heavy stock as on previous days this week, and receivers had no difficulty in securing $17 for fancy, but on common the demand was slow at $14 50 @ $15.

## IMPORTS.

Q., M., O. & O. RAILWAY.

Hochelaga—J B Martineau 115 bushels of potatoes; Lafremere St Onge 790 bushels oats; D Sleith jr 8 cords wood; S Therien 56 do; J A Vaillancourt 2 kegs butter; Rodrique&co 2 do; L Gnaedinger&son 1 do; J Guimond 2 do; C Lareau 1 do; F 2 do; Cassils, Stimson&co 10 rolls leather; J Dougall&co 8 do; N Dangerfield 1 do; Black &Locke 8 do; Beaudry&Lorraine 1 do; Cassils, Stimson&co 50 do; Jackson Bros 1 cs do; Cassils, Stimson&co 1 do; G&J Esplin 10,000 feet lumber; N Gaulet 1 head live stock; J R Ward 1 do; P Taillefer 1 do; G Mireau 15 do; P Pichette 2 do; J B Marien 2 do; J B Martineau 1 do; J B Marien 6 dressed hogs; J 1 do.

Mile End—W Picaid 39 cs shingles; Jos Perrault 2 bxs maple sugar; D Martel 1 do; J Lapton 8 cords wood; A Lauzon 16 do; B Marselois 3 kegs butter; J G Archambault 2 do; S Beauchamp 4 do; B Marselois 14 kegs maple syrup; Jos Perrault 2 do; J Roussie 1 do; A Clement 1 do; J Fournier 2 head live stock; T Reomme 9 do; A Lemire 3 do; J Beauchamp 3 do; H Joly 2 do; M Vincent 6 do. T Reomme 5 do; J B Archambeault 6 do; J Fournier 2 do; T Pepin 5 do; H Joly 2 do.

GRAND TRUNK WEST.

Order Bk of Ontario 200 brls flour; W F Johnston 225 do; Mager bros 200 do; C Gibb 100 do; Lord, M&Munn 375 do; Order Bk of Hamilton 200 do; J E Hunsicker 121 do; Standard Bank 300 do; Order 100 do; Edgar&J 100 do; A A Ayer&co 4 kgs butter; G Wait 221 do; Kingan & McB 4 do; D Chandler 4 do; A G Perkins 2 do; A A Ayer&co 3 do; T Shaw 2 do; Tees, C & co 2 do; J Brosseau&co 39 brls grease; B&Locke 4 rolls leather; CapelsStevenson & co 9 do; T L Bell 8 do; Collector of Revenue 122 cks highwines; do 25 do whiskey 3 do; W F Lewis &co 50 csks h wines.

## TELEGRAPH OFFICES

List of Offices from Point Levis to Cap Rosier, with distances:—

| From | | To | Miles. |
|---|---|---|---|
| Point Levis | to | L'Islet | 47 |
| L'Islet | to | Kamouraska | 29 |
| Kamouraska | to | Riviere du Loup | 35 |
| Riviere du Loup | to | Trois Pistoles | 27 |
| Trois Pistoles | to | Rimouski | 39 |
| Rimouski | to | Father Point | 8 |
| Father Point | to | St. Flavie | 15 |
| St. Flavie | to | Grand Metis | 7 |
| Grand Metis | to | Matane | 30 |
| Matane | to | St. Felicite | 12 |
| St. Felicite | to | Cap Chatte Light | 31 |
| Cap Chatte Light | to | Cap Chatte | 3 |
| Cap Chatte Town | to | St An'es d'Monts | 9 |
| St Annes des Monts | to | Martin River | 17 |
| Martin River | to | Mont Louis | 22 |
| Mont Louis | to | River Madeline | 20 |
| River Madeline | to | Grand Vallee | 9 |
| Grand Vallee | to | Chlorodorme | 15 |
| Chlorodorme | to | Grand Etang | 9 |
| Grand Etang | to | Fox River | 21 |
| Fox River | to | Griffin's Cove | 7 |
| Griffin's Cove | to | Cap Rosier | 8 |

NEWFOUNDLAND AND NOVA SCOTIA DISTANCES

*Nautical Miles*

| | | | |
|---|---|---|---|
| Cape Rosier (Que) | to | Channel Office, (Cape Ray (Nfld) | 330 |
| Channel Office | to | Cape Race (Nfld) | 440 |
| Cape Race (Nfld) | to | St. John (Nfld) | 100 |
| St Johns (Nfld) | to | Halifax (N.S. | 72 |

## MARINE INTELLIGENCE

DEPARTURE OF OCEAN STEAMERS.

| | FROM. | TO. | DATE. |
|---|---|---|---|
| Gallia | New York | Liverp'l | April 21 |
| L. Nepigon | Portland | Liverp'l | April 23 |
| Celtic | New York | Liverp'l | April 24 |
| Bothnia | New York | Liverp'l | April 28 |
| Dominion | Portland | Liverp'l | April 30 |
| Polynesian | Quebec | Liverp'l | May 8 |
| Scotland | Quebec | London | May 8 |
| Galatea | Montreal | Bristol | May 11 |
| Ocean King | Montreal | London | May 11 |
| Colina | Montreal | Glasgow | May 11 |
| Thames | Quebec | London | May 20 |

LOADING FOR MONTREAL AND QUEBEC.

Potomac [s], Watson, Liverpool, April 3
Glencairn, Tannock, Glasgow, April 3
Clenfinart, Stirrat, Glasgow, April 3
Glenmorag, Dawson, Glasgow, April 3
Lebanon, ———, Glasgow, April 3
Romsdal, Jarman, Glasgow, April 3
Strathblane, Crawford, Glasgow, April 3
Strathearn, McNicol, Glasgow, April 3
Gleniffer, Cumming, Hull, April 3
Ruby, Morris, Liverpool, April 3
Sjodronningen, Schie, Liverpool, April 3
Talbot, Bolfsen, Liverpool, April 3
Timour, Milne, Liverpool, April 3
Montreal [s], Thearle, Liverpool, April 3
Atlas, Nelson, Ayr, April 3
Chieftain, Suiter, Ayr, April 3
Acme, Atkin, Bristol, April 3
Gibson Craig, Hall, Bristol, April 3
Rock City, Lethbridge, Bristol, April 3
Transit, George, Bristol, April 3
Westminister, Morris, Bristol, April 3
Zambesi, Totherick, Bristol, April 3
Glenhaven, ———, Cardiff, April 3
Nora, ———, Cardiff, April 3
Chippewa, Lynch, Glasgow, April 3
Ardenlea, Gregory, Greenock, April 3
Ailsa, Girvan, Troon, April 3
Mallard, Braun, London, April 3
Scotland [s], James, London, April 3
Thames [s], Luckhurst, London, April 3
Advice, Vincent, Liverpool, April 3
Arran, Morrison, Liverpool, April 3
Ben Nevis, Laurenson, Liverpool, April 3
Clyde, Suiter, Liverpool, April 3
Friga, Colford, Liverpool, April 3
Gladstone, Sulter, Liverpool, April 3
Her Majesty, Leahy, Liverpool, April 3
Hortensia, Lorentzen, Liverpool, April 3
Lady Dufferin, Fea, Liverpool, April 3
Mersey, Sulter, Liverpool, April 3
Morning Star, Earle, Liverpool, April 3
Ozford, Neill, Liverpool, April 3
Queen of India, Jardalla, Liverpool, Apl 3
Ronochan, Hampshire, Liverpool, April 3
Bosphorous, Reino, Newcastle, April 3

SAILED FOR MONTREAL AND QUEBEC.

Abeona, Grossart, Glasgow April 1
Lake Ontario, Gilmore, Liverpool, April 2
Dunfillan, Ritchie, London, April 2
Pomona, ———, Lamlash, March 31
Lake Erie, Pelcher, Greenock, April 2
Ardmore, McVicar, Liverpool, April 2
Glenbervie, ———, off Ratchlin, March 30, from Glasgow
Western Belle, Frew, Greenock, April 1
Princess Alexandra, Reid, Greenock, Apl 1
Lady Clarendon, Marshall, Greenock, Apl 1
Gatineau, Clark, Liverpool, April 2
Bosphorus, ———, Newcastle, April 2
Premier, Brunsgaard, Waterford, April 1
Bucephalus, Nicholson, Barrow, April 2
Indus, ———, Newcastle, April 2
Marco Polo, Thomas, London, April 3
Vicksburg, Burns, Clyde, April 1
Sandringham, Wilson, Clyde, April 1
Forgashall, ———, Glasgow, March 30
Carolus Magnus, ———, Gravesend, Apl 2
Bridgewater, Adams, Rio Janiero, March 11
Percy, Olsen, London, April 1
Drammenseren, Lorentzen, London, April 1
Esperanza, Humphrey, West Hartlepool, April 1
Leaping Water, Clarke, Barrow, April 1
Princess Royal, Watt, Clyde, March 31
Cavour, Mann, Clyde, March 31
Melberby, Grove, Liverpool, April 1
Iona, Pedersen, Hamburg, March 31
Red Jacket, Biglan, Avonmouth, April 2
Eleanor, Newcome, Belfast, April 1
Prince Eugene, Smith, Liverpool, April 1
Belgravia, Bryson, Liverpool, April 1
Wimmera, McIntyre, Liverpool, April 1

SAILED FOR THREE RIVERS.

Dronningen, Meyer, London, April 1

LOADING FOR THREE RIVERS.

Pieter, Holstadt, Bristol, April 3

SAILED FOR GASPE.

Hebe, ———, Rio Janeiro, March 14

CAPE ROSIER, April 17—Weather fair and cool; therm. 23°; light east breeze; no shipping

FOX RIVER, April 17—Weather fair and mild; light S E breeze; some floating ice in the gulf; no shipping

MAGDALEN RIVER, April 17—Cloudy and cool; strong south-east wind; some floating ice on river.

MARTIN RIVER, April 17—Cloudy and cool light N W wind; no shipping

FATHER POINT, April 17—Cold, and threatening light N E wind; schr Marie Henriette arrived from survey on barque Lydia at 3 a m

SOREL, April 17—No change since yesterday.

VERCHERES, April 17—Ice same as yesterday

CONTRECŒUR, April 17—Channel is open to Lonaire

VARENNES, April 17—Opposite the harbour and along the Cape St Michael to Boucherville the ice is still strong

HALIFAX, April 17—The steamer Newfoundland arrived this morning from St Johns, Nfld. She experienced heavy westerly gales during her passage and on her passage down was four days in the ice, and lost two blades of her propeller.

The Circassian sailed this p.m. for Liverpool with the mail.

The steamship Peruvian, with the weekly mail, from Liverpool via Moville, arrived at 5 p.m

April 18—The steamship Peruvian, which arrived this afternoon from Liverpool via Moville, will leave for Baltimore after discharging her freight here

The Nesterian has arrived from Boston, and will load cattle for Glasgow

The Toronto arrived from Portland, and will load cattle for Liverpool

PORT COLBORNE, Ont, April 17—The north-west gale of this a.m. drove the schr Erie Queen from the head of the Lake back here. She lost her fore-gaff.

The schr M J Wilcox, bound up the Lake, ran in here for shelter.

The schr Pandora, that left for Sandusky yesterday, had to run back here

April 18—The schooners Wilcox, Pandora and Erie Queen, which run here yesterday for shelter, left again this morning

The schooner Wawanosh arrived to-day from Toledo with 24,370 bushels corn for the Welland Railway for through shipment

PORT DALHOUSIE, April 17—Bound up—The schooner Bavaria, Kingston to Sarnia, light

Watertown, Ogdensburg to Toledo

Jas Wade, Oswego to Toledo, light

Thpo, Sacket's Harbour to Chicago, light

Samuel Cooke, Oswego to Chicago, light

Nassau, Sacket's Harbour to Chicago, light

Bolivia, Oswego to Chicago, light

The schooner Laura loaded at elevator and left for Kingston.

The storm drum was ordered down this a m; wind westerly; light

KINCARDINE, April 17—Arrivals—Tug Maythem

Departures—None

PENETANGUISHENE, April 17—Arrivals—The steamer Minnie Hall, Midland

Departures—The steamer Minnie Hall, Midland, and the North Shore

Wind westerly

TYRCONNEL, Ont., April 17.—Barge Russia arrived from Buffalo. Leaves to-night for Detroit with wood

MILL POINT, April 17—Arrivals—Mulvey Posts, from Belleville, for Oswego

Departures—Belle, case shingles, for Picton

GARDEN ISLAND, April 17 — The schooner General Burnsides, that was sunk two years ago at Clayton, was successfully raised yesterday by Capt Donnelly. The steamer Hiram Calvin then towed her to Prescott. She will be docked and repaired at Ogdensburg

SARNIA, April 17.—Arrivals—Steam barges Tecumseh, from Detroit, with coal and wood

Van Allan, from Chatham, for Georgian Bay

Steamers Hiawatha, from Wallace, with freight and passengers

Milton D Ward, Port Austin, with freight and passengers

Schooners Jennie Mathews, from Erie, with coal for Chicago, wind bound

H W Sage, from Buffalo, with coal for Chicago, wind bound

Admiral, from Goderich, with a cargo of salt

Tug Carter, for wood

Steamer Star, from Detroit, freight and passengers

Departures—Steamers Ward, Detroit, freight and passengers

Clark, Dresden, freight and passengers

Schooners Jennie Mathews, from Chicago, with coal

Fox, Milwaukee, with coal

Steambarge Allan, for Georgian Bay, for wood

Steambarge Tecumseh

Steamer Star, for Port Austin, freight and passengers

Tug Wales, for Collingwood

Barge Hotchkiss, Collingwood

Light wind from N E, fresh

GODERICH, April 17—Departures—Schr Ontario, of Goderich, Blind River, supplies

West wind, light

BOSTON, April 17—A passenger on the steamer Rhode Island says when about ten miles west of Hunting Harbour the steamer was running under full steam, notwithstanding a heavy fog, the spar of a schooner struck her port rail, carrying away about fifty feet. The schooner cleared herself and again struck, this time the paddle box, damaging the wheel caps considerably. There were 150 passengers aboard who displayed remarkable coolness.

OSWEGO, N Y, April 17 — Arrived—Schooners D Freeman, Port Hope, lumber

Aurora, Port Hope, —

Cleared—Steamer F D Wheeler, Chaumont, —

Schooners J T Mott, Chicago, —

Guiding Star, Chicago, —

James Wade, Chicago, —

Carter, Chicago, —

C Gearing, Wellington, —

Persia, Toronto, —

Eliza Fisher, Cobourg, —

Magdala, Whitby, plaster

Sea Bird, Trenton, Picton and Belleville, —

Two Brothers, Port Hope, —

C Marsh, Port Hope, —

W J Suffel, Port Hope, —

Wm Jamieson, Mill Point, general cargo

Comanche, Chicago, —

Leadville, Chicago, —

Blazing Star, Chicago, —

Barge Argosy, Ogdensburg, coal

DETROIT, April 17—Passed up—The steam barge Salino and barges

The schooners Snowdrop and Surprise

Passed down—The steam barge Ira H Owens and consort

The schooners Red Wing, D E Briley, C K Nerus, Naiad, Donalson, Argus, Smith T W Ferry, A M Peterson, Trinidad, J W Doane, L Hanna, C C Trumpff, Lem Elsworth, S Maria Scott, Sandiago, Richards, Winslow, Lottie Wolfe, Kate Daily, G H Wormington, Reuben Dowd, Jas Platt, Mary E Peren, Adam Edora, Melvina Ostrich

Cleared—Unadilla, Sunrise, D E Bailey

April 18, 6 p m—Down—Steambarge D Balentine; schooners Geo Steele, Theo Voges, E L Coyne, Nellie Gardner, E A Nicholson, Michigan.

Up—Propeller Arabia, Nebraska; steambarge B W Jennes and barges

Cleared—Araxes and tow

Arrived—Schooners Mystic, Star, Westside, Halstead, Lizzie, A Law, Helvetia, Higgie, Jones, Lillie, Hamilton, Craftsman, J Street, W H Vanderbilt, S J Tilden, Hastford, Tosco, J B Pomeroy, Ishpening, Niagara, F D Barker, Sunnyside, Eliza, Gelach

BUFFALO, April 17—While the wind was blowing down the lake at a terrific rate early this morning, several vessels coming into port had a rough experience. The schooner New Dominion, while entering the harbour, ran on to the old breakwater and sank the schooner Saveland, while paying off in order to avoid running into the Spry, became unmanageable and ran, bow foremost, into the Delaware and Lackawanna coal docks, demolishing over forty feet of the trestlework, the schooner losing her bobstays and doing damage to her bowsprit. The schooner Minnie, coming about the same time, failed to get her line to the tug Orient and ran into the schooner C C Barnes, lying out of the schooners Butler and John Burt, at the coal docks the Barnes jibboom and cathead were carried away and the Slauson broke her jibboom and bowsprit and had her head gear carried away. The schooners Guide, Parster and J Case grounded outside the stone lighthouse, but were pulled off by tugs. The wind reached a velocity of 40 miles an hour. Capt Cunningham, of the schooner Miami Belle, which left port yesterday, reports drowning a sailor, named E Tremblay, when seven miles up the lake. Tremblay was engaged in making the small boats fast to the davits, when the ring bolts gave way, throwing him into the water backwards. The vessel was put about; but the sea was rough and they failed to rescue him. He was a Canadian and resided in Toledo, 25 years old and unmarried.

NEW YORK, April 18—Arrived—City of Chester, from Liverpool

Arrived—Rhein, from Bremen

April 18—Arrived—Celtic and Egypt, from Liverpool

Arrived—Holland, from London

LONDON, April 17—Arrived—Adirondack

Arrived—Cyprus

The Russian barque Rapide rescued the crew of the Norwegian brig Victor, from Philadelphia for Queenstown, abandoned in a hurricane on March 20th

PORT HURON, Mich, April 18—A telegram from Capt Greene to parties in this city says the Athenian, ashore at Ausable, is a total loss

The propeller St Albans was pulled off by the tug Prince Alfred this afternoon

Reports from the schooner Home are not favourable

The barge G D Russell arrived here this morning in tow of a tug of the Masters from the Straits leaking badly, and requiring pumps in operation all the time to keep her free. She took on gangs of men for that purpose. The leak was caused by ice in the Straits.

## THE CARE OF SHEEP.

A sheep to be well and hearty must not be half starved at any period of its growth. It must be personally comfortable to grow wool every day of its life. Three hundred and sixty-five days make a year. If from any cause a sheep is uncomfortable a single day, he will grow wool only 364 days in a year. If for four months at a time from ill health or lack of food or water it produces wool only eight months in a year, there is a loss of one-third of the profits he would have given his owner.

A sheep out of condition is subjected to ailments that in good condition would not have affected him. Sheep fat in the fall will go through the winter and the ordeal of lambing with safety and success. If in thin, weak condition, the relaxing of the system in spring and the extra demands of the ewe at lambing time, bring a series of diseases quite disgusting to the flockmaster. No animal rewards its owner so for liberal feeding and painstaking care as does the sheep. The idea has so often been expressed that a sheep can do without food and water, that many have concluded it was true. It may live on less food (and do well) than any other animal in proportion to its live weight, but that they live by eating is sure, and the more they eat and the better hygienic treatment, the better results they give in fleece and lamb, and vigorous, long-lived usefulness.


BOGUS AND COUNTERFEIT.

There is no genuine Hop Bitters made or sold in Canada, except by Hop Bitters M'f'g Co., of Toronto, Ont., nor can there be, for the sole and exclusive right to use the name Hop Bitters is secured to said Company by the laws of Canada, by two registered trade marks, and it is a heavy penalty for any one to use the name Hop Bitters, or make or sell anything pretending to be like it. Druggists and consumers should remember this and shun all spurious, injurious stuff made by others or elsewhere. Hop Bitters is the purest and best *medicine* made.

THE VOLTAIC BELT CO., MARSHALL, MICH., will send their celebrated Electro-Voltaic Belts to the afflicted upon 30 days trial. Speedy cures guaranteed. They mean what they say. Write to them without delay. D W 60

THE MINING RECORD, published by A R. Chisholm, 61 Broadway, New York, contains fullest reports from the Gold and Silver Mines. The proprietor sends sample copies free and fills orders for mining stocks.

January 15 6m tt 12

A CARD. To all who are suffering from the errors and indiscretion of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, Station D New York City. Dtst W5.

EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*—Sold only in packets labelled—"JAMES EPPS & Co., Homœopathic Chemists, London, England."

November 3m D W

# Montreal Herald.

*MONDAY MORNING, APRIL 19*

## APPOINTMENTS.

*Academy of Music*—Performance at 8 p.m.
*Theatre Royal*—Performance at 8 p.m.
*Hermann*—In Nordheimer's Hall, at 8 p.m.

## AUCTION SALES THIS DAY.

BY W. E. SHAW.
*Elegant Furniture etc*—At 46 Belmont St., at 10 a.m.

BY C. F. ELWES.
*Real Estate*—At his rooms at 11 a.m

## *PASSENGERS*

Per ss. PERUVIAN, which arrived at Halifax from Liverpool yesterday—Mr D J T Allen, Mr F Berg, Mr A Borrowman, Mr W A Brookfield, Mr R H Eccles, Mrs Eccles, Mr James Fraser, Mr T Grierson, Mrs Grierson, Mr T J Harris, Mr Eustache C Hill, Mr Dudley Hill, Mr Chas Kelly, Mr F H Mansfield, Mr F Marriott, Col T W Martin, Mrs Martin, Miss Mabel Martin, Miss Ethel Martin, infant and nurse, Mrs McClune, Mr Thomas McClune, Mrs T McClune and infant, Mr McLaughlin, Mr G W McLellan, Mr G McLeod, Mr. O'Connell, Mr O'Brien, Mr J W Petley, Mr John Pitfield, Capt Powys, Mr H C L Powys, Mr R A Smith, Mr John Sweetman, Mr Robert Taaf, Mr A J Warde, Miss J A Webster, Miss J A Williams, Mr James Yorster, Mr W F Ryan, W Billing. Forty-three cabin, 26 intermediate and 374 steerage. Total, 443.

## NEWS SUMMARY

### DOMINION.

THE Ottawa Phosphate trade has slightly improved.

AN investigation is to be held into the recent destructive fire at Moncton, N.B.

THERE is talk of forming a Liberal Association in Toronto to support Mr. Blake.

THE St. George's Society, of London, Ont., annual celebration will be in the form of a dinner.

THE Art Exhibition at London, Ont., closed Saturday night. It has been a decided success in every way.

ACTIVE preparations are being made by the 62nd Battalion of New Brunswick for the review in Quebec on the 24th of May.

THE report of the Librarian of the Dominion Parliament recommends the purchase of the Hart collection of coins and medals.

REV. P. GALBRAITH, of St. Stephen's Church, London, Ont., will shortly leave for Scotland, where he will represent his Synod in the General Assembly.

HON. MESSRS. CHAPLEAU and Loranger left Quebec for Montreal on Saturday, where, it is alleged, they will, on Monday, sign the contract for the super-structure of the Hull Bridge.

MR. W. CRONYN, of London, Ont., has offered to furnish a suitable building to the Memorial Church Temperance Society on condition of their providing coffee, dining and recreation rooms.

MAJOR PETERS, of the London, Ont., Battery, has received notification that no troops west of Montreal will go to Quebec at the grand review on the Queen's Birthday, on account of the expense.

THE chords of a new French-Canadian national air have been written by Judge Routhier, of Quebec, for public performance on St. Jean Baptiste Day. Mr. Calixa Lavalle has been asked to compose the appropriate music.

THE recent decision of the Dominion Supreme Court has created quite a stir in King's County, N. B. Some of the tavern keepers have closed. Others remain open having license from the County Council. Those continuing in business will be prosecuted.

A NUMBER of wealthy Quebec capitalists contemplate erecting a monster hotel near and commanding the Dufferin Terrace. A New York architect has been making plans. The Local Government will sell the lands and houses of the site selected at a reasonable figure.

### UNITED STATES.

IN consequence of the distress in Hungary, 5,000 Magyars have left for America the past winter.

THE Peoria, Pekin and Jacksonville Railway is to be reorganized, and operated in connection with the Wabash.

OVER 52,000 emigrants has been landed at New York since January, against 16,000 for the same period last year.

ABOUT 300 new money order offices are to be formed in various parts of the United States beginning July 1st.

THE negro exodus is assuming vast proportions this spring, the tide setting in toward New Mexico, Colorado and Arizona.

PARTIES at Washington, in Tilden's confidence, assert that he has not decided to withdraw as a candidate for the Presidency.

It is said the liabilities of Blanchard, the suspended grain dealer, of New York, are small. He is expected to resume on Monday.

THE suspension of William Blanchard, of New York, caused a decline in the wheat market of two cents a bushel. The market is very feverish, margins being called for freely.

THE smouldering forest fires in some parts of Pennsylvania have been quenched by the heavy rains. Also, the fires in Ocean, Monmouth, Atlanta, Cumberland, and Burlington Counties, New Jersey.

CHARLES SISSON, son of a former President of the Northern Railway of New Jersey, who left an estate of $1,700,000, has been found by a jury incompetent to manage his estate.

THE General Freight Agents in Chicago prepared a new tariff on live stock from that city, in which the rates to New York are 65 cents on cattle, horses, mules and sheep, and 40 cents on hogs.

JAY GOULD and Col. Scott have purchased the New Orleans and Pacific Railroad, which is to be completed to Alexandria and Shreveport within 18 months. By connecting with the Texas Pacific at Marshall it will tap the Northern Texas and furnish an outlet to the Gulf for the first named road and the Missouri, Kansas and Texas.

THE several days destructive woodland fires, extending around large areas, have been burning in the counties of Prince George, Dunwoodie, Chesterfield and Sussex, Virginia, destroying an immense quantity of cordwood, lumber and undergrowth. A number of barns have been destroyed and two or three persons burned to death.

DR. LONG, for the past eleven years United States Consul at Panama, has testified, before the U S. House Committee on the Inter-Oceanic Canal, that he had a good chance to judge of the various explorations and surveys of that country, and believed, all had been made hastily and incompletely. The results were not sufficiently satisfactory to induce capitalists in any scheme founded on such a basis.

THE United States Agricultural Returns of April 1st, to the Department of Agriculture, show an increased area sown in wheat last Fall of 13 per cent. more than the Fall previous, and decline of 6 per cent. in rye. The condition is precisely the same this April as last. There has been a large increase in Fall sown wheat in States that heretofore have exclusively sown in the Spring. The experiment was unfortunate and all, particularly, Iowa and Nebraska report great disaster from the winter. On the whole, the wheat crop thus far looks as favourable as last Spring.

### GREAT BRITAIN AND IRELAND.

THE *Sportsman* says it is rumoured that Mr. Lorillard's Wallenstein has been off his feed since Wednesday.

RIGHT HON. LYON-PLAYFAIR, Liberal, has been re-elected member of Parliament for Edinburgh and St. Andrew's Universities.

IT IS stated that Mr. W. H. Adam, member of Parliament for Clackmannashire, who long has acted as Liberal whip, will not continue in that capacity in the next House.

THE London correspondent of the Manchester *Guardian* says the death of J. S. Wright, the recently elected Liberal member of Parliament for Nottingham, is a heavy blow to the Birmingham School of Radicals. Wright, and not Joseph Chamberlain, was the orignator and head of that party.

A DESPATCH from Cork to the *Times* says: It is stated that a petition will be lodged in the House of Commons on behalf of Kettle, the Parnellite candidate in Cork county. The ground of petition is that clerical influence was used against Kettle in support of Col. Colthurst. A Dublin despatch says it was confidently believed that Kettle would replace Colthurst.

### FOREIGN.

PRINCE GORTSCHAKOFF has no appetite. He complains of heaviness in the head and continued weakness.

THE Paris *Moniteur* denies that the Government has any intention of hastening the elections, as reported by *La France* on Thursday.

THE *Nouvelle Revue* of Paris expresses great satisfaction at the triumph of the Liberals in the English Parliamentary elections, and eulogizes Mr. Gladstone and the Marquis of Hartington.

THE death of the wife of President Diaz, of Mexico, occurred soon after the birth of a child, which died.

SELECTIONS from the works of a new French poet named Lafayette are to be read next week at Paris by Sarah Bernhardt. Lafayette is a *protege* of Victor Hugo.

COUNT AND MADAME DE LESSEPS and children are delighted with America and its hospitalities. Paris seems disposed to honor De Lesseps as it did Nordenskjold.

A NUMBER of Russians are preparing an address to be presented to Mr. Gladstone congratulating him on the success of the Liberals in the Parliamentary elections.

ANOTHER Turkish Commission of five physicians has been appointed to finally decide upon the question of the mental capacity of the assassin of Colonel Commehoff.

THE return of French imports and exports for the first quarter of 1880 shows an increase of 12,000,000 francs as compared with the imports and exports for the corresponding months last year.

THE *North German Gazette*, of Berlin, says the Ultramontanes, by supporting the Government on the Customs question were at one time on the way to secure a position of influence, but, subsequently, by their hostile attitude, arrested the progress of a *rapprochement*.

THE *Pall Mall Gazette* explains that Thursday's decrease of bullion in the Bank of France was only apparent. The Bank is agent for Italy for the withdrawal of Italian silver from circulation, and the sum of 65,000,000 francs of this currency held by the Bank was credited to the Italian Government.

INDIVIDUAL protestations of the French Bishops against the decrees of 31st March succeed each other very rapidly. John Lemoinne says in *Le Debats* it is dangerous to declare war in this way against modern society, its institutions and its very life. Senator Cavardie writes to *Le Figaro* announcing his intention to interpellate the Government on the Jesuit question.

IN the Spanish Congress on Friday Senor Rados, in the name of the Committee on the Cuban Budget, said the Colonial policy pursued by the Ministry was almost identical with that of Compos'. He declared that in spite of the insurrection, and the speeches of the Cuban deputies aiming at the separation of Cuba from Spain, the Colony would remain Spanish to the end.

AT the supplementary elections for a member of the Reichstag in the second electoral district of Berlin, Professor Virchow, Progressist, headed the poll with 8,096 votes, while the Special Democrat obtained 2,093. The latter figure is compared with 7,474 registered for the Special Democrat in the same district in 1878. The inference is drawn that the Anti-Socialist Law has already achieved a marvellous measure of its intended effect. The Anti-Socialist Bill will be read the second time in the Reichstag Saturday.

## *THE RIVER ST. LAWRENCE*

We are delighted to see that the strong reasons which exist for making the River St. Lawrence free from excessive tolls are now fully appreciated by the best business men of Western Canada The recent deputation to Ottawa is the best proof of this fact. Some objection has, we see, been made in Quebec, from a feeling which we do not care to characterize and do not wish to discuss, because it is useless to foment jealousies between sister cities. We, therefore, content ourselves with remarking, that both by the guarantee of her Harbour bonds and the expenditure on the fortifications, gates, &c., which are now useless for military purposes, and only available as promoting the amenities of the city, the Government is doing so much for Quebec as to make it very ill manners for her to object to assistance to an arrangement which, though nominally connected with this city, is really of vital importance to every part of the country. Up to this time no assistance has ever been given by the Government to the work done in and for the harbour proper; but, on the contrary, as was shown a few days ago by Mr. Cramp, there are several items of account amounting to large sums, which the Government still owes to the corporation charged with the joint surveillance of the harbour and of the improvement of the river. If any of these items may be objected to by cavillers, it is certain that the Harbour Trust ought to be recouped for the very large expenditure on the wharf near the Canal Basin, which has been destroyed to make room for the outlet to the Lachine Canal. If the local interest of the harbour is to be separated from that of the river, in which the country at large has so great a concern, assuredly the Government is bound to make good the damage done to the harbour, even if it does not go as far as it has done for Quebec, by guaranteeing the debt. But we take a wider view than that. We say that leaving out of consideration any charges which properly fall upon the Harbour of Montreal, the cost of deepening the river is saddled on the trade of this city merely by accident. Look at the history of this great work. It was in the first instance undertaken by the Government, a few years after the union of Upper and Lower Canada. The fact of this undertaking stamped upon the work its national character. It was an enterprise in which the whole country felt an interest, and in which, through its agent, the Government, it took part—wisely and rightfully took part. Had the scheme then adopted been successful, the deepening of Lake St. Peter and the rest of the river would no more have seemed to devolve, especially on the trade of Montreal, than the cost of the Welland Canal is devolved upon that of St. Catharines. The one thing is, in principle, indeed, just about as reasonable as the other. Proximity in either case would be the sole ground for any such charge, and it would be as applicable in one case as in the other but that is, not at all. Montreal became especially connected with the work and the charges upon it, simply because it was thought convenient to give the control of the undertaking, after it was determined to try the new and successful scheme, to an existing corporation, the Harbour Board of the city. But that changed nothing of the nature of the enterprise, and made it no less than before a great national work. Indeed, in some sense of the word, that has always been recognized, for the Harbour dues have been levied on all goods coming to the port as well as on those required for local consumption. But this is now felt to be a very inconvenient way of procuring a revenue, and one that checks to a considerable extent the good which the country ought to derive from the river artificially made so much more useful than it was by nature. The policy which has dictated the freeing of the New York Canal from oppressive tolls, and has at once wonderfully augmented their usefulness, commends itself not merely to Montreal men, but fortunately, some have said, to able men in all parts. The city owes much to their wise liberality. It is also greatly indebted to the late and present Presidents of the Harbour Board, to their colleagues, and to the gentlemen of the Board of Trade for their earnest and patriotic efforts in this behalf, which we trust are destined to be speedily fruitful.

## *THE LENGTH OF THE SESSION.*

Those who predicted a short session of Parliament a few weeks ago are already shown by the fact to have been astray in the reckoning. The present sitting of Parliament cannot well be concluded till sometime in May. It is, perhaps, useless to expect the House in future to complete its labours much under three months. A shorter session would be desirable, if for no other reason than on account of the expense, but the tendency is towards increasing rather than limiting the volume of debate. We would not say one word to discourage the freest and fullest discussion of all questions which may come up for consideration, but at the same time we must recognize the fact that a great many speeches are made which, for all the good they accomplish in Parliament or out of it, might better never have found utterance. It is perfectly natural for members to desire to cut a good figure before their constituents, and we are unable to be anything but lenient and charitable towards them, even when it is apparent they are talking for the ear of their electors. We do object, however, to the statement which has been going the rounds of the Ministerial newspapers to the effect that the Opposition is largely responsible for the length of the session. It is possible for an Opposition to be factious and unreasonable, but the conduct of the Liberal Opposition at Ottawa has been the reverse of any such attitude. Nothing could be more fair and courteous, or further from any desire to obstruct, than the manner of the Opposition in the House. The Tariff debate has been longer, perhaps, than there was any necessity of its being—but it is very far from the truth to charge the length of the discussion upon the Opposition. Though we do say it, the debate on the Liberal side was confined more strictly to the point—was less rambling and irrelevant—than that of the Ministerialists, who attempted to cover too much ground, and make out a better Government policy than the actual facts would admit of. But considerable time was wasted before the Tariff debate began in waiting upon the Government to mature its measures, and bring down the work of the session. This fact seems to have been lost sight of by the Conservative journalists, who see so much to find fault in the conduct of the Opposition. If we are to have short sessions, it devolves upon the Ministers to be prepared to submit their returns at an early day after the assembling of Parliament, and upon the Finance Minister to bring down his Budget sooner than Sir Leonard Tilly did this year. We by no means counsel hasty legislation. Time should be taken for the discussion and consideration of important public matters. It is, therefore, all the more incumbent upon the Government, not to keep back measures till the last days of the session, when members are restless to be relieved of their legislative duties, and disposed to pass them without giving them much attention.

## *THE CHATEAUGUAY ELECTION*

As we anticipated the election in Chateauguay has resulted in the return of Mr. Halton; the people of the County having manifested their respect for the memory of their late member and their attachment to the principles of which he was one of the chief advocates in this Province by returning his son to represent them, which we have no doubt he will worthily do:—

| Poll. | Holton's Majority. | Laberge's Majority. |
|---|---|---|
| Ste. Martine | ... | 81 |
| " | ... | 13 |
| St. Urbain | ... | 1 |
| " | 23 | ... |
| Ste. Philomene | ... | 18 |
| " | ... | 11 |
| Chateauguay | 18 | ... |
| " | ... | 36 |
| St. Jean Chrysostome | ... | 33 |
| " | 20 | ... |
| " | 28 | ... |
| " | ... | 18 |
| St. Antoine | ... | 11 |
| Ormstown | 100 | ... |
| " | 26 | ... |
| " | 69 | ... |
| " | 63 | ... |
| | 347 | 222 |
| | 222 | |

Majority for Holton...125

One return which we have received makes Mr. Holton's majority 128, but three more or three less in a case like this has no influence on the final result, and we, therefore, are content at present to take the lower figure.

WILL TILDEN RETIRE?—It is simply impossible to follow all the difficult phases of the candidate-prospecting which is going on among our American neighbours, in view of the approaching Presidential election. Tilden, not without good reason, has all along been regarded as most likely to obtain the Democratic nomination, but latterly his chances have been retrograding. It is now stated in some of the leading journals that he has written a letter which is to be read before the Cincinnati Convention positively declining the nomination. The opposition of Kelly and the Tammany Ring of the New York Democratics to Mr. Tilden, while that State is regarded as the keystone of the situation, must be perplexing to those who favour his candidature, and may be the secret of his alleged determination to retire from the field. The Republicans profess to favour Tilden because they think he would prove a weak opponent.

THE LATEST CABLE NEWS.—Cables received yesterday *via* New York, from London, inform us that "Queen Victoria has sent two gold watches, which she desires her daughter, Princess Louise, to present, in person, to the aid-de-camp and groom who assisted in the rescue of the Princess on the occasion of the accident by which she was thrown from a sleigh last winter." On the 30th ultimo our Ottawa despatches announced the presentation of these souvenirs to the Hon. Mr. Bagot and Madden, the groom, by Her Royal Highness the recipients being, it was stated, most agreeably surprised. It has taken about long enough for the news to have traversed the Atlantic both ways by post, for it to have reached New York. Whence comes the delay?

THE S. S. PERUVIAN arrived at Halifax yesterday. Her mails may be expected to arrive here on Tuesday.

## *THE ABATTOIR QUESTION.*

The suggestion thrown out in an evening contemporary on Saturday that the Corporation should utilise the small piece of spare land which adjoins the wheelhouse at the village of St. Gabriel for abattoirs has caused great indignation among the people of the village. They claim that, besides polluting the water, the slaughtering house that would be erected by the butchers would be of such a nature as to tend to make an otherwise healthy place not fit to live in. They hold that the piece of land is too small for any extensive buildings to be erected upon, with necessary drains, &c., for a public abattoir. Proprietors of property in the village have also something to say in the matter, and will, it is said, strenuously resist any attempt on the part of the city Corporation to depreciate their property in the neighbourhood. The idea of having it at the East End of the city seems to be in favour with the majority.

## *THE HUDON COTTON COMPANY EMPLOYES.*

A question of wages has, during the last few days, affected the people of the Hudon Cotton Mills, Hochelaga, so as to cause a strike. This once begun in a very small way, soon extended, until now the whole of the hands may be said to be "on strike." The management, resenting this sort of thing, declare their intention of standing out against their hands, and hence a struggle. The hands have been more demonstrative than wise, and some few of them have become temporary sojourners in the prison cell, and to-day these will be called upon to answer for their shortcomings. There has been many threats of violence, but as is often the case, these have been made without any purpose, for last evening all was quiet.

## OTTAWA CORRESPONDENCE

### MR. BLAKE'S AMENDMENT.

### DECOSMOS AND HIS DOCUMENTS.

### TRYING TO FORCE A DIVISION.

### SCENE IN THE HOUSE.

### THE PREMIER COMPELLED TO GIVE WAY.

### THE SONG OF THE N. P.

From our Special Correspondent.

*Ottawa, April* 17.

Mr. DeCosmos took the floor about one o'clock this (Saturday) morning, after Sir John Macdonald had announced his intention of forcing a division, and proceeded to address the House, as he said, for one hour, two hours, three hours, four hours, any number of hours in fact. Sir John Macdonald left the Chamber at this stage, as did also many of the other members, and the general opinion was that the House was about entering upon another such extraordinary sitting as was witnessed on the occasion of the Letellier debate in 1878. It was not long ere the Commons restaurant was thronged with members engaged in fortifying themselves for the long siege in store for them, while others clustered about the smoking room, where later on one of the pages sang the solo parts, and many of the members joined in the chorus of well-known French Canadian songs. The galleries, which early in the evening had been well filled, had by this time been pretty thoroughly cleared. The ladies' gallery was entirely empty; the Senators' gallery was occupied by two dignified-looking *Hansard* reporters; three sleepy-looking males took the place of the brilliant throng of the fair sex, which usually occupies the Speaker's gallery, while the general gallery had but three occupants. The reporters, always the last to desert the ship of State, were nearly all absent from their posts, and merely put in a semi-occasional appearance for the purpose of witnessing the progress of events. On the floor of the Chamber general demoralization was the order of the day. Comparatively few of the members were in their seats, and most of these were nodding away. The only real live man appeared to be Mr. Landry, who never loses an opportunity of lustily crying out "Hear, Hear" on his fellow-members. Two o'clock found the House still in this disorganized condition. The M.'s P. in the chamber were sprawling about the chairs in all sorts of ungainly attitudes, a few were listening with amusement to the somewhat disarranged remarks of the gentleman addressing the House. In one or two places conversational groups had gathered. The Finance Minister was leading the House, and looked as sleepy as the other members. Mr. DeCosmos looked compassionately upon him at times and suggested an adjournment. There was no sign of yielding, and the orator went at it again, evidently determined to fight it out on this line if it took all summer. Finally, at 2.45, Sir John Macdonald entered the chamber, and a moment later the Minister of Justice was observed to give some word to Mr. DeCosmos, who at once moved the adjournment of the debate. Sir John cried "Carried," threw up the sponge, and thus was concluded, in a semi-respectable manner, what had promised to be a most disgraceful episode. The conduct of the First Minister in trying to force a decision cannot be too severely condemned, and it is all the more discreditable from the fact that he was willing to allow the debate to close without seeking to vindicate the correctness of his statements as to the expected resources for the building of the road, which had been so severely criticized by Mr. Blake.

The *Free Press* contains a parody on Tom Hood's "Song of the Shirt," headed "Song of the N.P.," and signed Thomas Hood, Jr. It is said to be the work of a Liberal M.P. The following verses will serve as specimens:—

With feelings declining and sad,
With heart all-aching and sore,
The workingman sat in his ragged garb,
In front of his cabin door.
Tax, tax, tax our cottons and fuel and tea;
And still, with a voice that he could not relax,
He sang of the cruel N. P.

Oh, man, who live in state,
Oh, men, with titles and power,
It is not the rich man's comforts you tax,
But the poor man's fuel and flour.
Tax, tax, tax through the weary days and nights;
Stealing away with a double theft
Our wages, as well as our rights.

With feelings declining and sad,
With head all-aching and sore,
The workingman sat in his ragged garb,
In front of his cabin door.
Tax, tax, tax our cottons and fuel and tea,
And still with a voice that he could not relax,
[Would that it reached the political quacks]
He sang of the cruel N. P.

There is a good deal of rejoicing among the Liberals here over the election of Mr. Holton for Chateauguay County.

## GLADSTONE MUST BE PREMIER

### WHAT THE PRESS SAYS.

### BEACONSFIELD GIVES NO SIGN.

### CABINET PROGNOSTICATIONS.

### EARL DUFFERIN VICEROY OF IRELAND.

### DE LESSEPS NOT DISHEARTENED.

### PRINCESS CLOTILDE AS A BONAPARTIST MOUTHPIECE.

Special despatches to the HERALD.

*New York, April* 18.

A special cable from London on Saturday to the *Tribune* says "it is believed that Lord Beaconsfield intends to resign immediately on the arrival of the Queen whose absence the *Standard* censures as creating a dead lock. Nobody outside knows positively what decision was taken on Wednesday. The 'Sphynx' affects mystery to the last, pleading that constitutional obligations compel him to acquaint the Queen with his determination before the public, thus leaving the most favoured party journals ignorant of his intentions since the Council. The Queen has hastened her departure from Baden, and arrives at Windsor to-night. It is reported Earl Beaconsfield asks for an audience to-morrow, but more probably for one on Monday. Whether the Queen will summon Earl Granville or Mr. Gladstone is still unknown. The popular demand for Mr. Gladstone has gathered force hourly during the week. The Queen is publicly entreated by the Liberal journals not to allow personal antipathies to oppose the national wish.

Private despatches from Hawarden, Walmer and Newmarket say that a perfect understanding exists between Mr. Gladstone and Lords Granville and Hartington respecting the leadership, all tending to over-powering evidence that it is necessary for Mr. Gladstone to resume power. It is doubtful if this is true of Earl Granville, but the Whig section of the party, Earls Hartington and perhaps Granville excepted, are obstinately pessimist in opposition to Mr. Gladstone. Sir William Harcourt's long known dislike to Mr. Gladstone will not prevent his accepting that statesman as his leader, though on being asked to name the Premier, he desired to be oracularly announced as ignorant. Everything points to the discomfiture of this section.

The *Standard* declares that Mr. Gladstone has been indicated for the Premiership by an informal plebicitum.

The *Times*, after an unavailing struggle, has confessed the necessity for his presence in the Cabinet. It is thought, it hopes, he may hold a subordinate place. Yesterday it likened Mr. Gladstone to a professional card-sharper, unable to quit the gaming table.

The *Pall Mall Gazette*, while bitterly detesting Mr. Gladstone, announces sorrowfully that only his own refusal can interpose between him and the headship of the Government.

Mr. Gladstone now allows his intimates to understand that he considers himself obliged to sacrifice personal preferences and accept the Premiership if offered. He arrives in London on Monday, and unless unforeseen complications occur, he will be Prime Minister before the end of the week. Conjectures regarding the subordinate offices partly depend on the settlement of the Premiership. It is considered certain that Earl Granville, Lord Hartington, Hon. Mr. Forster, Lord Selborne, the Duke of Argyll, Lord Kimberley, Sir Charles W. Dilke, Professor Fawcett, Sir William Harcourt, Lord Northbrook, Lord Roseberry, and Mr. Bright, may, if willing, be members of the new Cabinet. The probabilities include Lord Ripon, Lord Lansdowne, Mr. Childers, Mr. Goshen, if he waves his objections to the county franchise, and perhaps Messrs. Stansfield, Chamberlin, or Mundella, with probably two or three ornamental Whigs holding dignified sinecures.

The moderate Home Rulers rejoice at Mr. Shaw's election for county Cork by a great majority, notwithstanding the desperate efforts to defeat him. The Parnellite members number 24, Mr. Shaw's followers 36. The strength of Parnell's band exceeds the calculations, but the Tories show little inclination to accept his proffered alliance. It will be impossible for him to find support for his agrarian schemes in the House, and his avowed intention to resume obstruction is likely to meet with sterner resistance than Sir Stafford Northcote offered.

The Liberals express their intention to consider all constitutional Irish demands and concede everything reasonable. They will mark their sympathy by acceptable appointments, and will probably make Mr. Forster Irish Secretary and Lord Dufferin Lord Lieutenant.

A recent conversation with Dean Stanley regarding the Napoleon memorial indicates that the Dean only desires a sufficient excuse to exclude the memorial from Westminster Abbey.

It is reported that M. Leon Say, the new French Ambassador, among his first diplomatic duties, intends to submit a remonstrance against the memorial.

Mr. Irving decides to abandon his intended visit to America this year owing to the extraordinary success of the "Merchant of Venice," which continues to draw overflowing houses. He hopes to go to America the following autumn. Negotiations are still proceeding between him and a New York manager.

*Paris, April* 18.

M. De Lesseps thinks the cutting of the Panama Canal would not be nearly so difficult as that of the Suez, and is resolved to demonstrate this in every great town in the world. If the United States Government then stands in the way of the canal it will have the universe against it, including all intelligent Americans. In conversation with a group of friends at Madame Adams' salon M. De Lesseps intimated in effect that he will carry on his enterprise in concert with the United States if possible, but if not with the rest of the world.

In Bonapartist circles a stir has been caused by a letter from Princess Clothilde to her son Victor, warning him not to follow Prince Napoleon's impious example. The expediency is debated of declaring Victor the Bonapartist heir as he is approaching his eighteenth year. If he breaks with Prince Napoleon the Empress Eugenie will provide the funds necessary for an independent establishment. The Princess Clothilde was moved to interfere by her husband's letter in the French journals taking part with the Government against the Jesuits.

## *AMUSEMENTS.*

### Academy of Music.

"WELLINGTON DE BOOTS."

The Felix Morris Company gave their final performance on Saturday night to a rather slim house, caused, no doubt, by the hard state of the weather. The Company leave this morning for Ottawa, where they play for three nights.

BANDMANN.

This great tragedian takes his farewell benefit to night previous to starting to San Francisco to fill a six weeks' engagement there at Baldwin's Opera House. It is unnecessary for us to speak in words of praise of the scholarly attainments and genuine abilities as a Shakespearian interpreter of Mr. Bandmann. He has for years held the *premier* place on the stage as a conscientious delineator of character, both in tragedy and comedy. Correct and instructive in his reading, he has won the respect and esteem of all those who feel that the stage, when legitimately worked, can be of the greatest service in upholding morality in all phases of society. His many friends in Montreal, and they can be counted by hundreds, could not see him go away from the city and the Dominion without, in some slight way, showing the respect in which he is held by the community. A benefit night was offered to him and accepted, and we are glad to state that so heartily was the matter taken up by his friends that on Saturday evening there was hardly an orchestra chair to be had for love or money. The "Stranger" and "Don Cæsar de Bazan" are the pieces chosen for presentation, and from all we know of Mr. Bandmann and the artists, both ladies and gentlemen who support him, a performance may be looked for to-night that has not been seen in Montreal for years. Mrs. Bandmann, Miss Aicken and Miss Amelia Herbert stand in the front rank of their profession as genuine artists, while Messrs. Wilmot Eyre, Percy Lyndal and Gofton take no second place in their several *roles*. Let there be a bumper house to-night, one that will show that Montrealers can appreciate true and honest merit.

"BILLY" FLORENCE AND THE "MIGHTY DOLLAR."

Next Wednesday Mr. and Mrs. Florence, with their excellent company, opens for a short season at the above house in B. E. Wolf's comedy of "The Mighty Dollar," a work which has won a national popularity second to few American plays, a framework for a vein of the keenest satire in the characters of the Hon. Bardwell Slote, a type of a certain phase of political life, and Mrs. Gen. Gilflory, a woman whose identity can at once be recognized by any one at all familiar with some of the female fruit of the American colony in Paris. The Chicago *Tribune* speaks of the performance in the following terms:—"Mr. Florence pictures with admirable force, in Bardwell Slote, the vulgar, overreaching trickster, the link in rings, and a leader in steals, who infests political life, and while the actor makes us laugh, he gives us something for reflection. The humour that lurks in a word, or a phrase, or a movement is keenly relished by this actor. What he thus appreciates he happily conveys, and he never overstrains to do so, and, therefore, never oversteps the boundaries of satire and stumbles into burlesque. The latter remark may be truthfully applied to Mrs. Florence in her assumption of Mrs. Gilflory, the type of feminine shoddyism who has "lived so long abroad" that her speech has become inoculated with bad French, and her figure has become a peg upon which to hang dresses cut in extravagant styles, and made out of flaming colours. In the hands of this actress the personation is a subtle denotement of character and satire. Her affection, her grand air, is very jocose, her eternal "Libby dear" is amusing, and her absurd mixture of foreign places, names, and dates, all given with an absolutely straight face, is exceedingly rich." Mrs. W. J. Florence, we find by the Albany *Mirror*, states what she knows about good clothes. She says that ladies while being fitted by their dressmaker should stand perfectly erect, and not permit their shoulders to drop when tired. This prevents bagging in seams below the waist-line. The corset should be good, light, pliable and well-fitting. French *modistes*, she says, swindle American women, especially those who do not speak French and have no decision. She says that in packing costly clothing one trunk should be used for dresses alone, each dress having its particular tray, and having the skirts, each puff and fold being kept out by wads of soft, yellow tissue paper, with every button and piece of fringe covered or underlaid, and the top tray covered with fine cotton batting and oiled silk. Seats for the "Mighty Dollar" can now be secured for each evening and matinee on Saturday at De Zouche's music store.

NORDHEIMER'S HALL.

HERRMANN.

Notwithstanding the inclemency of the weather on Saturday, Nordheimer's Hall was well filled to witness the performances of Professor Herrmann, and it is safe to say that not an individual in the vast assemblage regretted having been present. Herrmann as a necromancer is certainty without a peer. He performs his tricks with lightning rapidity and with a finish that almost stamps them as realities. The tricks were so numerous that it is impossible to give even an idea of the way in which they were presented. The ventriloquist, Val Vose, is also a great novelty, and an artist of a peculiar kind. The Lorellos are too well-known in this city to need mention here, for their approximation to the Majiltons's is surprising. This evening an addition will be made to the programme, when Mlle. Addie will make her first appearance in this city. There will no doubt be a crowded house, as there should be.

## *THE LIEUT.-GOVERNOR.*

His Honour Lieut.-Governor Robitaille, on Saturday afternoon, gave a levee at the Windsor Hotel. Capt. Shephard and Major Hatton acted as *Aides de-camp*, but their duties were not onerous, for owing, no doubt, to the unpleasant state of the weather, the visitors were not so numerous as might have been expected.

## ANOTHER LUCAN INCENDIARISM

### AN UNSUCCESSFUL ENDEAVOUR.

*Lucan, April* 18.

The livery stable belonging to Mr. Jas. Creighton, Main street, was nearly being the scene of a serious conflagration under the following circumstances:—The building is a frame one, and contained five horses, besides the usual outfit of carriages, &c. In one corner of the building a room was partitioned off which was used as harness room and bedroom for the stable boy. The stable was carefully locked last evening, and two boys, Simon Howe and William Atkinson, retired about 10 o'clock. They had also as companion a large mastiff. About three o'clock this morning Atkinson was seized with a violent cramp, and in order to get rid of this, he jumped out of bed, opened the door and went out into the stable part, and immediately he discovered a light overhead where several tons of hay were stored. He rushed back and awoke his companion. The boys were somewhat afraid to venture up stairs, but called the occupant of the next house, Mr. James Watts. On his arrival they went up and found a wax candle three inches long sticking in the hay-pile and burned down to within one half inch of the hay. Five minutes more and it would be impossible to tell where the conflagration would have ended. The entrance was effected through a side window in the lower storey under which a large packing box was placed. The most mysterious part of the affair is that a large black bottle which, the boys are positive, stood behind their bedroom door when they went to bed was found on the hay up stairs about three feet from where the candle was. The theory afloat respecting the bottle is that it was taken as a test to ascertain whether the boys were sound a leep or not, and that such a procedure would not have been attempted by any stranger. The owner of the premises, Mr. James Creighton, says, to his knowledge, he has not an enemy in the world, without the fact of his being one of the jurors empanelled to enquire into the cause of the late fire in the O'Connor residence, would be the cause of any person entertaining an ill-feeling against him.

### DEATHS.

On the 16th inst., of consumption, Alzira Dean, beloved wife of J. Eugene Hersey, aged 32 years, 8 months.
The funeral will take place from her late residence, 112 Chatham street on Monday, 19th inst., at 2 o'clock p.m Friends and acquaintances please attend.
Boston and Maine papers please copy.
April 16 u 92

In this city, at the age of 26, Alphonse Varin, son of J. B. Varin, Esq., of Laprairie. The body will leave his brother's residence, No. 16 Versailles street, on Saturday, 17th inst., at 5 p.m., precisely, to be conveyed to the Bonaventure Station.
The funeral service will take place at Laprairie on Tuesday morning, the 20th inst. Relatives and acquaintances are invited without further notice.


## Amusements.

### ACADEMY OF MUSIC.

MONDAY, APRIL 19th.
Positively Farewell. Grand Complimentary Benefit tendered to the Great Tragedian
**Daniel E. Bandmann,**
TRAGEDY AND COMEDY.
On this occasion will be presented two great plays,
**STRANGER**
AND
**DON CÆSAR DE BAZAN.**
Seats can be secured at DeZouche & Co's.
Mr. Phil Simmonds begs to inform the public of Montreal that the rumour which certain persons have spread that Mr. and Mrs. Bandmann will only give a reading, and will not be supported by their Company, is maliciously false.
Mr. and Mrs. Bandmann will be supported by the full strength of the Company who appeared Friday, April 16th, before H. R. H. the Princess Louise.
April 12 mwf 87

### ACADEMY OF MUSIC

FOUR NIGHTS AND SATURDAY MATINEE,
**Commencing Wednesday April 21st.**
MR. & MRS.
**W. J. FLORENCE**
In their Original Creation of
HON. BARDWELL SLOTE
AND
MRS. GEN'L GILFLORY
In their B. E. Woolf's Great Play,
**THE MIGHTY DOLLAR**
Supported by their New York Company.
Box Plan now open at DeZouche's,
April 17 92

### THEATRE ROYAL

During the Week, commencing Monday, April 19, and Wednesday and Saturday Matinees.
The largest Company of the smallest Children in the World.
The Baldwin BABY OPERA COMPANY
**50—MIDGET—50**
In H. M. S. PINAFORE.
Prices of Admission, 50, 35 and 25 cts. Seats at Prince's Music Store, next door the Ottawa Hotel.
April 17 92

### NORDHEIMER'S HALL

**Great Hit! Great Hit!**
Immense success of the Great and Only
**HERRMANN,**
THE KING OF WIZARDS,
**The Elfin Lorellas,**
Parisian Grotesques and Comiques, and
**Val Vose,**
The Greatest of all Ventriloquists.
TO-NIGHT! TO-NIGHT!
First appearance in Montreal of the beautiful Artiste,
**Mlle. Addie,**
See the MARVELLOUS DECAPITATION! Diablerie, Illusion, Music, Dancing. Admission—75c, 50c and 25c. Reserved Seats for sale at DeZouche's.
April 19 93

### MECHANICS' HALL.

MONDAY, 19th APRIL, at 8 P.M.
**Gustave Satter,**
The Illustrious Pianist-Composer.
THE AUDIENCE WILL DECIDE UPON THE PIECES TO BE PERFORMED.
Admission, 50 cts. Reserved Seats can be procured, without extra charge, at Prince's Music Store, 242 St. James street, from Friday, and at Lavigne's, 237 Notre Dame street.
The Weber Piano will be used on this occasion.
April 15 90

### ART ASSOCIATION.

**The Gallery, Phillips Square**
A SPECIAL EXHIBITION OF
**PAINTINGS,**
BY CANADIAN ARTISTS,
Including the DIPLOMA PICTURES by CANADIAN ACADEMICIANS, is now open to the public from 11 a.m. to 5 p.m.
Admission to non-members, 25c.
April 16 91

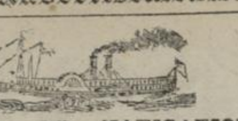
## New Advertisements

### WANTED

A Young Man, with Capital, as Partner in a prosperous Manufacturing Business in this city. Enquire personally, between the hours of 6 and 7 p.m., to A. S., Richelieu Hotel.
April 19 m 93

WANTED—For the Wholesale Dry Goods, a thoroughly practical man as Salesman and occasional Traveller; must be well acquainted with the large Woollen buyers and jobbers, as well as the Merchant Tailoring Trade West of Montreal. Liberal salary will be given to first-class man. Address P. O. Box 637, Montreal.
April 13 r 88

## New Advertisements.



### OPENING OF NAVIGATION.

### BEAUHARNOIS LINE.

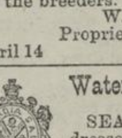
The Steamer "PORTNEUF" will leave Lachine on
**FRIDAY AFTERNOON, THE 16TH,**
on the arrival of the five p. m. train from Montreal, for
CHAUTEAUGUAY AND BEAUHARNOIS.
April 16 m 91

### Grand's Repository,

ADELAIDE STREET, TORONTO.



**Great Spring Sale of 300 Horses!**
Suitable for all purposes,
**Commencing Tuesday, 27th April,**
AT THREE P. M.,
And continuing throughout the week.
THE FIRST DAY'S SALE will be confined to
**50 First-class Matched Pairs,**
**Single Drivers and Saddle Horses,**
sired by such noted stallions as "War Cry," "Jack the Barber," "Vespucius," "King Tom," "Extra," "Highland Boy," "Harper" "Reveller," &c., &c., and are well worthy the notice of intending purchasers, being all young, sound, and direct from the breeders.
W. & D. GRAND,
Proprietors and Auctioneers.
April 14 wfm 89



### Water Works Department.

SEALED TENDERS addressed to the undersigned, will be received at the City Clerk's Office, City Hall, until NOON, on SATURDAY, the FIRST OF MAY next, for the general supplies of the Department for the year, viz: Bricks, Lime, Cement, Timber, Lubricating Oil, and other Oils, Tallow, Lamps, Hardware, &c., &c., in accordance with Schedule specifications to be had at the office of the undersigned, and samples to be furnished by persons tendering.
The Water Committee does not bind itself to accept the lowest or any of the Tenders. By order.
LOUIS LESAGE, Supt. of W.W,
City Hall,
Montreal, April 16th, 1880. m 92

### JACKSON RAE,

OFFICE:
**Royal Insurance Chambers.**
NOTRE DAME STREET.
GENERAL FINANCIAL, INVESTMENT AND COMMISSION AGENT. MUNICIPAL OR OTHER BONDS AND STOCKS BOUGHT AND SOLD. LOANS ON MORTGAGES OR OTHER SECURITIES EFFECTED. ADVANCES ON STOCKS, MERCHANDIZE OR COMMERCIAL PAPER NEGOTIATED.
April 12 87

### COMPAGNIE DE PRET ET CREDIT FONCIERS,

No. 8 COTE ST. LAMBERT

**DIVIDEND No. 32.**

NOTICE IS HEREBY GIVEN that a Semi-Annual Dividend of
**TWO PER CENT.**
(2 per cent.) upon the permanent shares of this Company has been declared, and will be payable on and after the
**FIRST OF APRIL NEXT.**
The Transfer Book will be closed between the 25th and 31st March, both days inclusive.
By order,
G. N. FAUTEUX,
Cashier.
March 22 b m 69

### INSOLVENT ACT OF 1875

AND AMENDING ACTS.

In the matter of
ROBERT ALEXANDER, of the City of Montreal, Roofer,
An Insolvent.
The undersigned Assignee will sell, by public auction, at the time and place mentioned below, the following valuable Property belonging to the estate of the said Insolvent:—
A lot of land situated in the City of Montreal, in the Saint Antoine Ward thereof, being lot number one thousand and eleven (1011) of the official plan and book of reference of the said ward, made for the purpose of registration, and deposited according to law in the office of the registration division of Montreal; bounded the said lot in front to the south-east by Saint Antoine street, in rear by John Curran, on one side to the north-east by Dr. Desjardins, and on the other side by the widow Masson or representatives, with an old wooden house and other buildings thereon erected, containing forty-three feet two inches in its front line, and forty-one feet six inches in its rear line, by a depth of two hundred and twenty-one feet in its north-east side line and two hundred and twenty feet in its south-west side line, the whole English measure, and more or less.
To be sold within the office of the Assignee, No. 115 St. Francois Xavier street, in the said City of Montreal, on TUESDAY, the TWENTIETH day of APRIL, 1880, at TWELVE o'clock noon.
JOHN FAIR,
Assignee.
Montreal, 5th April, 1880 e 91

### HOE PRESS

**For Sale at a Bargain**
A DRUM-CYLINDER HOE PRESS, in working order, 29 x 40 inside bearers. Sold only to make room for a larger machine.
Apply at "HERALD" Office.
April 6 DW 82

### ACKERMAN-LAURANCE.

### SPARKLING SAUMUR WINE

Dr. Druitt, of London, who is recognized as the first authority in Britain on Wines, concludes an article to the *Medical Times* and *Gazette*, on the above brand, as follows:—
"If a man who desires a Sparkling "Wine, whether for merriment or health, "can afford one of the Grand brands of "Champagne, he may please himself. "He gets, or *believes* he gets, value for "his money. But for the middle classes "who cannot afford this, and yet who "want Sparkling Wine, it surely is foolish to pay for a second rate Champagne, "when a Wine that is better may be had "for less money."
The *Pall Mall Gazette*, in a report of the Wines of the Loire, speaks of Ackerman's vast establishment as follows:—"Here *Ackerman, Laurance & Co.*, the extent of whose business ranks "them second among the Sparkling Wine "Manufacturers of the world, store something like *10,000 Casks and several Million Bottles of Wine*."
As Dr. Druitt remarks, "*It surely is foolish*," to pay the exorbitant price Champagne now costs, when *Ackerman-Laurances'* brand, which is as pure and wholesome, and less fortified, can be had for half the money. Consumers have only to try this brand to be convinced of the correctness of Dr. Druitt's decision in the matter.
April 17 ws 102

### PUBLIC NOTICE

IS HEREBY GIVEN that application will be made to the Quebec Legislature, at its next session, for an act to amend the Acts incorporating, the Montreal City Passenger Railway Company, to extend its Charter, to empower it to issue bonds, to increase its Capital Stock, to make any agreement which may be deemed advisable with the City of Montreal and other Municipalities, and for other purposes.
E. LUSHER,
Secretary Treasurer,
Montreal City Passenger Railway Co.
Montreal, March 29, 1880 de trs 76

### MUNRO & MAXWELL,

Barristers and Attorneys-at-Law.
OFFICES:
L'ORIGNAL and ALEXANDRIA, Ont.
J. MAXWELL, L'Orignal, Ont. M. MUNRO, Alexandria, Ont.
December 27 ws 30

## New Advertisements.

### SPRING ANNOUNCEMENT.

We, the subscribers, beg leave to tender thanks to our numerous patrons and the general public for the liberal patronage extended to us in the past, and to inform the citizens of Montreal and the people of Canada generally, that we are still to be found ready to supply all demands for goods in the Furniture line. Our stock for the spring now commencing is most complete, and more extensive, both as regards amount and variety, than for the past thirty-two years. We would also beg to draw special attention to the fact that our advantages in making our purchases for CASH during the dull season, together with our experience in selecting these special lines of goods suitable for our customers, place us beyond being affected by any false statements or empty blowing so much made use of by certain parties in the city papers. We do business on square principles, and can always carry out what we advertise to do. Our goods are our own, and we say so, and rely on our name and reputation, together with our advantages above mentioned, for our share of the Furniture trade, which we are bound to have without leading the people astray by false assertions such as is being done for some weeks past by some houses in the city. A visit to our establishment for the purpose of getting prices will satisfy all that "the oldest Furniture house in the city" is still to the fore with novelties and styles, while our prices are in accordance with our motto, "quick sales and light profits."

**PARLOR SUITES**
IN BLACK WALNUT, PLAIN and GILT,
**From $40 to $200.**
IN EBONY AND GILT,
**From $60 to $300.**
Covered in all kinds of fashionable and serviceable goods.
**Common Suites at $30**

**BED-ROOM SUITES.**
Our stock in this line could not be described, but must be seen in order to have any idea of its extent or variety.
THE PRICES RANGE FROM
**$20 to $300.**

**BOOK CASES AND SECRETARIES**
In great variety, ranging in price, from
**$7.50 to $150.**

**SIDEBOARDS**
IN BASSWOOD, ASH AND WALNUT, PLAIN WALNUT, etc., in QUEEN ANNE and EASTLAKE STYLES,
**Ranging from $6 to $150**

WALNUT LIBRARY TABLES,
EBONY LIBRARY TABLES,
MARBLE-TOP PARLOR TABLES,
WALNUT CARD TABLES,
WALNUT DINING TABLES,
ASH DINING TABLES,
BUTTERNUT TABLES,
PLAIN and FANCY WORK TABLES,
MARBLE-TOP BED-ROOM TABLES,
FALL-LEAF DINING TABLES,
BASSWOOD DINING TABLES,
DAMASK COUCHES,
CRETONNE COUCHES,
REP COUCHES,
HAIR CLOTH COUCHES,
LEATHER COUCHES,
BED COUCHES,
PIER GLASSES,
TOILET GLASSES,
HANGING GLASSES,
BRACKET MIRRORS,
MANTLE MIRRORS,
BAR MIRRORS.

Our stock of Bedsteads of every description is very extensive, and the prices range from $1.50 up to $45.

**CHAIRS FOR HIRE.**
One Thousand Chairs for renting always on hand, at the rate of $5 per hundred, delivered.
Our stock of Chairs is, as usual, large and well assorted.
A call of inspection is respectfully solicited, when every attention will be shown.
A liberal discount to wholesale customers.

**OWEN McGARVEY & SON,**
7, 9 AND 11 ST. JOSEPH STREET.
April 14 89

### Canada Life Assurance Co,

DIVISION OF PROFITS 1880.
The profits of the 5 years ending 30th April next will be computed and distributed this year.
ASSURERS JOINING NOW will share in the profits about to be declared.
A. G. RAMSAY, Managing Director. R. HILLS, Secretary.
Supt. of Agencies, J. W. MARLING.
Secretary for Prov. of Quebec—R. POWNALL.
Inspector of Agencies Prov. of Que.,
P LAFERRIERE.
Special City Agent.—JAMES AKIN.
April 10 dddr 86

### NOTICE

TO ALL WHOM IT MAY CONCERN. So soon as my Estate is handed back to me, and the monies collected by the Assignees belonging to my estate, I will pay or secure to the satisfaction of the parties interested, every dollar of an honest or legal claim against me, now due.
THOS. F. O'BRIEN.
Montreal, March 1st, 1880. 52

### TO LET.

That large and beautiful Cut-Stone Store, very centrally situated on the corner of McGill and St. Joseph streets, presently occupied by Alex. Walker, Esq. Splendid situation for a wholesale business. Rent moderate. Possession 1st of May. Apply to ESTATE WILSON, No. 11 Place d'Armes Hill.
April 10 86

TO LET—Those commodious and substantial Warehouses, 28 St. Francois Xavier street, for many years occupied by Ferrier & Co., Hardware Merchants; large, well-lighted Offices, Sample Room, &c.; frost-proof Cellar, Customs Bond, two Hoists, front and rear entrances, the whole in good repair. Apply on the premises to WM. JOHNSON. 30A 91

### TO LET,

The extensive Buildings [with or without Steam Power] now occupied by THE EVENING STAR, and adjacent to the St. Lawrence Hall, on Craig street. It cannot be surpassed for convenience and location.
The Buildings are situated on Craig, St. George and Fortification streets, and is suitable for Printing Office or Manufactory. On St. George and Fortification streets, it is 90 feet long, by 50 feet wide, is TWO story high, and has excellent light. And on Craig and St. George streets, it is 26 ft. on the former, by 60 ft. on the latter, and is FOUR story high. The Buildings will be leased separately or jointly. Possession will be given on the first May.
For further information, apply to
HENRY HOGAN,
St. Lawrence Hall.
April 9 85

### HOUSES TO LET.

RENT LOW.
No. 315 Lagauchetiere Street.
No. 58 Drummond Street.
Apply L. A. BOYER,
88 Common St.
April 2 de 79

### TO LET ON LEASE,

The extensive Warehouses and Premises fronting on the Canal Basin, long occupied by Messrs. Buchanan, Leckie & Co, and now by Mr. Jas. Williamson, Warehouseman. The property comprises two large stores, roomy sheds, an extensive yard and offices. Apply to
GILLESPIE, MOFFATT & CO.,
12 St. Sacrament street.
February 28 50

### TO LET 1st MAY,

That desirable Shop, No. 247 St. James street, two doors from Morgan's, with extension in rear Alterations made to suit tenants.
Apply DR. FISHER,
29 956 Sherbrooke street,

### TO LET,

One large Room in the front part of the HERALD Building, and another well suited for light manufacturing, in rear. Steam power if necessary. Apply at the Office 155 St. James Street

### TO LET,

The Whole of the First Flat in the HERALD Building. Very suitable for Law Chamber heated by steam. Apply on the premises

## New Advertisements.

### GENTLEMEN,

S. CARSLEY sells English Regatta Shirts, with two collars, newest styles, at $1.10.

**Gentlemen,**
S. CARSLEY sells very best French Printed Regatta Shirts, with two collars, at $1 38.

**Gentlemen,**
S. CARSLEY keeps the largest variety of White and Colored Shirts in the city.

**Gentlemen,**
The reason why S. Carsley can sell White and Regatta Shirts and Collars so much cheaper than other stores is because he buys direct from the maker in Europe, and makes the goods in his own Shirt Factory, thus saving three or four profits for his customers.

**Gentlemen,**
S. CARSLEY states, without fear of successful contradiction, that he keeps decidedly the best assortment of Gentlemen's first-class Furnishing goods in the Dominion.

**Gentlemen,**
If you require Silk Underclothing or Silk Socks, CARSLEY'S is the store.

**Gentlemen,**
If you require Gauze or Summer Merino Underclothing, or Socks, CARSLEY'S is the store.

**Gentlemen,**
If you require Cotton or Balbriggan Underclothing, or Socks, CARSLEY'S is the store.

**Gentlemen,**
If you require Handkerchiefs, Ties, Braces, or any other article in Furnishing Goods, CARSLEY'S is the store.

**Gentlemen,**
If you require Umbrellas, Rubber Coats, or Waterproof Tweed Coats, CARSLEY'S is the store.

**S CARSLEY,**
393, 395, 397 & 399 Notre Dame St.

### HAVANA CIGARS

El DANUBIC REINA VICTORIAS,
ACACIA REINA VICTORIAS,
LOPEZ & GARCIA
REINA VICTORIAS,
Villa Villars
REINA VICTORIAS;
GOLDEN EAGLE
REINA VICTORIAS
AT
**PHILIP HENRY,**
134 St. James street,
—AND—
308 Notre Dame street.
April 15 90

### THE LIME JUICE CORDIAL

PREPARED BY
**MESSRS. BERNARD & CO,**
Leith Distillery, Scotland,
is made from the finest West India Limes, is WARRANTED FREE FROM SPIRIT, WILL KEEP SOUND for ANY LENGTH OF TIME, and is, very pleasant, wholesome and refreshing. Messrs. BERNARD & CO. make a specialty of the manufacture of Lime Juice Cordial, the quality thus being very superior and thoroughly pure.
April 10 86

### VALUABLE TRUTHS.

If you are suffering from poor health, or languishing on a bed of sickness, take cheer, for
**Hop Bitters** will Cure You.
If you are a minister, and have overtaxed yourself with your pastoral duties; or a mother, worn out with care and work, or if you are simply ailing; if you feel weak and dispirited, without clearly knowing why,
**Hop Bitters will** Restore You.
If you are a man of business, weakened by the strain of your everyday duties; or a man of letters, toiling over your midnight work,
**Hop Bitters will** Strengthen You.
If you are young, and suffering from any indiscretion, or are growing too fast, as is often the case,
**Hop Bitters will** Relieve You.
If you are in the workshop, on the farm, at the desk, anywhere, and feel that your system needs cleansing, toning or stimulating without intoxicating,
**Hop Bitters is** What You Need.
If you are old, and your pulse is feeble, your nerves unsteady, and your faculties waning,
**Hop Bitters will give you New Life and Vigor.**
HOP COUGH CURE is the sweetest, safest and best. Ask Children.
One HOP PAD for Stomach, Liver and Kidneys is superior to all others. Cures by absorption. It is perfect.
D. I. C. is an absolute and irresistible cure for drunkenness, use of opium, tobacco and narcotics.
Above sold by druggists. Hop Bitters Mfg. Co. Rochester, N. Y.
April 17 1m 93

### DAWES & CO.

**Brewers and Maltsters**
INDIA PALE AND XX MILD ALE.
EXTRA AND XXX STOUT PORTER
(IN WOOD AND BOTTLE.)
Families Supplied.
LACHINE LAGER now ready.
**Office, 215 St. James St.,**
MONTREAL.

### NEW BOOKS.

Masterpieces of English Literature, for systematic literary study, by William Swinton—$2.
The History of the Administration of John De Witt, Grand Pensionary of Holland, by James Geddes—$2.50.
Fifteen Sermons by the late Bishop Whittingham—$1.50.
The Theory of Thought, a Treatise on Deductive Logic—$2.50.
Recollections and Opinions of an Old Pioneer, by Peter Barnett, First Governor of California—$1.75.
Insects Abroad, a comparison to Insects at Home, by Rev T. G. Wood—$4.
Valkolla—the Myths of Norseland, by J. C. Jones—$1.
Vignettes in Ryme, and the other Verses, by Austin Dobson—$2.
The Field Engineer, a Handy Book of Practice, by W. F. Shank—$2.50.
Sophocles, by Denis Campbell, "Green's Classical" Writers—60c.
Captain Fracasse, translated from Theophile Gauthier—$1.
Democracy, an American Novel—$1.
Track's Realities of Irish Life—$1.
Alaska and the Missions on the North Pacific Coast, by Rev. Sheldon Jackson.
FOR SALE BY
**DAWSON BROTHERS.,**
St. James street.
April 16 91

### INSOLVENT ACT OF 1875

AND AMENDING ACTS.
In the matter of
The MECHANICS' BANK, a body corporate and politic, duly incorporated, and having its head office in the City of Montreal,
Insolvent.
A Dividend Sheet has been prepared, open to objection until the FOURTH day of MAY next, after which dividends will be paid.
JAMES COURT,
Assignee.
Montreal, 16th April, 1880. u 92

### SPLENDID COLLECTION

of Furniture now on sale, cheap, at Shaw Furniture Warehouse, 726 Craig street Queen Anne and Eastlake Dining Chairs in leather, fine Sideboards, Parlor and Bed room Suits, Library Furniture, &c. all of the best material and workmanship. Several Pianos for rent and for sale

### HOPE FOR THE DEAF

*Garmore's Artificial Ear Drums*
PERFECTLY RESTORE THE HEARING and perform the work of the Natural Drum. Always in position, but invisible to others. All Conversation and even whispers heard distinctly. We refer to those using them. Send for descriptive circular.
GARMORE EAR DRUM CO., CINCINNATI, O.
March 25 1m DW 72

### McMAHON, GIBBONS & McNAB,

Barristers, Attorneys, Solicitors, &c.
LONDON, ONT.
HUGH MACMAHON, Q.C. GEO. C. GIBBONS
GEO. M'NAB.
April 10 86

# TELEGRAPHIC DESPATCHES.

## QUEBEC

NEW OFFICE CREATED BY GOVERNMENT.

ACCIDENT.

NORTH SHORE RAILWAY.

QUEBEC, April 17.—Mr. Theophile Oliver, who was recently appointed Assistant English Translator, has been named Assistant Law Clerk, which is a new office.

All the hands on the Levis Ferry Company steamers yesterday struck work for an advance of wages.

There is stated to be something wrong with one or more of the North Shore Railway employes. The exact nature of the mystery has not yet leaked out, but investigations are being made.

A clerk in the Treasury Department took an involuntary bath in the River St. Lawrence yesterday by accidentally falling in while going on board a small boat. He was fortunately rescued, but in an exhausted state.

The Grand Trunk Railway has commenced a new wharf below the present depot wharf at Levis. The new structure is to have a frontage of 680 feet, and $24,000 worth of timber has already been bought for its construction.

It is now said that the Harbour Commissioners do not intend to lease Point Acary Wharf, but will appoint Mr. H. N. Jones to manage it.

The Secretary of L'Union Canadienne or French Canadian Ship Laborers Society, in opposition to the Irish Society, says that 622 members have already obtained their tickets.

Fogarty & Bros., of Montreal, are suing Fortin, Contant & Co., shoe manufacturers of this city, for $12,500 damages for alleged violation of their patent for the Gordian Seam. The defendants deny the plaintiffs allegations, and are taking out a counter action.

The Lord Bishop of Quebec is expected to sail from Liverpool for Quebec on the 29th instant.

## OTTAWA

REGULATING THE PURCHASE OF PAMPHLETS.

NUMISMATIC PURCHASE.

OTTAWA, April 17.—The *Canada Gazette*, to-day, contains nothing beyond the following Order-in-Council:—Copy of a report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General-in-Council, on the 16th April, 1880. The Committee of Council have had under consideration the subject of advertising in pamphlets and the question of the subscription by the Departments, and they recommend: 1st. That no advertisements be authorized in connection with the publication of any pamphlet or book whatever, save that where any Department of the Government causes to be published a pamphlet or book, the head of such Department may cause to be inserted therein such advertisements connected with his own Department as he thinks expedient in the public service. 2nd. That, as regards subscription to books the Department be allowed to subscribe for or purchase any book whatever, unless such book be deemed by the head of the Department one which will be useful for reference in the administration of the Department, and not more than four copies shall be taken. The Committee further recommend that the foregoing minute be published in the *Canada Gazette* for the information of the public.

The report of the Library Committee recommends the purchase of the Hart collection of medals and coins. The collection having been examined was found to consist of several hundred medals and coins in an almost uncirculated state of preservation in gold, silver, bronze and copper, which are said to have been obtained largely from the disposal of miscellaneous collections in foreign countries. All the most important events in the history of the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland are represented by a medal or coin from the earliest days to the present. Among the more notable of the series under Louis XIV. and Louis XV. of France, are medals commemorative of:—1st. The appointment of the Duke Dampville as Viceroy of Nouvelle France in 1644. 2nd. A series referring to the battles by which the country was confirmed to the Government of France. 3rd. The defeat of Sir William Phipp's expedition against Quebec in 1690. 4th. The foundation of Fort Louisburg (Cape Breton) in 1720. 5th. The several sieges the fort sustained. 6th. The first victories of the French in the seven years war and medallions having special reference to the commercial value of the country to France. Under the British Government are a series specially devoted to events in the conquest of Canada in 1755-1763; such as the capture of Fort Louisbourg by Admiral Boscawen, the capture of Quebec, the surrender of Montreal and the conquest of Canada completed; also others, giving full particulars of every battle fought and the death, with portrait, of General Wolfe. The series having special reference to and being struck by the British Government to commemorate the repulsion of the American invasion of Canada in 1775-76, as well as the different events of the war of 1812-15, are most important.

It is also recommended that the Library clerks should have the benefit of the Civil Service Act of 1868.

It is said that the Conservative members of the Printing Committee are endeavouring to delay proceedings so as to prevent the Committee from making a report on the printing scandal matter this session.

## TORONTO

HON. MR. BROWN'S CONDITION DANGEROUS.

STEALING THE SANCTUARY SPOONS.

FUNERAL OF A PARISH PRIEST.

TORONTO, April 18.—Hon. George Brown's condition is much worse to-night. He has been delirious at times for four days, and his medical advisers do not speak hopefully of his recovery.

Hanlan's training has been much interfered with by the changeable weather. He has had only one good day in two weeks. It is probable he will go to the Humber river until the bay becomes quieter. He is looking well, and reports himself in fine health.

On Saturday night Bond Street Congregational Church was entered by thieves, who carried away 150 silver plated spoons which were kept in the church to be used at socials. No trace of the missing articles has been got.

The remains of Rev. Father Jeremiah Ryan, parish priest of Oakville, who died at that place on Thursday, were interred at the St. Michael's Cemetery here on Saturday. The deceased, who was 72 years of age, was born in Ireland and educated in France, where he was ordained priest 38 years ago. He officiated at Oakville 17 years. The funeral was attended by priests from different parts of the Province.

## HALIFAX

SUCCESSFUL GOLD MINING.

SEALING OFF THE SHORE OF NEWFOUNDLAND.

IMMENSE HAULS.

INTERCOLONIAL RAILWAY BUSINESS.

ESCAPE OF A CONVICT.

HALIFAX, N.S., April 17.—A bar of gold was brought to town this afternoon, mined from a recently discovered lead at Moose River gold mines. It weighs 34 ounces, 11 pennyweights, and 58 grains, is valued at $650, and represents a hundred and thirty-six days' labour of five men from 20 tons of quartz.

Captain Bevan, of the 97th Regiment, was married to Miss Mary Macaulay, daughter of Rev. Geo. W. Hall, rector of St. Paul's Church, this morning.

A Newfoundland correspondent says the Joint Committee of the Legislature have decided that the Terra Nova Railway shall be built. Starting from the Capital it will run towards the peninsula dividing Placentia and Trinity Bays, connecting *en route* by branch lines the important settlements of Brigus, Harbour Grace, and Carbonear. The peninsula districts of Trinity and Bonavista to the north, and that of Placentia to the south, will in due time be tapped, thence on to the fertile French shore. The railway touches the heads of the Bays as it passes.

At the present writing large numbers of seals are being taken all along the northern coast, even up to St. Johns. 600 were brought in here yesterday, and 800 to-day. The seals are in abundance all along the coast, from St. Johns north. Our "starving" people are taking (men, women, and grown children) from five to fifty seals a-day, worth, at the lowest, $1.50 each. The north-east winds have driven the seals in on shore, and, as a consequence, our sealing steamers, which always keep outside, are likely to miss them. The steamers' prospects look bad; but for the shore people they are most favourable, and one seal caught by a man from shore is better than three brought by steamer. The seals have actually been taken in our narrows, and while I write there are hundreds of men outside our harbour killing and bringing them in. In the flurry there is some loss of life, but this does not affect the general desire to stay and kill. A young man named Enoch Shearing, of Canwall, had secured a tow of seals and was returning towards shore when he fell through the ice and was drowned. Job Shields, one of a punt's crew, when coming in with his load of seals, also went down.

April 18.—The freight business on the Intercolonial Railway the past week consisted of 659 car-loads inwards and 353 car-loads outwards.

A prisoner at Pemtenhat, named John Crawford, under sentence for larceny escaped from that institution early yesterday morning, and has not so far been re captured. A reward of $40 has been offered for his apprehension.

## WINNIPEG

THE MENNONITES OPPOSE THE MUNCIPALITIES ACT AND THREATEN TO LEAVE

WINNIPEG, Man., April 17.—Hon. Mr. Norquay returned from Ottawa last night.

April 25th has been fixed for the opening of navigation here.

A private letter received here, dated Battleford, March 22nd, reports that the Indians are quiet. The spring is opening. It is reported that the Mennonites are opposed to the Municipalities Act, because it is opposed to their economy, and they threaten to leave the country if the Government impose on them.

Mr. Tomlinson, of the Marine and Fisheries Department, has returned from completing the construction of the iron bridge at Rat River, and left for Ottawa. This is the first iron bridge built in the North-West.

The 75-hour walking match was concluded at 11 o'clock last night. McKeowan, with nearly 255 miles to his credit, takes the belt and $62.50 gate money; Hornsby, with 245 miles, takes $37.50; and Indian Jack, with 233 miles, takes $25. Scarlett left the track with 108 miles. Boucher the other Indian stood out making 213 miles; his pluck was rewarded by a subscription on the spot of $35. The gate money receipts amounted to $500. The men are suffering terribly from fatigue.

# Saturday Despatches

## GREAT BRITAIN

TREMENDOUS GALE.

WRECKS IN ST. GEORGE'S CHANNEL.

BEACONSFIELD TO DEMAND A TEST VOTE.

COAL AND IRON MINER'S STRIKE.

LORD QUEENSBURY DEFEATED BECAUSE OF HIS INFIDEL OPINIONS.

LONDON, April 17.—At the suggestion of the Home Rulers of Limerick City, a national representative conference is to be summoned to define the policy of the Irish parliamentary party in accordance with the feelings of all sections of the National and Home Rule party.

The *Daily News'* financial article says there are reports of an impending strike in the coal and iron districts of Lanarkshire, Scotland. The iron trade is tending to relapse into dullness after the recent activity the demand for increased wages is expected to result in an organized closing of iron furnaces and coal pits.

It is reported Lord Beaconsfield has decided to meet Parliament and challenge a vote on his policy.

It is the general opinion that the missing training ship "Atalanta" has foundered.

The defeat of the Marquis of Queensbury at the election of a representative Scotch Peer to represent the Scottish Lords in the new Parliament was due to the letter which he published some time ago, recanting his faith in the Christian religion.

The weather last night blew a gale which swept St. George's Channel, raising a tremendous sea on the Irish coast. The steamer "Cavan," quitting Dublin Bay, encountered a terrific sea. The passage across the Channel was a matter of great anxiety. Several shipping disasters are reported at Liverpool this morning. Yesterday a storm of an unusual character for this time of year visited the Isle of Thanet in Kent. At 3 o'clock in the afternoon there were heavy thunder, vivid flashes of lightning, torrents of rain and hail. At Ramsgate and Margate there fell a perfect deluge last night, and this morning a severe north-east gale prevailed over the north of Scotland. Rain fell incessantly on the low grounds and sleet and snow on the highlands. The temperature became bitterly cold along the coast, and the sea was unusually boisterous. Several vessels put into the Firths of Forth and of Tay for shelter. At Shetland and Orkney the weather was exceptionally severe.

BRUSSELS, April 17.—Queen Victoria left yesterday afternoon for Flushing.

## FRANCE

JESUIT MOVEMENTS.

PROTESTS AGAINST THE DECREES OF MARCH.

SLOSSON AND VIGNAUX, THE BILLIARDISTS.

INTERNATIONAL LITERARY ASSOCIATION.

PRESIDENT GREVEY BUYS A MANSION.

PARIS, April 17.—The *Herald's* Cairo correspondent telegraphs to-day:—The Jesuits have offered 4,000,000 francs for the buildings and land in Cario reserved by Ismail Pacha for a military academy, but have also been bargaining for the palace occupied by the late Mustapha Pasha at Alexandria. The Marquis of Bute is here and is in daily conference with the Jesuits.

Vignaux, who defeated Slosson in the recent International Billiard Match, was handed 10,000 francs by Signor Cernuschi as the proceeds of a bet on the game which the Signor made with Slosson's agent. Slosson demands a return match with Vignaux, same table, same stake as last match.

Individual protestation of the French Bishops against the decrees of 31st March succeed each other very rapidly. Members of the Episcopacy one and all declare that the religious congregations are the church itself, and that to disperse religious society is to attack the very existence of the church.

PARIS, April 17.—*L'Evenement* states that the King of the Belgians has sent in his resignation to the International Literary Association, declining to sit at the same table with Victor Hugo.

President Grevy has just bought a magnificent hotel and garden on the Boulevard Malesherbes, at a cost of $320 000.

*La Lanterne* publishes a telegram that poison was recently discovered in a dish on the Czar's dinner table; no credence is given to the story.

## TURKEY

NO PAY, NO WORK.

CONSTANTINOPLE. April 17.—The Turkish Minister of War has dismissed Col. Cooke, an Englishman, from the Gendarmerie, for refusing to proceed to Ezrum. He refused because he had no money, his salary not having been paid for three months. The British Ambassador has remonstrated against the dismissal.

## GERMANY

AN INTERNATIONAL BILLINGSGATE

THE PAPERMAKERS' PETITION.

LONDON, April 17.—A Berlin despatch says the great International Fishing Exhibition opens here next week. The principal interest will probably be centred in the American and Scandinavian sections.

BERLIN, April 17.—The Budget Committee has pronounced that the petition of the papermakers for the imposition of a duty on rags exported from Germany to be unsuitable for discussion by the German Parliament.

## INDIA

JUNCTION OF TROOPS.

CABUL, April 17.—Four thousand troops, under command of General Ross, marched yesterday to join General Stewart. Mahommed Jan has fled to Ghuzni.

## SOUTH AFRICA

EUGENIE'S MOTHERLY DEVOTION.

CAPE TOWN, April 17.—The ex-Empress Eugenie and suite occupy Government House. They will proceed to Natal on Tuesday *en route* to the Zulu country.

# Midnight Despatches

## GREAT BRITAIN

GLADSTONE WILL ACCEPT THE LEAD.

RENAN NOT TO LECTURE IN WESTMINSTER ABBEY.

BEACONSFIELD SEES THE QUEEN

NORTHCOTE LEAVES HIS OFFICIAL RESIDENCE.

SHAW SAYS "NO SURRENDER."

NEW YORK, April 18.—The *Herald's* cable says Vigneaux refusing to play the same billiard match over again, Slosson has gone to negotiate a match with Cook, of London.

The *Tribune's* cable says Mr. Gladstone has decided to accept the Premiership if offered him. The subordinate places in the Ministry depend on the settlement of the Premiership. The Liberals are disposed to make reasonable concessions to the Irish party.

The report that Dean Stanley intended to invite M. Renan to lecture in the Chapter House at Westminster is a mistake.

Thomas Hughes contemplates a journey to America during the summer in connection with a Land Company in Tennessee in which he is largely interested.

LONDON, April 18.—Earl Beaconsfield was given an audience by the Queen to-day.

The Marquis of Salisbury did not go to Windsor.

Sir Stafford Northcote has already vacated his official residence.

William Shaw, member elect for Cork County, at a meeting of the Cork Farmers' Club, said he believed arrangements were being made for a meeting of the Parliamentary party at Dublin at an early date. He thought the Home Rulers should stand as determinedly against the Whig as against the Tory majority, if it did not yield to the Irish claims.

The *Times* says the public may be greatly surprised if Earl Beaconsfield should recommend that Lord Hartington be sent for.

It is understood John Bright desires to re-enter the Ministry, because he has work to perform with reference to the Irish land question.

## FRANCE

REPUBLICAN ELECT.

Ninard, Republican deputy, has been elected Senator for the department of Haute Vienne, in place of Depeyramont, Orleanist, deceased.

## GERMANY

ANTI-SOCIALIST LAWS.

BERLIN, April 18.—The Reichstag yesterday commenced the debate on the second reading of the Bill for the renewal of the anti-Socialist law, and rejected the amendments of the Socialist deputies for the abrogation of some of its clauses, also the amendments of Herr Windhorst, the Ultramontane leader, allowing appeals to the tribunal of the Empire against dissolutions and prohibitions of meetings, and exempting electoral meetings from the jurisdiction of the law.

## SPAIN

OTERO'S CONFESSION—COMPELLED BY A SECRET SOCIETY.

MADRID, April 18.—The *El Diario Espanol* publishes what purports to be a confession by Otero to the Grand Chamberlain. Otero says he does not wish to compromise anybody. He was deceived, led astray, and entered an unknown association, he was taken before a secret meeting of masked men at Taledo, who decided that he should kill Senor Canovas del Castillo. After receiving 130 francs and pistol he returned to Madrid. Soon after the order was revoked and he was ordered to kill the King. Otero declares that if he had not made the attempt he would have been assassinated. Two associates accompanied him to the gate of the Palace and remained near him.

## BURMAH.

THE MONSTER THEEBAW REPORTED DEAD.

CALCUTTA, April 17.—It is reported that King Theebaw has died of small-pox, and been succeeded by Thee Maloon, a prince hitherto imprisoned. The report is still unconfirmed. The correspondent thinks the reports of the massacres in Mandalay are true.

## ITALY

WHY HE WAS EXPELLED.

LONDON, April 18.—The expulsion from Trieste, by the Austrian authorities, of Signor Cavalotti, Republican member of the Itallian Chamber of Deputies, was because, during a discussion in the Chamber on the 18th ult., he expressed an opinion that Austria was threatening Italy, because on account of her internal necessities she had need of a war against Italy.

ROME, April 18.—In the Italian Chamber of Deputies to-day, Premier Caroli stated that Cavalotti's expulsion from Trieste was by order of the local police. The Central Government disavowed the proceedings, and had directed that the order of expulsion be revoked. Cavallotti left Trieste while despatches were being exchanged between the local and central authorities.

## CHINA

HONG KONG, March 23.—Apprehensions have been frequently expressed of the foreign element in Peking be sacrificed in some sudden outbreak, but there is no proof supporting such an idea. The question of the Chinese in America appears to be entirely swept aside by more important European complications. The rumours that if the Chinese were unjustly treated in San Francisco, the Peking authorities would seize American residents as hostages have now ceased. There is no probability of any violation of the American Treaty here, and other sensational stories are said to be ridiculous. The story that Ching How, ex-Minister to Russia, was prosecuted and sentenced to death because he married a Russian lady, is also denied.

## UNITED STATES

FATAL LAND SLIDE.

SAN FRANCISCO, April 18.—A Visalia despatch says a land slide at Mineral King yesterday crushed the boarding house of the Empire mine. One report says fifteen men are missing. Four are known to be killed. Other advices say all the men are alive, but a number were badly hurt.

CHICAGO, April 18.—Reports of disasters to lake shipping are reaching Chicago daily; three losses of life have been announced. One sailor was rescued in a frozen condition after living in the rigging twenty-nine hours in a gale.

BROOKLYN, April 18.—A new telephone with patent transmitter having been placed within a foot or two of where Beecher stood on Sunday, lines reached several cities where congregations assembled, who had the pleasure of listening to the sermon, and all the services in Plymouth Church.

## FIRE REPORT

DESTRUCTIVE FIRE.

Specially reported for the MONTREAL HERALD.

BARRIE, April 18.—About 3.30 this morning a fire was discovered in a store on Dunlop street, occupied by Graham Bros. Before the fire engine could get to work the interior of the building was one mass of flames, which, breaking out, ignited the wooden verandah and carried fire to the adjoining buildings. Before it was got under control one of the finest blocks of buildings in town was more or less damaged. Mr. J. H. Wastings and his family, who occupy the upper part of the adjoining building as a residence, had a very narrow escape from suffocation. Graham Bros. are the heaviest losers, being unable to save but very little of their stock. The loss on the stock is estimated at about $11,000, on which there is an insurance of $6,000 as follows:—$1,500 in the Western, $2,500 in the Scottish Commercial, and $2,000 in the British America. The building was owned by H. Bennett; loss about $3,000; insured in the London Insurance Corporation for $2,000. E. B. Crompton & Co., dry-goods merchants, are also heavy losers. Their loss on stock is estimated at between $8,000 and $10,000, on which there is an insurance of $8,000 as follows:—$4,000 in the Hartford, $2,000 in the Queen's. This firm own two buildings, occupied by themselves, and W. C. McLean, druggist, and J. Henderson, hardware merchant. The loss on these buildings is about $3,000; insured for $12,000 as follows:—$6,000 in the Western, $3,000 in the London Insurance Company, and $3,000 in the British America. J. W. Hastings, jeweller, has a loss on stock and furniture of about $3,000. No insurance. The building was owned by himself. Loss, about $1,500. Insured for $2,000 in the Royal. Thos. Sideworth, baker, loss on stock about $300. No insurance. The building was owned by himself, Loss about $350; no insurance. He also owns an occupied store adjoining; loss about $150. No insurance. W. C. McLean, druggist, damage by water about $150; covered by insurance. The origin of the fire is unknown.

## LEGAL INTELLIGENCE

COURT OF QUEEN'S BENCH.

CHIEF JUSTICE SIR A. A. DORION presiding

THE QUEEN VS. HAMILTON POWDER CO.

Mr. Carter, Q C., resumed his address to the jury in the case of the Hamilton Powder Company on Saturday morning upon the opening of the Court. He denied that 70,000 pounds of explosives had been stored in the magazine at Belœil, and ridiculed the idea that an explosion, in any case, would cause the wide-spread devastation predicted by some of the witnesses for the prosecution. He classed the evidence under three heads—that of the neighbours, the prosecution, and the opinions of learned professors who had been brought forward. The first two classes, he felt, had been fully disposed of. That of the skilled chemists consisted simply of theories of their own, which were borne out by the fact that they all differed in their opinions, as did also lawyers and juries, doctors and homœpathists. He contended that the defence had been proved satisfactorily by no less than five witnesses that dualine was safer than gunpowder and of far greater utility. He reviewed the evidence minutely, and concluded an eloquent appeal to the jury by expressing the confidence he felt in their rendering an impartial verdict.

Mr. MACRAE, Q C., for the Crown, claimed that the case was one of life and death to many people who might be passing on the line of railway when an explosion took place. The evidence of the American professors of chemistry to the effect that not the slightest danger of an explosion need be apprehended at Belœil, was of no moment. They spoke flippantly, as if dualine was a harmless liquid, while he contended the defence ignored the really pertinent evidence given by several distinguished Canadian professors. Among other things he exhibited to the jury the way-bills of the Hamilton Powder Company, showing that the dualine had been shipped to Stratford under the name of blasting powder.

Mr. W. H. KERR, Q.C, followed. After referring to the importance of the case he went on to say that all the witnesses on both sides had admitted the danger of the manufacture of the compound called dualine. They had been told that there was danger in the mixing, danger in the washing of the nitro-glycerine, while concussion of the compound was sure to cause an explosion. In regard to the scientific evidence, all the witnesses had admitted that nitro-glycerine and its compounds were highly explosive. The learned counsel then referred the Court to the statutes concerning the storage of gunpowder in magazines, showing that they must be constructed in a certain way and located at a distance of five miles from any city or town, and at least fifteen acres from any public thoroughfare.

His HONOUR then addressed the jury a some length. He reminded them that, after due consideration, they had nothing to consider, except the first and fifth counts in the indictment, viz., the manufacture and storage of the substance called dualine. He would express no opinion, but leave it to them to decide whether such a large quantity of explosive material was dangerous to the people living in the vicinity of the works.

The jury retired at 4 20 p. m., and after some hours of consultation, came into Court and stated that they could not agree, thereupon His Honour discharged them. It is understood that the jury were almost unanimous for acquittal, standing eleven for to one against.

INSOLVENT COURT.

In this Court, on Saturday morning, Mr. Justice Torrance rendered a very long and elaborate judgment in the Bell case. His Honour sustained the pretentions of Mr. Keller, holding that all the writs of attachment issued, under the late Insolvent Act on the first of April were worthless. No part of a day was known under our law, consequently the Act, though receiving the Royal sanction only at three o'clock in the afternoon, nevertheless took effect in the morning. The writ of attachment against Mr. Bell was therefore quashed with costs.

## WEATHER REPORT.

*Montreal, April 17.*

TEMPERATURE—In the shade by Standard Thermometer observed by Hearn, Harrison & Co., Opticians and Mathematical Instrument Makers, 242 & 244 Notre Dame Street:—

| 8 A.M. | 1 P.M. | 6 P.M. |
|---|---|---|
| 40° | 45° | 40° |
| MAX. | MIN. | MEAN. |
| 45° | 35° | 40° |

BY STANDARD BAROMETER.

| 8 A.M. | 1 P.M. | 6 P.M. |
|---|---|---|
| 30.00 | 30.03 | 30.15 |

WHAT Eminent Counsel will first win eternal fame by substituting for the plea outworn of emotional insanity that of 13-15 14 insanity?

ATTENTION is called to the sale this morning at eleven o'clock at Mr. Elwes' rooms, 79 St. James street, of that most desirable cut-stone house, No. 394 St. Antoine street, built expressly for the present proprietor, drainage and ventilation on the most approved plan—overlooking the beautiful grounds of H. Judah, Esq.


COAL OIL! COAL OIL!

We are prepared to sell, by Car Load, or in Lots to suit purchasers,
"VICTOR,"
"ATLANTIC,"
"FAMILY PEARL."
(All First-Class Brands.)
The quality of above Oils and the condition of all the barrels are guaranteed as first-class.
We will sell either at Oil Sheds or delivered in City, at LOWEST PRICES.
Prices and terms for Car-load Lots RIGHT.
MURRAY, BREMNER & CO.
February 18 41

Auction Sales.

BY C. F. ELWES.
THIS MORNING.
THAT DESIRABLE FIRST-CLASS CUT STONE FRONT HOUSE,
No. 394 ST. ANTOINE STREET.
Will be offered by the subscriber at his rooms, No. 79 St. James street, on MONDAY MORNING, April 19th. The house is fitted up with all modern improvements, heated by furnace, well ventilated, tile drained, built for and occupied by the proprietor.
Terms most liberal, and immediate possession.
Sale at ELEVEN o'clock.
C. F. ELWES, Auctioneer.
House on view daily between the hours of 2 and 5 p.m. 87

HOUSEHOLD FURNITURE, EXCEEDINGLY HANDSOME UPRIGHT PIANO, eight old Oil Paintings, &c., &c. On TUESDAY MORNING, April 20th, the subscriber is instructed by Arthur Gagnon, Esq., to sell at No. 80 St. Denis street, the whole of the Furniture and other effects, comprising in part—Drawing-Room Suite, Centre Tables, Whatnots, Fancy Chairs, Vases, Ornaments, Statuary, &c., Brussel and Tapestry Carpets, B. W. Ex. Dining Table, Chairs, Sideboard, China, Dinner, Tea and Dessert Services, Elegant Cut Glassware, Crystal Gasaliers, Fine E. P. Dish Covers, Candle-abras, Cruets, Cutlery, &c., Mahog. Bedroom Setts, Bookcase, Chairs, Couches, Oil Hair Mattresses, Child's Iron Cots, Oil Cloth, Cooking and Hall Stoves, Kitchen Utensils, &c., all in good order.
Sale at TEN o'clock.
89 C. F. ELWES, Auctioneer.
N.B.—On view day previous to sale.

HORSES, CARRIAGES, HARNESS, &C.
On Thursday Afternoon, April 22nd.
The Subscriber has received instructions from C. J. BRYDGES, Esq., to sell at his residence, 571 SHERBROOKE STREET, his entire stable establishment, comprising:—
Pair sound stylish Carriage Horses, 16 hands, perfect in single and double harness,
A handsome Cape Breton ch. Pony, 5 years, and well broken for children to ride or drive,
One English Barouche (imported),
One Brougham, built by Kitchot,
One four-wheel Dog-Cart,
2 sets Silver-plated Double Harness, by McLaren,
2 sets Silver-plated Single Harness, by McLaren,
1 Brown Leather Set Pony Harness, by Irwin,
2 Side Saddles and Bridles (imported),
1 Hunting Saddle and Bridle,
Lot Steel Bits, Pole Chains, Driving Whips, Water-proof Horse Covers, Summer and Winter Horse Clothing, about 30 feet Rubber Hose, Stable Tools, &c., &c., all in first-class order and on view day previous to sale.
Sale at Half-past TWO o'clock
C. F. ELWES,
b 93 Auctioneer.

BY A. B. STEWART.
SPRING AUCTION CARD
The undersigned having entered into the business of GENERAL AUCTIONEER AND COMMISSION MERCHANT, respectfully solicits a share of the Spring Trade.
Real Estate, Merchandise, Furniture, &c., at store or residence.
Consignments solicited.
All communications for the present may be addressed to the undersigned, Merchants' Exchange.
A. B. STEWART,
Auctioneer.
March 18 1m 66

Miscellaneous.

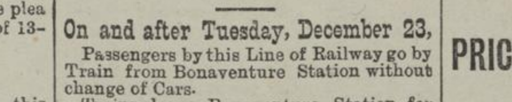
GIBB & CO.
Beg to call the attention of their friends and patrons to the newly imported
SPRING AND SUMMER GOODS,
—IN—
*TAILORING and HABERDASHERY,*
—ALSO—
PATTERN SUITS from POOL of LONDON.
March 18 66

J. & R. McLEA
OFFER FOR SALE
Barrels Pale Seal Oil.
Barrels Straw Seal Oil.
Barrels Prime Newf'ld Cod Oil.
Hhds Porto Rico Sugar.
Hhds and Barrels Choice Grocery Sugar.
Hhds and Barrels Choice Barbadoes Sugar.
8 Common Street.
April 10 86

A. GIBERTON & CO.
8 DeBresoles
And 7 LeRoyer Streets,
EUROPEAN IMPORTERS,
*COMMISSIONERS AND AGENTS.*
IN STOCK, WHOLESALE ONLY:
WINES— Bordeaux, Burgundy, Champagne, Sauternes, Sicily, Madeira, Zucco,
Plate Glass and Mirrors; French Kids and Goats, Bolting Cloth.
All sorts of *Liqueurs* and French Preserved Vegetables
Brandy and Gin Chartreuse & Benedictine
SAMPLES OF
Papers, Pens, French Shoes, Band Saws, &c., &c., &c.
Shooting Arms, Crystals and Porcelains,
February 5 30

Linseed Oil, Raw and Boiled.
WHITING, BEST BRANDS
FOR SALE BY
W. & F. P. CURRIE & CO.
100 Grey Nun Street.
January 31 26

H. R. IVES & CO.
MANUFACTURERS OF
HARDWARE
IRON RAILINGS,
&c.,
QUEEN STREET.
FULL LINES OF ALL
REGULAR GOODS!
CASTINGS
OF ALL KINDS,
FURNISHED PROMPTLY
AND OF THE
BEST DESCRIPTION
ORDERS SOLICITED.
September 223


Montreal and Boston Air Line
AND
South Eastern Railroads.
On and after Tuesday, December 23.
Passengers by this Line of Railway go by Train from Bonaventure Station without change of Cars.
Trains leave Bonaventure Station for points in the Eastern Townships and New England at 5 p.m. Afternoon Train has Pullman Sleeping Car attached.
LAKE MEMPHREMAGOG.
Leave Montreal from Bonaventure Station as above, for Newport, Lake Memphremagog, at 5 p.m. Returning, leave Newport at 3.55 a.m., arriving in Montreal at 10 a.m.
H. P. ALDEN, Supt. Traffic.
BRADLEY BARLOW, Prest. & Gen. Mangr.
G. LEVE,
Can. Agt. M. & B. Air Line and S. E. Ry.

EUROPEAN TRAVEL
Cabin, Intermediate and Steerage Passage Tickets to all parts of Europe, by most reliable lines, sailing every WEDNESDAY, THURSDAY and SATURDAY from New York and Boston, at lowest rates.
Choice Staterooms secured by telegraph, free of charge. Offices: 202 St. James street, Montreal, and 271 Broadway, New York. G. LEVE, General Agent.
December 23 158

Newspaper Advertising Bureau.
ADVERTISERS can learn the exact cost of any proposed line of Advertising in American Papers by addressing P. Rowel & Co.'s Newspaper Advertising Bureau, 1 Spruce Street, N.Y. Send for a circular.
March 27 3m 74

Auction Sales.

BY THOMAS J. POTTER.
FIRST-CLASS
RETAIL GROCERY STOCK!
BY AUCTION WITHOUT RESERVE
In Lots to Suit Purchasers.
The Subscriber is instructed by Messrs. McGIBBON & BAIRD to sell at the ITALIAN WAREHOUSE, No. 221 ST. JAMES STREET, on
Wednesday Morning, April 21st inst.
the whole of their stock of
First-Class Groceries,
WINES AND LIQUORS, &c.
The assortment includes the usual Shelf and other Goods sold in their regular Family Trade, for which it has been carefully selected. Purchasers may, therefore, depend upon getting genuine and reliable articles. The sale is made in order to close partnership accounts, and will be WITHOUT RESERVE. TERMS CASH.
The stock will be sold in lots to suit purchasers.
Sale at TEN o'clock.
THOMAS J. POTTER,
92 Auctioneer.
The Lease of the Premises, 221 St. James street (for one year), will be offered at HALF-PAST ONE o'clock. The Wines and Liquors will be sold at TWO o'clock.
The purchaser of the Lease can have the Fixtures, &c., at a valuation. T. J. P.

JOB LOTS GROCERIES, &c
Odds and Ends
BY AUCTION, WITHOUT RESERVE,
At my temporary Salesroom, No. 379 Notre Dame street, cor. St. John street, on FRIDAY, APRIL 23rd, at Half past TWO o'clock. Terms cash.
Particulars in handbills.
90 THOS. J. POTTER, Auctioneer.

"W. H. Jewett" Piano,
A Prize Instrument.
Walnut Furniture, "Crossley" Brussels Carpets and General Effects, not long in use. Sale at 21 MANCE STREET, just above Sherbrooke street, on THURSDAY, 23rd APRIL, at TEN o'clock.
THOMAS J. POTTER,
91 Auctioneer.

CARD.
The undersigned begs to announce that he has commenced business as
AUCTIONEER
on his own account, after an experience of nearly twelve years with Mr. JOHN J. ARNTON.
Having successfully conducted sales in every branch of the business, he solicits a share of public patronage.
Every attention given to sales of HOUSEHOLD FURNITURE, &c., at PRIVATE RESIDENCES. Full satisfaction guaranteed in every particular.
SALES OF REAL ESTATE.
TRADE SALES OF MERCHANDISE, &c.
UNDERWRITERS' SALES OF DAMAGED GOODS.
SALES OF FARM STOCK, HORSES, CATTLE, &c.
A General Auction Business transacted.
Valuations and Appraisals made, &c.
TEMPORARY OFFICE AND SALE ROOM,
379 NOTRE DAME, CORNER ST. JOHN ST.
THOS. J. POTTER.
N. B.—Office and Saleroom after 1st May, 195 ST. JAMES STREET, (Opposite Molsons Bank).
April 5 81

Miscellaneous.

GILLESPIE & CO.,
BROKERS,
Banking
AND
Financial Agents,
97 ST. JAMES STREET,
MONTREAL.
NOTES DISCOUNTED,
Advances Made On
PRODUCE, GENERAL MERCHANDIZE AND OTHER COLLATERALS.
March 29 68

E. CHANTELOUP
No 587 CRAIG STREET, MONTREAL,
MANUFACTURER OF
Church, Tower Clock and Locomotive
BELLS,
INCLUDING CHIMES AND PEALS.
Gas and Coal Oil Burners
Of All Descriptions,
Steam Fittings, Coil Screens, Hot Water and Steam Apparatus.
FRENCH WINDOW FASTENERS AND ESPAGNOLETTES.
Railway Supplies of all Descriptions
ELECTRIC APPARATUS AND SUPPLIES.
Builders' Hardware.
February 13 37

STORAGE OF STOVES!
Stoves removed and kept till needed at a reasonable charge.
HOUSE-FURNISHING HARDWARE!
I have added to my Stock of STOVES a well-assorted Stock of HOUSE-FURNISHING HARDWARE, which I will sell at much
LOWER PRICES
THAN USUALLY CHARGED.
COOKING STOVES!!
CLENDINNENG'S LEADER!
is known as the best Cooking Stove ever offered in this or any other market.
April 1 78

WALTHAM WATCHES
SAVAGE & LYMAN
HAVE A FULL STOCK OF THE JUSTLY CELEBRATED
Waltham Watches
IN GOLD AND SILVER CASES,
From $12 to $150.
They call special attention to the new
DUST AND DAMP-PROOF
STEM-WINDING WATCHES!
Just the thing for Farmers, Millers and Railroad Men, and intending settlers in the North-West.
PRICES TO SUIT THE TIMES
SAVAGE & LYMAN,
219 St. James Street.
March 13 62

JOHN TAYLOR & BRO.
MERCHANTS
AND
*MANUFACTURERS' AGENTS.*
EQUIPMENT AND SUPPLIES FOR
ENGINEERS,
BOILER MAKERS,
STEAMFITTERS
AND
RAILWAYS.
NO. 16 ST. JOHN STREET,
MONTREAL.
January 21 17

Auction Sales.

BY W. E. SHAW.
THIS MORNING.
Elegant and Costly Furniture,
Handsome Mirrors, Lace Curtains, Rich Wilton and Brussels Carpets, Square Grand Chickering Piano, Statuary, Pictures, Etageres, Drawing-room, Dining-room, Library and Bedroom Furniture, in solid Mahogany and Walnut, Dinner, Desert and Tea Services, best quality Plate and Glassware, Bronze Time-pieces and Ornaments, best Hair and Spring Mattrasses, Linen, &c., Eight-day Hall Clock, Books, &c. Family Landau, by Ledoux, cost $1,100.
I am instructed by the Agent to sell, at the residence late EDWIN ATWATER, Esq., (Belair Villa) 46 Belmont Street, on
Monday Next, 19th Inst.,
the whole of the really fine Furniture, in splendid order.
Will be on view Saturday Afternoon from Two to Four o'clock.
Sale at TEN o'clock.
W. E. SHAW,
88 Auctioneer.

ESTATE LATE DANIEL WILSON, ESQ.
Closing Sale of Effects.
One Double and three Single Buggies, Setts Driving Harness, 8 fine Scotch Carts, good Chestnut Horse, &c., at the Yard, 63 Nazareth street, on
Tuesday Afternoon, 20th instant.
And immediately after, at the residence, No 105 Duke street, a quantity of Household Furniture, some good articles.
Sale will commence at the Yard at ONE o'clock.
W. E. SHAW,
91 Auctioneer.

Special Sale of the Complete Furniture of a Gentleman's Private Residence.
Handsome Parlour, Diningroom and M. Top Bedroom Setts, Bedding, Pianoforte, Fancy Chairs, 5 o'clock, Fancy Gilt and other Tables, Book Case, Card and Centre Tables, Bronze Gasaliers, about 200 yards fine Carpets, Magic Lantern and Slides, Sheepmats, Curtains, handsome Pictures, Dinner Services, Harlequin Tea Set, China do, Dish Covers, best Glassware, English Oil Cloth, Refrigerator, Gilt Bird Cages; large lot of other fancy articles, kitchen requisites, all first-class and very little used. Sale at my Stores, 195 St. James street, TUESDAY AFTERNOON, the 20th inst, at 3 p.m.
91 W. E. SHAW, Auctioneer.

CRYSTAL GASALIERS, SQUARE GRAND HOOD PIANO (little used), a superior instrument, cost $500; very handsome Bronze Mantel Clock, cost $120; fine gilt frame B. P. Mirror, Glass Back Etagere, Tapestry Carpets, Pictures, Parlour Set in green & gold terry; Walnut Dining Table (extension leaves), Sideboard and Chairs, China and Glassware, Walnut M. Top B. R. furniture, Mattrasses, Library Book Case, Walnut Wardrobe, Hall Stand, Oil Cloth, Hall Stove and Kitchen Requisites, all in very nice order. At the residence of John Palmer, Esq, No. 9 Overdale Avenue, off Aqueduct Street, on Wednesday afternoon next, the 21st inst. Sale Punctually at TWO o'clock.
91 W. E. SHAW. Auctioneer.

SPRING AUCTION CARD
The subscriber, in returning thanks for the liberal public patronage, solicits an early intimation from those who contemplate selling out in the Spring, as he has already several large sales on his list.
Real Estate and sales in Insolvency; valuations for Executors and Underwriters, all receive prompt personal attention.
Consignments to Salerooms command highest prices, and prompt cash returns guaranteed
Sales of Horses, Carriages, &c., at the Horse Market, College street, every Friday.
Advances on Consignments.
W. E. SHAW,
Auctioneer.
Office and Salerooms, 195 St. James street, Opposite Molsons Bank.
February 4 29

Miscellaneous.

500 BAGS RICE!
RAW LINSEED OIL
GRAHAM'S PORT WINES,
BI CARB. SODA,
SAL SODA,
FOR SALE BY
COTTON, CONNAL & CO.
2 Corn Exchange,
MONTREAL.
February 11 36

THE
DOMINION BOLT CO.
127 ST. PETER STREET,
Montreal
AND
SHERBOURNE STREET,
TORONTO,
Now solicit and will book orders at Montreal, for September and October delivery from the Works in Toronto, of their Manufactures of:—
SQUARE AND HEXAGON NUTS,
MACHINE, BRIDGE, ROOF, TRACK AND CARRIAGE BOLTS,
BOLT ENDS,
COACH SCREWS and WROUGHT SPIKES
QUALITY, STYLE AND SATISFACTION GUARANTEED
August 4 162

WILSON HAWKSWORTH, ELLISON & CO.
SHEFFIELD.
CELEBRATED STEEL
PRIZES AWARDED THEM AT
Vienna, Paris and Philadelphia Exhibitions
for Cast Steel, Tool Steel, Spring Steel Sheet Steel and Steel Wire.
M. HUNTER & SON, SHEFFIELD.
Ext Fine Table Cutlery.
JOHN ROUND & SON (LIMITED) SHEFFIELD
Electro-Plated Ware, Spoons and Forks
Orders solicited to import or from Stock
B. J. COGHLIN,
26 St. Sulpice Street, Montreal
Sole Agent.
July 3 167

WROUGHT IRON RANGES
FOR
PRIVATE DWELLINGS, RESTAURANTS AND HOTELS.
SUPERSEDING CAST IRON RANGES.
More durable—extra heavy bricks. More economical—see testimonials. More easily managed, and with extra quick oven.
Combining English durability with the modern American improvements. Every one guaranteed satisfactory and free of expense for repairs for one year.
Can refer to upwards of 200 families using Wrought Iron Ranges.
Liberal allowance made for Cast Ranges in Exchange.
GEO. R. PROWSE,
No. 224 St. James Street
December 29 310

GAS FIXTURES!
ALL VARIETIES.
Largest Assortment in the Dominion.
ALSO,
THE GENUINE STUDENT LAMP.
PRICES LOW.
ROBERT MITCHELL & CO.,
ST. PETER AND CRAIG STREET
December 12 296

1845 | ASK FOR | 1879
E. B. EDDY'S
PAILS, TUBS,
WASHBOARDS, ETC.
GOLD and BRONZE MEDALS and numerous FIRST PRIZES have been awarded for the Excellence, Durability and Finish of these Wares.
MANUFACTURED AT
Hull, P. Quebec, Canada
E. A. NELSON & SONS,
Wholesale Agen
November 11

Auction Sales.

BY JOHN J. ARNTON.
"STEINWAY" PIANOFORTE, ROSEWOOD PARLOR SET, ENGLISH 6-LT. CRYSTAL GASALIERS, SWISS LACE CURTAINS, ORMOLU CLOCKS, 2 SUPERIOR GILT FRAME B. P. MIRRORS, MOROCCO COVERED DINING SUITE, FRENCH CHINA DINNER, BREAKFAST AND TEA SET, BEST ELECTRO PLATE, MAHOGANY AND WALNUT B. R. SETS, TWO THOROUGHBRED BAY HORSES, AYRSHIRE COW, T. CART, ROCKAWAY, HARNESS, &c., &.,
On Wednesday, April 21st.
The subscriber will sell at the residence of JOHN McDONALD, Esq., (who is declining house keeping), No. 1233 ST. CATHERINE STREET, (near Phillips Square), THE HOUSEHOLD FURNITURE, HORSES AND EFFECTS
DRAWING ROOM.—Steinway 7 octave Rosewood Pianoforte [imported specially from New York], Rosewood Silk and Wool and Tapestry Set, Magnificent Gilt Frame Mantel Mirror, Two Gilt Brackets and Bronze Statuette, Ormolu Clock and Shade, Several valuable Oil Paintings, Centre and Occasional Tables, Puffed Silk worked Top Ottoman, Table and Piano Covers, Vases, Swiss Lace Curtains, Poles and Fittings.
DINING ROOM.—Extra Gilt Frame Mirror, 1 Arm and 8 Morocco Dining Chairs, Mahogany Sideboard, do. Extension Dining Table, Ormolu and Bronze Timepiece, 2 6-light Crystal Gasaliers, [English Manufacture], French China Dinner, Breakfast and Tea Sets—White with Crimson Bands, Dessert Set, Glassware, Best Electro Plate, Cutlery, Handsome Pattern Carpet covering two rooms, Curtains, Cloth, Covers, &c.
BREAKFAST ROOM.—Tapestry Carpets, Dining Table, B. W. grained Sideboard, Pictures, Mahogany H. S. Chairs, &c.
HALL AND STAIRS.—English Oil Cloth, Mahogany Hall Set, Superior Hall Stove, Brussels Stair Carpet.
IN BEDROOMS—Brussels, Tapestry and Imperial Carpets, Mahogany Bedroom Set, B. W. M. T. Bedroom Set, Ash and Walnut do., Bedding and Bed Linen, Blankets, Mattresses and Pillows, Lace Curtains, Couches, Toilet Sets, &c., Pictures, Ornaments, &c.
KITCHEN AND SERVANTS' ROOMS—Excellent Cook Stove, Refrigerator, Culinary Requisites, Cutlery, &c., &c.
And to be sold at ONE o'clock, one 4 year old THOROUGHBRED BAY HORSE, fast and splendid action; one BAY FAMILY HORSE, thoroughly broken to harness or saddle; a newly calved Ayrshire Cow; a Rockaway, nearly as good as new; T Cart, by "Ledoux;" Sleighs, Robes, Double and Single Harness, Hot Bed Frames, Garden Implements, &c.
Sale at TEN o'clock.
JOHN J. ARNTON,
91 Auctioneer.

COSTLY HOUSEHOLD FURNITURE, ROSEWOOD PIANOFORTE, EXPENSIVE RAW SILK CURTAINS, LARGE GILT FRAME AND WALNUT MANTEL AND PIER MIRRORS, SILVER FRAME DITTO, VALUABLE AND RARE SEVRES, DRESDEN AND ANTIQUE CHINA, BRIC-A-BRAC AND ORNAMENTS, CHINESE VASES, OIL PAINTINGS AND WATER COLORS BY JACOBI AND OTHER EMINENT ARTISTS; CRETONNE PARLOR SETS, INCLUDING LUXURIOUS COUCHES AND SPRING-BACK EASY CHAIRS; CRETONNE CURTAINS, GILT AND WALNUT AND GILT CORNICES, ENGLISH LEATHER COVERED MAHOGANY CHAIRS, VALUABLE MANTEL TIMEPIECES, BRUSSELS AND TAPESTRY CARPETS, MARBLE-TOP WALNUT SETS, LADY'S DRESSING BUREAU WITH CHEVAL GLASS, "BURNS" COOKING RANGE, &c., &c., &c.
On Thursday, 22nd April.
The Subscriber will sell at the residence of E. A. WHITEHEAD, Esq., No. 2 PRINCE OF WALES TERRACE, SHERBROOKE STREET, his very fine Furniture, China, and Works of Art.
The collection of China and Ornaments in this residence is equal probably to any in this city, and is deserving the special attention of lovers of Rare China, and decorations for their Boudoirs and Drawing Rooms.
On view afternoon preceding sale, from Two to Five o'clock.
Sale at TEN o'clock.
JOHN J. ARNTON,
91 Auctioneer.

Professional Cards.

R. J. KIMBALL & CO.
BANKERS & BROKERS,
No. 4 Exchange Court, New York.
We have issued our Seventh Annual Edition of "List of the Principal Stocks and Bonds, Speculative and Investment, Bought and sold at the New York Stock Exchange," which will be furnished free on application.
February 7 52

MACDOUGALL BROS.
STOCK BROKERS
69 St. Francois Xavier Street
MONTREAL;
64 Broadway, NEW YORK
Of the Montreal Stock Exchange, and New York Stock & Gold Exchange,
Buy and Sell Stocks, Bonds, &c
November 13 272

PETER FULTON
ACCOUNTANT AND AVERAGE ADJUSTER,
Commissioner for Quebec and Ontario,
199 ST. JAMES STREET.
Correspondence conducted in French, German, Italian, Spanish and Portuguese
October 27 256

C. H. WETHEY,
Accountant and Auditor,
Commissioner for Ontario and Quebec,
INSURANCE, INVESTMENT, AND ESTATE AGENT,
44 St. John-street, Montreal.
February 3 6m 28

JOHN FULTON,
Accountant in Bankruptcy,
*Auditor and Commissioner,*
97 St. JAMES STREET
MONTREAL.
Investigations and Reports made on the affairs of Debtors, either in town or country, with punctuality and dispatch.
May 7 98

EVANS & RIDDELL,
Public Accountants
AND
OFFICIAL ASSIGNEES,
22 ST. JOHN STREET
MONTREAL.
ecember 11 2

R. & L. LAFLAMME
ADVOCATES,
42 St. James Street.
Hon. R. LAFLAMME, Q.C. | L. LAFLAMME.
October 14 245

H. COTTE,
Accountant and Auditor.
Address P. O. Box No. 903.
September 24 ly 223

NOTT & CO.
Stock Brokers, 119 St. Francois Xavier Street, (Members of Montreal Stock Exchange), buy and sell all Stocks and Bonds. Investments made or realized.
May 6 107

JOHN McDONALD,
*ACCOUNTANT AND AUDITOR,*
230 ST. JAMES STREET, MONTREAL
ESTABLISHED 1867.
Special attention given to auditing the books and statements of Joint Stock Companies and Corporations.
January 207

CARMAN & LEITCH,
*BARRISTERS, ATTORNEYS-AT-LAW*
SOLICITORS IN CHANCERY,
NOTARIES PUBLIC, &c.,
CORNWALL, ONT.
JAS. LEITCH. R. B. CARMAN
June 14 142

MATTICE & DICKINSON,
Barristers, Attorneys, Solicitors, &c
CORNWALL, ONT.
C. J. MATTICE, M.A. | E. L. DICKINSON B.A
July 7 160

MACLENNAN & MACDONALD,
Barristers, Solicitors, Notaries, &c.
CORNWALL, ONT.
D. B. MACLENNAN, H. SANFIELD MACDONALD
JAMES W. LIDDELL.
April 78

WALKER & McINTYRE,
BARRISTERS, ATTORNEYS SOLICITORS, NOTARIES, &C.
No. 34 Elgin Street, - - OTTAWA.
(Opposite the Russell House.)
W. H. WALKER. | A. F. M'INTYRE.
November 22 279

J. RIELLE,
Land Surveyor.
No. 146 ST JAMES STREET.

Auction Sales.

BY BENNING & BARSALOU
The Subscriber having purchased the
BANKRUPT STOCK
OF
KORTOSK & CO.
he is now prepared to offer it to the Trade at a great sacrifice.
WM. MOODIE.
No. 334 St. Paul Street, opposite the Canada Rubber Co.'s Offices.
April 10 86

Properties by Auction
The Subscribers have been instructed to sell at their rooms, No. 23 St. Helen street, on
Tuesday, the 27th inst.,
That fine property quite close to the Church of St. Jeanne, Isle Perrot, containing about 6 arpents of ground, planted with fruit trees, with house and 2 barns.
ALSO,
A farm situated at Brussy, on Isle Perrot, immediately opposite St. Anne, with a house and barn. The farm contains arpents and is well wooded.
Sale at ELEVEN oclock.
BENNING & BARSALOU,
17, 20, 22, 24, 27A 92 Auctioneers.

BY M. HICKS & CO
AT 201 ST. JAMES STREET.
IMPORTANT AUCTION SALE
Of a Most Attractive and Valuable Collection of
MODERN OIL PAINTINGS
By well known European Artists,
All beautifully framed.
The Subscribers have received instructions from the VIENNA FINE ART SOCIETY to sell the above at the store, No. 201 ST. JAMES STREET, corner of St. Peter, on
Tuesday and Wednesday
20th and 21st Instant.
The whole will be on view, with catalogues, the day prior to, and on morning of sale.
Sale at Half-past TWO and SEVEN p.m. each day.
M. HICKS & CO.,
91 Auctioneers.

SPRING AUCTION SALES.
The Subscribers continue to give their personal attention to
Sales of Household Furniture, Real Estate, Farm Stock, Groceries, and General Merchandise.
And respectfully beg to inform parties who intend selling their household furniture this spring, that their lists are now open, and an early intimation will secure choice of days.
Having been favored with the most important sales of last year, we feel confident that all entrusted to our care this Spring will be executed to the entire satisfaction of our patrons as in the past. Charges moderate and returns prompt. Cash advances made on all goods sent to salesrooms if required.
M. HICKS & CO.,
Auctioneers,
38 430 and 432 Notre Dame street.

Hotels.

RUSSELL'S





ST. LOUIS HOTEL
ST. LOUIS STREET,
QUEBEC.
THE RUSSELL HOTEL COMPANY,
WILLIS RUSSELL, PRESIDENT.
This Hotel, which is unrivalled for size, style and locality in Quebec, is open throughout the year for pleasure and business travel, having accommodation for 500 Guests.
June 28 153

IROQUOIS HOUSE.
SUMMER RESORT.
Pure Air! Pure Air.
THE BELŒIL MOUNTAINS, ST. HILAIRE, P. Q.
This popular Mountain Summer Resort, patronized by the Lieut.-Governor of Ontario, will be opened on the 22nd of MAY. Parties wishing to secure rooms for the season, at reduced rates, will please do so immediately. Business men called to the city daily, including Railroad and Buss fare, from $46 up, per month. Telegraph Office in the Hotel.
CAMPBELL BROTHERS,
St. Hilaire Station.
March 4 tst 80 54

THE
FAR-FAMED POPULAR CANADIAN
Summer Resort,
"ST. LAWRENCE HALL,"
CACOUNA.
The above Hotel, which is under entirely new management, will be open for the reception of Guests, June 20th.
Rates for Transient $2.50 per day, $14 per week, $50 per month. Children under 12 half-price, Servants $1 per day. Special rates for families by the month.
The management will aim to promote the comfort and amusement of the Guests, and with long and successful experience in Hotel business, feels confident, that he can make the St. Lawrence Hall the home of the Tourist, and their stay one of pleasure.
Correspondence solicited, which will have prompt attention.
Address,
JOHN KENLY,
Manager, Ottawa.
Or J. RIGNEY.
P. O. Box 2151, Montreal.
March 17 1J 65

CALEDONIA SPRINGS,
Between Montreal and Ottawa.
THE GRAND HOTEL.
This celebrated Summer and Health Resort open from 1st June to October, with entire change of management. Transient rates, $1.50 to $2.50 per day; weekly, $8 to $17.50. Children under 12 half rates: under 5, in charge of nurses, free; reduced rates for nurses and servants. The Caledonia White Sulphur, Saline and Gas Waters and Baths have a universal reputation, and are a certain specific in all Rheumatic, Dyspeptic, Blood, Skin, Liver, Kidney and kindred affections, and are recommended by highest medical authorities.
Send postal card to the Grand Hotel Company, Ottawa, for Complete Guide, giving Routes, Fares, &c., or MR. THOMAS JUBB, No 224 St. Urbain street, Montreal, who will have charge of the Grand Hotel, will be glad to call on or correspond with parties desiring to make arrangements.
March 8 6m DW 57

RE-OPENING
OF THE
ST. LAWRENCE HALL
The above Hotel was opened on the
FIRST OF MAY
by the former Proprietor, so long and favorably known throughout Canada, the United States and British Empire, who has spared no expense in entirely RE-FURNISHING the whole House; also adding
All Modern Improvements,
which will considerably enhance the already enviable popularity of this First-class Hotel.
H. HOGAN.
Proprietor.
S. MONTGOMERY,
Manager.
May 5 166

CHARLOTTETOWN, P.E.I.
REVERE HOUSE
MRS. McNEILL.........Proprietress.
First-class Commercial and Private Hotel. Good Sample Rooms, and convenient to cars and steamboats.
January 30 ly 25

REVERE HOUSE
BOSTON Mass.
REDUCTION OF PRICE—
$2.50 to $3 Per Day.
Notwithstanding the reduction in price, the hitherto unrivalled excellence of the table will be strictly maintained.
CHAS. B. FERRIN, Proprietor.
October 17 248

## LOCAL NEWS

THE RIVER.—Navigation may be said to have commenced, row boats are plentiful, and ferries have been established, while several vessels are now in the canal. The ice is disappearing rapidly from off the wharves.

MR. T. F. MEAGHER, son of the late General T. F. Meagher, leaves for New York this afternoon. During his short stay here he has made a large number of warm friends, who wish him every success in his future undertakings.

THE MONTREAL DRAMATIC CLUB.—The members of the above Club purpose giving a private entertainment on Saturday evening. Within a very short period it is intended to have a performance on behalf of one of the principal charities, and it is anticipated that the Governor General and the Princess Louise will honour the performance with their presence.

RECORDER'S COURT.—On Saturday, His Honour acting-Recorder Dugas disposed of the following cases:—Guillamme Scrigny, labourer, drunk, discharged; Leon Miron, tailor, assault, $5 or 20 days; Louis Charbonneau, bricklayer, warrant, Monday; Mary Smart, $5 or one month; Catherine Casey, wife of Michael Barny, drunk, $5 or one month.

THE CITY PASSENGER RAILWAY. — The Mayor and Corporation are to be petitioned against a renewal of the charter of the C. P. R. Company. The petition says:—"That we have no right to bind posterity to the observance of any onerous contract, and that any company obtaining such privileges should be taxed at least as high as the average taxpayers. The petition suggests that the city should construct the tramways and lease them to the highest bidder."

A GRAND MUSICAL AND LITERARY ENTERTAINMENT is to be held this evening (Monday) in the Lecture Room of St. Andrew's Church, in which, besides addresses from the Rev. Canon Norman and Rev. W. M. Black, of Scotland, there will be musical solos and duets, &c., from the choir, Mrs. Leach, Mr. Alfred Deseve, Mr. Arthur M. Perkins, Mr. J. Hy. Robinson, Mr. O'Hara Baynes, Mr. Alex. M. Perkins, and several lady amateurs. There is also to be a humourous and instructive reading on the famous subject of "Church Debts." The proceeds are to go to defray the cost of necessary repairs upon the East-End Mission Church.

THE IRISH LAND LEAGUE.—The following gentlemen have been elected officers of the east end branch of the Irish Land League:—John P. O'Hara, Secretary; John O'Rourke, Treasurer; a Committee of Mr. John McEvenue, John Tisdale, Jas. Huff, Thos. Galvin, who along with Mr. D. Murney, Vice-President, and the Secretary and Treasurer, will constitute the Committee of management. The following Committee of twelve has also been elected, to be known as the enrollment and collection Committee:—Ed. Smith, Jas. Murney, John McKeown, Patrick Ryan, John Chambers, John Cavanagh, Ed. Coyle, Michael Dunn, W. P. Beauchamp, Edward Hart, William Harney, Daniel Wall.

POLICE COURT.—On Saturday morning a Mr. J. A. Perry, a cotton mill owner at Dickinson's Landing, appeared in Court as prosecutor against one Thomas Moore, who he accuses of picking his pocket at the Bonaventure Depot. He says he felt a man's hand in his pocket, and that the prisoner, Moore, subsequently apprehended, is the thief. Owing to the prosecutor being obliged to leave the city for a few days, the case was postponed until his return. Agnes Belanger, for keeping a house of ill-fame, was found guilty and sent to gaol for six months. She was arraigned on a second charge of picking pockets, was found guilty and received an additional nine months.

SMART CAPTURE.—Detective Fahey received a telegram on Friday from Joseph Mayer, Registrar of Valleyfield, that a young man, named C. Codebecque, his clerk, had run away, taking with him the register of the county, a pocket-book containing a large sum of money, ten ten dollar bills on the Cohoes bank, some notes and other valuable papers. Mr. Fahey answered the telegram, and asked for a description of the man. The reply was that he was a middle-sized Frenchman, quick and toed out, and that his destination was Bay City, Michigan. Telegrams were then sent by the detective to all points, and he had the satisfaction of receiving a reply from Mooer's Junction, N. Y., that a man answering the description had been arrested and would be held.

THE NEW PASTOR OF OLIVET CHURCH.—The following opinion of the new pastor of Olivet Church is clipped from the *Watchman*:—The Rev. William N. Clarke, D.D., who has been pastor of the church at Newton Centre since 1869, has resigned that important charge and accepted the call of the Olivet Baptist Church, in Montreal, Canada. It is a loss not only to Massachusetts, but to the United States. But in this case we shall hope that before long there will be unmistakable "leadings of Providence" to bring Dr. Clarke back to his native land. Meanwhile the church to which he goes is to be congratulated on the acquisition of such a preacher as is not to be had every day. In another sense Dr. Clarke's removal is a national loss. For his pen has for four years enriched the columns of the *Watchman* with the larger part of its notices of new books, and with some other contributions. Whatever he has done was done well. We are happy to say, however, that Dr. Clarke will still be a contributor, we trust a frequent contributor, to the *Watchman*.

MR. HAMMOND'S MEETING.—Last night the First Baptist Church was crowded to its utmost capacity by an audience who listened with solemn attention to Mr. Hammond's discourse, several parts of which caused a very deep impression. None more so than an incident he related concerning the Princess Alice. Not very long before her death she called upon a lady known to the Rev. J. D. Smith, and who informed her of a gathering of poor people which was about to be held. She expressed her desire to see them and went on her way. The lady asked her if she would like to speak to them? The Princess said: "Yes, but do not tell them who I am." The lady, during the conversation, said: "Would your Royal Highness excuse me if I asked when you first felt that you were saved?" "Well," said the Princess, "A poor Scotch Christian talked to me about the Gospel, and since that I have been able to say that I am saved." At the close of the meeting 360 stood up to declare themselves recent converts or anxious inquirers.

IN TOWN.—*St. Lawrence Hall*—W H Beatty, Toronto; H K Fullerton, New York; O Cameron, Hamilton; E L Furniss, Toronto; J M Lindsay, F P Lewis, Troy, NY; A T Soule, Rochester, NY; O C Cummings and lady, Truro, NS; Col F C Farijana, Ottawa; J H Boyle, Toronto; Chas Lionais, Beauce Gold Fields; Bruce F Campbell, Iroquois House, St. Hilaire; E Heskell, New York; Dr G W Mathews, Quebec; John B Kendrick, Wallingford, Conn; B C Pelton, New York. *Ottawa Hotel*—W H McGarvey, Petrolia; William Hamilton, Ottawa; A Telfer, Toronto; F H Baker, Newport, Vt; D H R Glass and wife, London; D D Desmond, Conttablo, NY; Jno M Inglis, W Montgomery, Toronto; James Croil and wife, Iroquois; A B Fair, Manchester; James H McLeod, Boston; E S Foster, New York. *Albion Hotel*—J Kerr, MPP, Farron's Point; J D Jones, Halifax; Lt-Col J W Woodard, Sherbrooke; G A Harris, Ottawa; F B Moffitt, Plattsburgh, N Y; A Thomas, Philadelphia; H Wallace, Almonte; A Armstrong, Quebec; H H Bellamy, Brockville; L B Goodworth, Toronto; R Close, Brockville; T Cowen, Galt; E S Henick, Chicago; E Ticknor, New York; T M Messinger, Kingston; W H Ray, Annapolis; Geo Mattheson, Toronto; W F Clavaring, Ottawa; T Cowan, Galt; E P Farr, St John, N B. *Windsor Hotel*—G H Philbrook, Mrs Shepherd, Boston; D H Currie, New York; Job Abbott, Toronto; R C Livingstone, New York; E Hardman, Quebec; H P Langford, Wm Dawson, England; L Orton, Toronto; A F Scott, Brampton; J F Bain, Winnipeg; F M Cotton, Moncton; F T Newbery, Charlottetown; G E Wharburton, Toronto; J A Chapleau, Quebec; Jas Gordon, Ottawa; W L Sawyer, A Williams, jr, Boston; F Dudley, Burlington; G W Robert, Liverpool; R Crawford, Brockville; T McGreery, Ottawa; Geo Rent, Halifax; C H Duncek, Windsor; W F Smith, St Albans; Ede Selle, Mrs E Thurston, Chicago; H W A Beale, London, Eng; E Remenyi, Paris; A Benzano, Pennsylvania; Mrs and Miss Stewart, Toronto; L W Winchester, New York; E K Willard, New York; M W Cooper, New York; J D Edgar, Toronto; W Scyd, New York.

BEACONSFIELD VINEYARD, G. T. R. — Near Pointe Claire, P. Q.—Mr. G. F. Gallagher, of the late firm of Menzies & Gallagher, and Gallagher & Co., (which is now in liquidation) has ceased all connections with the above named firms. He will for the future give all the benefit of his experience to the new firm of Gallagher & Gauthier, whose vineyards have been extended to Beaconsfield Station, G. T. R. They are now prepared to fill all orders for the celebrated "Beaconsfield Grapes" and other favourite varieties, and forward them to all parts of Canada or the United States, by post or otherwise, for spring planting. Messrs. G. & G. intend to lay out a portion of their new farm for the cultivation of small fruit, which will be cultivated on a large scale for the supply of their customers. A catalogue will be issued in a few days, and be ready for distribution on application. All orders should be addressed to Gallagher & Gauthier, Beaconsfield, P.Q., or to their office in Montreal, No. 57 St. Gabriel street.

## THE DOMINION PARLIAMENT

*CONTINUATION OF MR BLAKE'S SPEECH.*

HOUSE OF COMMONS.

*Ottawa, April 16.*

Hon. Mr. BLAKE went on to say it will be found that the map which the hon. gentleman brought down last year is not at all "brown" enough with reference to the North-West. It does not, by any means, accurately represent the extent of bad and inferior lands in the North-West. The hon. gentleman stated that he estimated there were 150,000,000 acres of available land, but he did not state all that was arable or wheat land. It will be found that the number of acres of wheat land are not to be measured by anything like those figures. It will be found, also, that other circumstances concur to prevent its being possible that the high-priced lands close to the railway belt should be taken up. There is bad land close to the railroad, in many places swamp and inferior land. These and other considerations show that, both with reference to the suggested average, obtainable as it is only by assuming that the lands near the railway are all good lands, and the general rate of prices obtainable, only by an exaggerated view as to the quantity of first-class land, the expectation of the hon. gentleman is likely to be realized at all. Now it is obvious, that if there be bad lands close to the railway, the settlers will not pay $5 an acre for them. There is no objection to being near the railway. If you can raise nothing which you can send away, you would rather be 50 miles away and raise a crop than close to the line and raise nothing. Another circumstance which vitiates this estimate is that the settlers will not buy railway lands as long as free grants are obtainable. I speak in the large. Of course there will be instances in which a man will buy railroad lands, and the capitalist who wants more than 300 acres will, doubtless, buy railroad lands. But, speaking generally, you will find few purchasers of railway lands, so long as free grants are obtainable. There is a reason why they should not. They get 160 acres free, and the remainder on more favourable terms than the purchaser of railway lands, and, therefore, there will be in those earlier years fewer purchasers of railway lands than the hon. gentleman calculates. Another reason why there will be fewer purchases by settlers of railway lands is that the hon. gentleman has placed a barrier to such purposes by opening the railway lands to speculators. Speculators are following, day by day, and hour by hour, in the track of the surveyors, finding out where are the best sections, and their entries are in the Land Office when the Department comes in, not with a view of settlement, but with the view of taking, what people on the English Stock market call "a long shot," with the view of investing 10 cents an acre in dollar lands, or 20 cents an acre in $2 lands, in the expectation that, in a few years, the development of the country will enable them to exact higher terms from the settlers who come in. The hon. gentleman may delude this House, by a return this year or the next, into the notion that he is going to make a great deal of money by selling the railway lands, because he is selling a large quantity of lands in which the purchasers are paying only 10 cents an acre, but the returns from railway lands will be what settlers will pay; those from settlers will be but insignificant; what the settlers will pay is the measure of the true value of those lands to us, and you are deliberately marring the chances of settling that country when you place in the hands of speculators, upon the payment of 10 cents an acre, the choicest part of the railway lands, leaving it to them to determine how soon and at what price the intending immigrant gets them, and begins to make them valuable and productive to himself and the country. Then it is pretended that the pre-emptors will, at the end of three years, pay in bulk four-tenths of their pre-emption with the interest. The hon. gentleman seriously suggests that, from this source, he will receive at the end of three years, for the first instalment only, $30,000. Men who go in in 1880 will in 1883 pay in $928,000, the next lot will pay $928,000, the third $1,160,000, and so on until 1890, when the sum to be paid in will be $1,567,000. I quite agree with the hon. gentleman that the free grant settlers will take up their pre-emptions. No doubt they will enter for them and proceed to improve them in part, but there is equally little doubt that when the end of the three years comes round the hon. gentleman's coffers will not be much fuller by reason of these pre-emptions becoming due. I do not mean to say he may not ultimately realize it, but I am talking of his calculations, that he will build this railway in 10 years by receipts from these lands. I say, that all the experience of all Governments, with reference to sales of public lands is that the settler is slow to pay—is the hon. gentleman going to tell these men who have been doing all they can to cultivate these lands during three years that unless they pay up their pre-emption money they will forfeit their pre-emption? Is he going to use the landlord policy with reference to those settlers? Is he going to evict them? No he has no intention of doing that, he will not even threaten them. Judging from all experience the result will be that the settler will feel secure, will feel that it is not necessary for him to pay promptly, consequently the calculations based upon the revenue from these lands will be wholly falsified. The hon. gentleman expects to receive in the fourth year $1,820,000, in the following year $2,622,000, in the next year $3,230,000, in the next year $4,042,000, in the next year $5,058,000, in the next year $5,833,000, in the next $6,877,000, while the last year of this series of arithmetical progression will yield about $7,500,000, to be received in cash from the sales of the North-West lands, an aggregate of $38,593,000. Now I venture to say if every one of these calculations be realized, if the hon. gentleman gets into the country the amount of emigration he expects, and at the time he expects, if he makes sales to the number and at the prices he expects, these calculations will under no circumstances be realized, under no circumstances will he receive these sums, or anything like them. The receipts from settlers in earlier years will be relatively small sums, and not before the settlers achieve prosperity and become able to pay will you find these lands becoming a source of revenue to this country. Even according to my calculations he would be receiving in the fourth year but $1,221,000 running up to nearly $5,000,000 in the last year, so that these corrected calculations are as preposterous as the original. Then the hon. gentleman takes up the question of the expenses of management and surveys which he estimates at $2,400,000. Now, judging by the results in the United States, that also is quite too low. You will remember that there was an enormous acreage to be surveyed. If all lands were fairly good, lands and survey should be conducted only abreast of the settlement you would require to survey 49,300,000 acres to effect the settlement hon. gentlemen expect, not that that much will be taken up by that number of persons, but to enable the free-granters to take up the grants he expects to be taken up, but that is on the assumption that all the land to be surveyed is good land and will be taken up. I say that is an assumption we can reasonably act upon, and that it is more correct, perhaps, to conjecture, as we are now in the region of conjecture that 80,000,000 will be the amount of acres required to be surveyed, than the conjecture that 50,000,000 will be the number. I do not know what the emigration policy of Government is to be, whether they intend largely to increase expenses for that purpose or not; but it is obvious that if these lands are to be productive, the cost of rendering them so by inducing emigration into that country must become the first charge upon the lands that, with the cost of surveys and management, should reasonably be deducted from net proceeds of lands before you can ascertain what will be the sum you can depend upon. I maintain the whole thing is visionary. When the hon. gentleman opened his remarks he denied a certain postulate to be granted to him by declaring that he would prove his figures to a demonstration, and then at the end he offered us to abate one half; if you will not, says he, take the whole of my estimate, take one half. A calculation commencing so pretentiously, and terminating in so humiliating a manner, was hardly, perhaps, worthy the serious attention I have been compelled to ask the House to give it. Now with reference to the application of this money. In the announcement of the First Minister he took $38,600,000. That was to be received in the 11 years, and deducted at the close of the period $2,400,000, the net cash coming in being $36,200,000. Set this against the $60,000,000 to be spent on the Pacific Railway, and there is a small balance due of $24,000,000, and yet the hon. gentleman tells us that the cost of the road is to be repaid out of the land sales; but that is not the true state of the account, even the $18,000,000 the Hon. Finance Minister was willing to deduct does not represent the true state of the case. As I said the other evening, we shall have spent up to the 30th of June $15,000,000, in round numbers, on the Pacific Railway, and the interest on which, at 4 per cent., would amount to about $1,272,000 up to that period, but taking the figures of the Minister as given the other night, namely, an expenditure of $10,000,000 a year for the first two years and $5,000,000 a year for each of the following years, and taking the receipts from the lands as the Minister estimated, the result would be a yearly deficiency for interest so large as to run up into the sixth year to $698,000, before the account got to the credit side at all. The account gets the credit side in 1887 and from that time the interest is paid, and something goes towards principal, but the practical result would be a credit according to that calculation, at the close of the term, of $12,631,000 to the capital account of the Pacific Railway. But, according to the true calculations to which I have referred, there would have been a deficit on interest swelling each year until it reached a sum of over five millions, and that would have gone down till it reached it reached $1,478,000, the practical result being that at the close of the term there would be nothing done except to pay the interest on the cost of construction and the whole capital account with a portion of interest would remain due. When it is remembered that this calculation was based upon visionary estimates, I think, as business men, honourable gentlemen can not build largely on the taxes of this country being redeemed on the construction of this railway within the next few years, my conclusion is this that, although these might be received, and he hoped they would receive in the time to come a considerable revenue from our lands in the North-West, yet they could not, as prudent men, expect that we should receive such a considerable sum or anything approaching that sum, or anything approaching one-half that sum which the Honourable Minister had brought before the House. They could not expect with an immediate charge and strain upon the resources of the country involved in the Ministerial programme which would be presently borne out of the receipts from lands, that they must look, therefore, to our other resources for the present bearing of that strain, and that when these receipts did come in, they would come in to recoup us for long years of arrears of interest and would not do much towards the liquidation of the public debt. I have no wish to restrict any expenditure which is essential to us for the settlement of the country. I wish the House to understand that that is, at any rate, no part of my policy. If the House believed that we have a prospect there, I wanted us all to unite in the effort to realize that prospect. I wish us to direct our exertions to every step that will be calculated to make the best of the country; to settle it at the earliest day; to give it as soon as possible a productive population and make it an influential portion of the Dominion. It is because I want the experiment to have a fair chance of success, because I believe that, committed as we are to the view that it is our duty and our interest, I implore the House to direct its undivided attention to applying the resources of this country exclusive to that bone of the whole enterprise, without the success of which there cannot be a Pacific Railway from sea to sea, without the success of which it and perhaps we must fall to the wind. Prudence in our expenditure is essential to the exclusiveness of settlement. Do hon. gentlemen suppose that those intelligent persons who were about to emigrate to this country would be attracted, or the reverse, by the proposal to expend thirty millions in the gorges of British Columbia? Do they suppose that the suggestion that we can afford to increase the burdens of the country by this large sum presently because these people would pay it in taxes and land is encouraging them to go into that country? Do they suppose that these people reading the principles and programme of the Administration upon this subject, and understanding that this expenditure is to be presently incurred because they will all pay for it, are not likely to say: "Perhaps we had better not come. Perhaps we had better not be the partakers in this gigantic undertaking, if we are also to be the disbursers." Prudence in the limitation of our burdens with reference to the increase of the national debt, with reference to the very enterprise we are undertaking at the same time that we are undertaking the settlement of this country, is an essential condition to the success of our enterprise in colonization. Our position is critical and we must husband our resources for what that critical position may demand. The Hon. Minister stated last night that Canada stood in a critical position. I agreed with him, and standing in that position, more critical in my view, perhaps, than in the hon. gentleman's, it is doubly necessary that we should take care not to undertake more than is deemed by both sides essential to the success of the future of our country. If the expectations of the Government are realized, if they receive this large sum within the short period they have predicted, if within four or five years these sums were paid into the Treasury, then it will be time enough to believe that there is a practical basis upon which business men can act. Time enough there is then to believe that we have a basis upon which we can proceed to build in British Columbia. Then hon. gentlemen can honestly tell their constituents that there is money to be got from the lands out of which the railway can be built without further adding to the burdens of the country. But in the meantime, hon. gentlemen cannot honestly say this, they cannot show that the resources of this country, without further adding to its burdens, without using our other taxes for the purpose, are sufficient to build the railway to British Columbia, and I for one stand opposed to the expenditure of our public money in any such a way. In order properly to understand what our condition is, irrespective of this question of resources and of land, it is necessary to look into the condition of the country. There exists a state of things of which it is extremely difficult to form an estimate. Fortunately hon. gentlemen are called upon to form an estimate now, not for one or two years, but for a series of years. They have a policy before them, and they are, therefore, called upon to measure the future of this country for a long term. The best plan is to look back a little and understand if, from the lessons of the past, we can derive any light to be shed upon our future progress. It is extremely difficult, as I have said, to deal even in a series of years with the question of the progress of this country and the vicissitudes of the seasons upon which depend our main industry and source of wealth. The changes in the market of the world, of the price of grain, the changes in the price of lumber, our principal articles of export, the changes in the world's trade, depressions and inflations, which result in alterations in the profits of our shipping business, are all circumstances that render it an extremely difficult task for a Finance Minister, from time to time, to learn to forecast the future of Canada, even for a short 18 months. It is, then, with unfeigned diffidence that I venture to offer some general observations with reference to the past as throwing some light on the future of our country. For three years after Confederation the amount of our imports was almost stationary. The times were hard. That period was followed by three or four years of tremendous inflation. The hon. member for Gloucester (Mr. Anglin) has referred to one circumstance which, no doubt, reduces to some extent the apparent amount of our imports, namely, our illicit trade with the United States. There is, also, the excessive values of commodities. These circumstances no doubt are to be considered with reference to our apparent inflation, but apart from the question of that elicit trade, and notwithstanding these inflated values, they proved that we have got less for our money. They did not prove that we paid less money. After this period of four years there followed four years of widening and deepening depression, and the first question he put was how far tax-paying powers had increased since 1871, when it was resolved that we should not increase the existing rate of taxation in order to complete the Pacific Railway. Two factors which had to be considered in order to solve his question were: 1st, the increase of our population; secondly, the increase of our resources. The increase of population did not necessarily mean an increase of tax-paying power. I believe that relatively the people of Canada are not able to pay more taxes than in 1871. There has been enormous shrinkage in the lumber trade from $20,000,000 to $13,000,000; there have been many bad crops, there have been shrinkage in bank stocks, a number of these institutions having been swept away altogether; there have been depreciations in real estate, not so much as compared with 1871, but sufficient to be destructive of any increase between 1871 and 1879. There have been general and long-prevailing states of depression, besides this there have been large increases in public, provincial municipal, corporation and private indebtedness. Any one who listened to the debate on the Bill to regulate interest could not but be appalled with the amount loaned on mortgage in the Province of Ontario. Added to all this there has been an upward turn in the price of gold, which is unfavourable to all borrowing communities. Against these have to be set the expenditures which have taken the form of assets, but these are represented in part by premature or misdirected applications of capital. No one will pretend that the Intercolonial Railway, built as it has been, is a good commercial speculation, and several railroads in Ontario have been constructed at a time when they could not be made to benefit the public. Many of these public works will in future be very valuable, but at present they do not form any present addition to our resources. The tax-paying power of the people of Canada, man for man, is no greater than in 1871. The proof of that is that we are actually paying less; for four years our imports have been diminishing. Last year they reached the lowest point for nine years. It is true our people are buying less nominal value because goods are cheaper and they get more for their money; but that observation does not hold good, for the values in 1871 reached their maximum and are not so far above those for 1879 as to account for this difference in the amount of importations. Speaking generally and in view of the history of the last decade, Canada cannot expect a rapid increase of her resources. I hope for progress, though it will be burdened by our Tariff loans. The hon. gentleman opposite have hoped for progress on account of Tariff loans. Both agreed in hoping for progress. That there will be progress I have no doubt, but I think it will not be such as to interfere with the correctness of the calculations I am making. I believe that hard work, gradual accumulation and rigid economy is the fate of this country as a whole, and, individually, I regard it as not an unhappy fate at all, as it has its compensating advantages. From our climate and resources and other circumstances we learn, from the necessities of our situation, virtues which go far to compensate—I will not say they have compensated—for the prospects of greater material prosperity which existed in other lands; but we must learn these virtues and practice them, too, and when you find apparent progress by leaps and bounds, you may conclude that that progress is more fictitious than real, and will be followed by disaster. We may, as the hon. gentleman stated the other night, number our population at four millions or, at the rate of census, four and-a-half millions, that is including all the new Provinces. I have an interesting table for the first ten years after Confederation, and which will answer the hon. gentleman's query the other day in reference to the tax paying power of Manitoba and British Columbia, when he asked why it should not equal the expenditure, assigning to each Province its local expenditure, its share of the Federal expenses assigned to each Province, and its share of the same expenses not assigned? The results are these: The expenditure for Manitoba was $1,599,000; the revenue was $877,000; deficit, $722,000; or very nearly two dollars expended for one dollar of revenue. For Prince Edward's Island the receipts were $1,596,600, while the expenditure amounts to $2,624,000, deficit $1,027,000. For British Columbia the receipts amount to $2,558,000, while the expenditure was $3,441,000, deficit $883,000. Nova Scotia expenditure was $21,175,000, and its revenue was $19,115,000, leaving a deficit of $2,060,000. Then there are the joint and North-West Estimates, the joint including Confederation charges, Civil Government and legislation, other sources not assigned to the different Provinces, interest on bonds of public debt, and all expenditure in the acquisition of the North-West and other North-West services, and including interest on the public debt incurred for the Pacific Railway. The receipts were $7,600,000. The expenditure was $50,581,000, leaving a deficit on this point of $42,982,000. Add to this deficit the total deficits of the several Provinces which I have just gone over, and we have a grand total of deficits amounting to $49,667,000. Now we come to the surpluses. The revenue of the Province of New Brunswick was $7,706,600, expenditure, $7,640,800, leaving a surplus of $508,000. The revenues for Ontario and Quebec amount to $149,160,000, expenditures $94 340,000, a surplus of $55,820,000, thus making, with the New Brunswick surplus, a total surplus for these three Provinces of Quebec, Ontario and New Brunswick of $56,328,000 to be applied to the deficits before enumerated, and amounting in the total of $47,674,000, and leaving a net balance of $8,654,000. We find, therefore, that Ontario and Quebec have to provide and have provided for the bulk of this vast expenditure resulting from the confederation of the various Provinces comprising the Dominion, New Brunswick having supplied a very small amount. I have not divided Ontario and Quebec, but, taking a few of the great heads or items, a comparison may be made thus: The excise duties of Ontario amounted to $26,723,000. Those of Quebec $136,476,000. The Customs duties for Ontario, including those on dutiable goods going into Ontario, though passed through Montreal, amounted to $60,725,000. The Customs duties for Quebec amounted to $11,966,000. I know that these figures may be disputed in some respects by the people of the Maritime Provinces as to the particular items which have reference to expenditure on the Intercolonial Railway. I know it is contended, whether rightly or wrongly, that this expenditure should be entered as a general charge against the whole Dominion and not charged separately against the Provinces. I state this in order that the House may understand these figures may be somewhat affected in that respect, although the result will not be materially altered on that account. It will be seen from these statistics that the new Provinces are not very large contributors to the net revenue of this Dominion, and it will be further seen that the bulk of the expenditure is contributed by the Province from which I have the honour to come. The figures I have given show our tax-paying power has increased since 1871 at the rate of 16 per cent, but while our tax-paying power has only increased according to the population at the rate of 16 per cent per head, our expenditures have proportionately increased during the same period nearly 56 per cent per head. This includes charges on revenue and all other expenditure whatever. The Post-office Department shows an increased deficit of 200 per cent, and the Public Works of 42 per cent as against the 16 per cent per head of tax-paying power. Now on your public debt you have an annual interest to pay of $7,000,000, and we have to borrow in England, it will not be, as pretended, to pay for our railway construction, but the loan will have to be applied to the payment of this enormous interest. You will go on borrowing until you have borrowed enough to pay your annual interest, but we cannot go on this way for ever, and the Hon. the Finance Minister, who says he is going to get what he wants in this country in the future will find himself mistaken. I think, sir, when we consider, in contrasting our tax-paying power with our expenditure, and when we find that tax-paying power has only increased 16 per cent per head, while our expenditure has increased more than 50 per cent per head, the situation of this country is very critical. We have run ahead of our resources, we have run ahead of our tax-payer, we have imitated and far exceeded the European system. The European nations from 1864 to 1879 increased their national debts 65 per cent, but we have doubled ours in nine years. The budgets of the whole series of years mentioned were increased 40 per cent, but we have gone far beyond them in nine years in our budget. It is quite true that our expenditure is more productive than theirs, we have not been engaged in wars, we have expended these heavy sums by improvements, but, for all that, we have been far too immoderate in our expenditure, we have gone far beyond our tax-paying power, and we have surpassed the European system in the increase of our annual charge. I say we should not present such a contrast as this to immigration, there is one country which presents a contrast to the European system. While Canada increases her national debt, while you find Canada far surpassing the European system of increasing their national debt, the United States has presented to the people of Europe the unique example of an enormous reduction in its national debt, and it is to that fact that I attribute to a very great extent one of our greatest difficulties in competing with that country for immigrants. I dare say hon. gentlemen will accuse me of being unpatriotic, but it is no use blinking at the facts, it is not unpatriotic to state what is true.

Sir CHARLES TUPPER. The hon. gentleman mistakes if he thinks I object to his stating the fact.

Hon. Mr. BLAKE. Not only has the increased expenditure in this country been applied to improvements, but the increase also has been applied in Europe to similar objects; much of it has been expended in the construction of the railways there. I want to know why the emigrant flying from burdens in his own country, flying from an enormous national debt, whether it is not prudent for him to endeavour to locate himself in a country which presents a contrast, which shows a continually decreasing debt, and which, therefore, promises to lighten the burdens of taxation. We do not present this contrast; the United States do present that contrast. I want to know why we should not emulate their plan in placing this contrast before immigrants, instead of following the example in reference to high taxation set by the old countries from which we expect them to come. Before the war, the expenditure of the United States, which had then 27 and-a-half millions, showed a proportion of $2 a head. It is perfectly true that the comparison would be found with a very large reduction on that account; but, making that large reduction; it is equally true that our system is becoming extravagant and onerous, and has gone beyond the increase of the tax-paying powers of the country, and it is time to call a halt. In this expenditure; there is included $1,272,000 for interest on the Pacific Railway. How are we to meet all this while our tax-paying powers have been increasing so moderately, and while our expenditure has been increasing so rapidly, how are we to make both ends meet? Partly by loans, and partly by adding to the burdens of the country. You cannot make a power to pay by adding to the taxation, of the people. The Hon. the First Minister showed that the difference between the Customs duty of 1868 and 1879 was a dollar per head, and that the increase it added was four millions to our tax. He gave us the figures by a rough calculation. According to my view the figures for that period ought to be $4,500,000, and I hold that the way he has computed is not a fair way of determining what the increase of the burdens to the people have been, that they have been to a much larger extent. There are three rates of tax; there is the taxation of bills, which I need refer to as a very material consideration. The excise and other items I will not refer to, for the large increase in the duty on malt has been taken off. I will take up the excise on spirits, and compare the duty on the sum of 1879 with the rates of 1880. Hon. gentlemen may say that the consumption of 1879 is too large, that it was an abnormal consumption in consequence of the rate of duty, and, therefore, the gross tax is larger and ought to be considered in regard to this question, but I dispute the statement, for it will be found that the correct average of the whole nine years since 1871, corrected by the increase of population, would give a consumption of 3,800,000 gallons, and that the incorrect average would be almost equal to the amount ex-warehouse. I will admit the hon. gentleman does not expect to get that consumption this year, but in my opinion the tax has gone beyond the point at which he can raise a revenue from it. I hope his views with reference to the more moderate use of liquor may affect the consumption, but I maintain that a fair estimation of this ability is the consumption of 1879, because it is largely below the correct and hardly higher than the incorrect average for the nine years. Then we take the duty on tobacco in 1879 and compare it with the rates of 1880. The consumption is below the increased average for nine years, and the incorrect average would be 8,000,000 lbs., which is far in excess of the amount, ex-warehouse, in 1879. Therefore, I find in excess an increased taxation of $1,034,000 on the two articles of spirits and tobacco. I have endeavoured to ascertain what the consumption is in respect to Customs, but it does not do to make the amount of goods imported for obvious reasons. It does not do, either for actual or comparative purposes, to take the amount entered in the Custom-house; but taking the amount entered for consumption, the foreign grain imported, was practically in transitu. On replacing an equivalent amount of domestic grain, you can ascertain as nearly as the public records will permit what the consumption of free and dutiable articles imported was for that year. Acting on this principle, and allowing for the temporary duties imposed in 1870, and taken off in 1871, by a resolution which took effect prior to the resolution of 11th April of that year, the rate of our duty upon the amount of consumption on an average for the four years was $13.90 per cent. These I took to be a fair estimate of the incidence and burdens of our taxation upon our importations dutiable and free, during that period. If you make no allowance at all for these temporary duties, the average would give $14.21, which is an increase hardly worth speaking of. During the subsequent three years, the average was $12.33 of goods entered for consumption. The first completed year, under the tariff of 1874, viz., 1875, showed a duty of $13.42, an increase of 2 per cent. for that which immediately preceded the rate for six months of the current year is $19.62 as compared with $13.90, compared with the early period of which I have spoken. The Hon. Minister of Finance admitted that those were very large importations in anticipation of the Tariff, and that the rates were very considerably reduced owing to that fact, but taking the increase of $5.72 p. c. or $5 34 p. c. of taxation on everything dutiable and free, not on an increase of 5 per cent., or a 15 or 17½ per cent. Tariff, but a new Tariff of 5¾ per cent. on everything you import dutiable and free. It would be quite enough to say that the statement of the Hon Finance Minister was correct, that in 1879 more than $4,000,000 was taken out of the pockets of the people than was taken during the former year; but I think that a much larger sum has been added to our burdens. Well, with good times and high prices, we ought to have a revenue, when a fifth part of everything that comes into the country, great or small, cheap or dear, free or dutiable, raw material or manufactured articles, necessary of life or luxury, is taxed to make up the average. It should be tolerably clear that if there is any importation at all that 1-5 should come into the coffers of the country, but no consideration has been taken of any important item. We have been considering only the amounts that enter into the Customs, but the uncounted millions that go into the pockets of thousands of private persons, that are to add to the legitimate profits of some trades, that are to be compensated for the misdirected and unprofitable application of capital, of labor by the mass of consumers, we are unable to ascertain or to take into account. But this we know, that anything of this kind does not swell the public treasury, it may be accepted as a fact that we have in many cases passed the limit of effective taxation. Certain it is that unless the hon. gentleman has wholly miscalculated his object, unless he has wholly bungled in the exercise of the great weapon he has used, he will have stimulated home manufactures in respect to some of the best articles of importation. It is certain that he will have deprived the coffers of the country of the duties to be derived from these articles.

Sir S. L. TILLEY—As in the United States for instance.

Hon. Mr. BLAKE—I do not propose to enter into a discussion of free-trade, nor to analyse the condition of the United States, or how far they can play tricks with political economy. I think the distinctions are obviously new. I say the effect will be produced, and if there be good crops and high prices there is no doubt the Customs revenue will be increased, but there is no doubt also that a very large sum of it has been diverted from the Custom House to the pockets of individuals. It appears by the admission of the hon. gentleman, by the figures I have stated, that we have largely increased the burden of our taxation, and that every dollar of interest that we are paying, and are to pay, for the construction of the Pacific Railway must come out of these increased taxations, or from fresh means. It was demonstrated by the admission of the hon. gentleman and more fully by the arguments I have advanced, we have increased the burden of our taxation largely, and it is obvious that you cannot place the additional interest this outlay will inflict on us for the construction of the Pacific Railway. The payment of that interest, if it were only fair and reasonable, would by the additional taxation, even apart from the Pacific Railway, and further expenditure on it, be very heavy. We are still in a critical condition; we are still trying our great experiment, still engaged in the effort of making both ends meet; we have not yet accomplished that feat. The hon. gentleman said a month or six weeks ago that the revenue would be within half a million of the public requirements. I wonder whether he will say so when he moves the second reading of the Supply Bill? We believe it will be a great deal more; we are not yet in a state of equilibrium as to receipts and expenditure; we are engaged in a great trade experiment. It is one great experiment not enough at a time; would it not be better not to plough too deeply into experiments, speculations and conjectures, and would it not be better, as we are engaged in this great experiment, financially, commercially and fiscally, not to enter into fresh financial engagements of an enormous character, based upon speculation and conjecture? Are we now finally to submit the policy of Parliament, and enacted, as I have pointed out, four or five or several times, agreed to unanimously in 1876, that this road should be so constructed as not to increase the burden of our taxation, because if you agree to the scheme of the Government and go on with the construction of the road in British Columbia, you do finally subvert and abandon that policy, and you cannot ever recur to it, and you commit yourselves to the construction of that road irrespective to the rate of taxation and the burdens to be imposed on the country. I ask the House not to begin that now, but, in preference, to say they will complete the road between Fort William and Selkirk, and go on with the prairie sections and see the result of the settlement and colonization of the country parts, and then when they have seen the result and ascertain that there is a substantial basis on which, without drawing on this country the grinding taxation which is now being levied on us for the purpose, without this fresh taxation that the railway be built in Columbia, then to commence its construction and not before. Consider this Confederation remember of what it is composed, how it was formed. It was formed, as a cynic has said, and may say again, as, indeed, was practically admitted by hon. gentlemen opposite, when they told us in 1869 that the Union was only a union on paper, and that it was the subsequent Acts of this Union that would come into a real and permanent Union, based on its elements on which alone a real Union can be affected; it was formed as between Ontario and Quebec, rather as a *divorce*. As to Nova Scotia, she was coerced into it and afterwards compensated for the loss of her honour. As to New Brunswick, she was frightened into it and afterwards compensated. As to Manitoba, she was hurried and coerced, as well as Prince Edward Island and British Columbia. Shall I say they were seduced into it by pledges and promises—by, at any rate, a most expensive settlement. That being the original condition of things, the Union being a union of paper as it was. I want to know what has been done to cement it, how it now stands after all your political measures? A Province where almost every one is insisting at your doors for aid in meeting our extravagance; they have come to look at us principally in the character of the tax-gatherers of the Provinces, and they believe they may come as far as they please, and that the Dominion Exchequer must fill the void from the collections from larger Provinces desirous of paying their share of throwing upon the other Provinces, or one of them, the balance of the liabilities. The largest of the Provinces asks no special advantages. She is ready to see the revenues, from whatever quarter they come, expended in the best way for the general interest of the Dominion, but she asks, and is entitled to ask for a proper economical expenditure of the revenues. All the public works of the old Provinces are at a stand-still; our shipping are depressed, and are asking for some relief. The vast expenditure of Quebec to reach the great West is abortive for a time; there is no money for the extension to the East—no money for it. It cannot be done. The money must be spent in the gorges of the Fraser in British Columbia. How much less interest have we in opening up the canons and gorges of British Columbia if it be true, as your Commissioner said, that it is impossible for us with our limited means to undertake the settlement of the North-West ourselves, as we have neither sufficient population or money for the work? How much less are we able to add to this heavy task? The construction of the Columbia section of the Canada Pacific Railway is the true way of developing, in a poor and attenuated measure, that national spirit which may be looked to to support the country by-and-by whenever it may care to take its legitimate share in the concerns of the great family of nations. This is the true way to develope the spirit of brotherly love and unity; to consolidate the Union and give us the elements of a successful Union and make us one people. Satisfying for a time British Columbia; but only as a pledge, only as its people know that when the Pacific Railway is commenced we are bound to complete it through the whole of their province to satisfy those 12,000 people at the risk of the ruining the whole Dominion—this is not the way to cement the Union or make it lasting. It is not by the restriction of trade, compelling one person to trade with some other to his own loss. It is not by an enormous and crushing national debt, by additional taxation raising the prices of our necessaries and diminishing the comforts of our lives. It is not by flinging with lavish hand into the gorges and canons of British Columbia all you can borrow or raise, while all the interests in older Provinces are reported at a stand still, that you will cement and make prosperous this Union. You are making our load heavier than that of the United States, you are making our debt intolerable to the poor, you are running that risk, you who so deprecate annexation, by the course into which you have plunged the country; you are paving the way to that annexation by rendering it the only possible escape from the serious dangers with which we are menaced. You tell us we are injuring the country by discussing its railway policy, and suggesting that it may be changed, and you send a High Commissioner to England asking her to close her ports against the grain of the world, in order that your and her farmers may receive higher prices for it from her millions of poor; and in return you propose to fling open your Custom House doors to give full liberty to the British manufacturers to sell their goods among us, and blast by a fatal blow every Canadian manufacturer in any way dependent on Protection for his property. Such is your reckless, impracticable, inconsistent policy. You ask for mine, I will give it to you. Set free the springs of legitimate trade and revenue which you have dishonestly checked; open the ports to trade or remove the illegitimate bars with which you have closed them; free the people as rapidly as possible from excessive and grinding taxation; return to a revenue tariff—the only legitimate tariff for the purposes of this country, affording necessarily as it does not only a certain measure of protection, but also the most productive means by which the public needs can be reached. By an earnest searching plan of economy and retrenchment in every branch of the public expenditure, endeavour to make both ends meet and lighten the public burdens. But if you will not do all these things; if you will persist in your present course, then in this particular, at any rate, be prudent if in all else you will risk the future of the country. In regard to the construction of this great work, confine yourselves to the completion of the most promising sections of so much as is necessary to settle and develope the North-West and leave, in order that you may ultimately succeed in your policy, in order that your policy for the development of your resources may ultimately succeed—leave alone, for the present, the construction of the railway in British Columbia. Do not, by any present action, based on any dreams or visionary prospects, risk the ruin of your country.

Mr. BUNSTER took the floor and spoke up to six o'clock.

AFTER RECESS.

Several private Bills were advanced a stage. The Credit Valley Bill received its third reading.

Mr. BUNSTER continued his speech, defending British Columbia from the aspersions cast upon it, and expressing the belief that, notwithstanding the position taken by the member for West Durham, the road would be completed.

Hon. H. L. LANGEVIN followed, and argued that the members of the present Opposition had committed themselves to the building of the entire road. The hon. member for West Durham had endeavoured to secure the support of the Irish people by predicting that, with the advent to power of a Liberal Government in England, there would dawn a brighter day for that country. He (Mr. Blake) had even gone so far as to state that he was in favour of Home Rule. He (Mr. Langevin) hoped that there would be many bright days, and many bright years, in store for Ireland; but he believed that the British Government, no matter what party might hold the reins of power, would do justice to that country. It required time to remedy the evils. The hon. gentleman had also sought to secure the support of the members from the Province of Quebec by complaining of the imposition of the work in the eastern section; but his amendment had offered them no relief. It simply said that it was not desirable to proceed with the construction of the work in British Columbia. The Government intended to complete the entire road; but a great work of this kind could not be built in a day. He defended the Government estimates as to the cost of the road and their policy generally. The hon. member for West Durham was responsible for the calling for tenders for the Yale-Kamloops section by the late Government.

Hon. Mr. BLAKE—How?

Hon. Mr. LANGEVIN said that the hon. gentleman had continued his support to the Government of the member for Lambton and had never repudiated it.

Hon. Mr. BLAKE said he had referred to this question in his speech last night, and then stated that had he been in the country he would have opposed this action. He was out of the country at the time, and, as a matter of fact, did not know until November last that tenders had been called for.

Hon. Mr. LANGEVIN, continuing, charged the Opposition with pursuing an unpatriotic policy, and criticised the speech of the member for West Durham at some length.

Mr. CASGRAIN considered that the building of the Western section of the road at the present time was too much for the resources of the country. He said that it was only by the strongest pressure that the Quebec Conservatives had been induced to support the Government policy, and said that if the carrying of the amendment did not involve defeat of the Government, they would vote for it *en masse*. He ridiculed the calculations of the Government as to the amount of revenue which they could expect to derive from the lands in the North-West.

Mr. McINNES opposed the amendment, and said its adoption would be a step towards the dismemberment of the Confederation, and would be a violation of faith with that Province. He believed that British Columbia was destined to be a great Province, and said that instead of having a population of only 12,000 it had from 25,000 to 30,000.

Mr. CHARLTON moved the adjournment of the debate. (Cries of "Lost," in which Sir John Macdonald joined.)

Hon. Mr. MACKENZIE asked why the hon. gentleman said "Lost." It was impossible to finish the debate to-night. He was not going to speak at midnight.

Sir JOHN MACDONALD wanted the vote taken to-night. It was not customary for a debate of this kind to last more than two days.

Hon. Mr. MACKENZIE said that no time had been lost. The Opposition had thrown no obstacles in the way of public business. This was a most important question, and there was no use in the Government trying to force a division.

Sir JOHN MACDONALD urged that the debate should be continued. The hon. gentleman would not deny that the case for the amendment had been fully and strongly put by the member for West Durham. They wanted to get on with the work.

Mr. DECOSMOS desired to speak, but did not wish to address the House to-night. Nothing would be lost by adjourning. He had given way to the Minister of Public Works, but would not have given way had he not expected that a similar courtesy would be extended to him.

Sir JOHN MACDONALD said one would think that the hon. member for Victoria did not want the amendment defeated to-night.

Mr. DECOSMOS said that he could see nothing to be gained by defeating the amendment to-night as compared with defeating it on Monday night.

Mr. BRECKEN made a very amusing speech, complaining of the loss of time.

Mr. CHARLTON pressed his request for an adjournment. It was time for adjourning and the debate could not be properly closed this evening. The House expected the First Minister to indicate some of the remarkable calculations which he had made. They would take it as an act of cowardice on the part of the leader of the Government if he did not consent to the adjournment of this debate.

A scene of confusion ensued, amid which the Speaker declared the motion for adjourning the debate lost.

Mr. DECOSMOS said that if the Government persisted in their intention he would talk the time out. He then took out of his desk an immense pile of documents, and announced his intention of proceeding with his speech.

At 2.40 Mr. Decosmos moved the adjournment of the debate, which was carried with Sir John's consent, and the House adjourned.

### MARRYING BISHOPS.

Bishop Fraser—"Baby" Fraser, as he used to be called at the University and as he continued to be called all through his life—is the third Bishop who has taken a wife within the past few years, and thus exposed himself to all the second-hand satire of Sydney Smith:—"How can a Bishop marry? How can he flirt? The most he can say is, 'I will see you in the vestry after service.'" The Bishop of Exter was the first to break the ice and to plung into matrimony, and still more recently the Bishop of Lichfield has been married during the occupancy of his See. But these cases are very rare, and when a few years ago one of the most distinguished bishops in East Anglia, eminent for his learning, made up his mind to take a wife he resigned his See and quietly retired to a cottage at Clapham, where he spent the rest of his days with his books and his wife, and spent them apparently very pleasantly. The Episcopal Bench now numbers only two bachelors, the Bishop of Durham (Dr. Lightfoot) and the Bishop of Ely (Dr. Woodman); and I suspect neither of them is a marrying man; for when an old friend a few years ago told one of them that he ought to be married, he asked, "Why?" "Because," was the answer, "St. Paul says a Bishop should be the husband of one wife." "Yes," was the Bishop's retort, "the husband of one—only one."


Miscellaneous.

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Paid-up Capital .......... £350,000 Stg.
Fire Reserve Fund .......... 794,577 "
Premium Reserve .......... 305,065 "
Balance of Profit and Loss Account .......... 57,048 "
Life Accumulation .......... £2,852,567 "
Annuity Funds .......... 390,080 "
2.—*Revenue for the Year, 1878.*
From Fire Department:
Fire Premiums & Interest £976,160
From Life Department:
Life Premiums and Interest .......... £438,737
Interest &c., on Annuity Funds.. 12,040
£450,777
Total Revenue .......... £1,426,937 "
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Medical.

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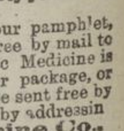
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