FRED. R. ALLEY,
JOHNSON & BROWNING,
FIRE INSURANCE,
British Empire Building,
MONTREAL.
Telephone 1743.
Branches in Chicago and New York. Special facilities for placing surplus and large lines.

The Montreal Daily Herald

AND DAILY COMMERCIAL GAZETTE.

FRED. R. ALLEY,
Johnson & Browning,
FIRE INSURANCE.
See us in regard to Lower Rates.
TELEPHONE 1743.

Vol. LXXIX.--262 MONTREAL, THURSDAY, NOVEMBER 3, 1887. Subscription $6.00 per annum.

NEW ADVERTISEMENTS.

FISH.

No. 1 LABRADOR HERRINGS.
No. 1 CAPE BRETON HERRINGS.
NORTH SHORE SALMON.
CASPE DRY CODFISH.
—ALSO,—
COARSE and FINE SALT,
FOR SALE BY
VERRET, STEWART & CO.
271 to 275 Commissioners Street.
Oct. 7 239

SALMON.
50 tierces No. 1 Labrador, large,
21 " " " small,
10 " No. 2 " "
Barrels and Half-barrels of each sort.
MACKEREL
200 cases this season's pack.
CODFISH
150 quintals choice Gaspe Codfish.
3 drums No. 1 Large Green Codfish.
Barrels No. 1 Green Codfish.
HERRING.
75 half-barrels No. 1 Fat C. B. July Herring.
100 barrels and half-barrels Labrador Herring.
Barrels, halves, quarters and kits Loch Fyne.
LOBSTERS.
100 cases New Pack Canned Lobsters.
OYSTERS.
Narrows and Malpeque received daily.
OILS.
30 barrels Tessier's Pure Nfld. Cod Liver Oil.
100 " Pure Nfld. Cod Oil.
50 " Halifax Cod Oil.
20 " P. E. I. Cod Oil.
150 " Stevens' Steam-refined Seal Oil.
J. & R. McLEA,
Agents Caledonia Coal & Railway Co.,
8 Common Street, Montreal.
Sept. 20 229

NEW LABRADOR HERRINGS.
First Arrivals Direct from Coast, ex Steamship GREENLAND:
Munn's No. 1 Labrador.
Ex Schooner WARRIOR:
Penney's No. 1 Labrador.
Will be Sold CHEAP from Wharf
APPLY EARLY,
STEWART MUNN & CO.,
Telephone 1235. 22 St. John Street.

Labrador Herring.
NOW LANDING,
Ex Schooners C. Bernier and Ste, Anne,
TEN DAYS FROM THE COAST,
Prime No. 1 Labrador Herring,
Baine, Johnston & Co.'s and "Bartlett" brands.
—ALSO,—
20 Tierces No. 1 Salmon.
40 Casks Pure Cod Oil.
JOHN BAIRD & CO.,
209 Commissioner Street,
MONTREAL.
Oct. 17 247

HAVANA CIGARS
JUST RECEIVED.
La Legitimidad,
Flor de Verona,
Panchitas,
Manuel Garcia Alonso,
La Bordad Perfectos,
Le Nevara Perfectos,
Prince of Wales.
S. HYMAN,
180 St. James Street.
November 1 200

NASAL BALM
HAY FEVER CATARRH HEADACHE
COLD IN THE HEAD
CATARRH
A POSITIVE CURE FOR CATARRH.
GIVES Immediate Relief FOR Cold in Head, HAY FEVER. EASY TO USE.
Not a Snuff, Powder or Irritating Liquid. Price 50 cts. and $1.00. If not obtainable at your druggists, sent prepaid on receipt of price. Address
FULFORD & CO., Brockville, Ont.

THE KEY TO HEALTH.
BURDOCK BLOOD BITTERS
Unlocks all the clogged avenues of the Bowels, Kidneys and Liver, carrying off gradually without weakening the system, all the impurities and foul humors of the secretions; at the same time Correcting Acidity of the Stomach, curing Biliousness, Dyspepsia, Headaches, Dizziness, Heartburn, Constipation, Dryness of the Skin, Dropsy, Dimness of Vision, Jaundice, Salt Rheum, Erysipelas, Scrofula, Fluttering of the Heart, Nervousness, and General Debility; all these and many other similar Complaints yield to the happy influence of BURDOCK BLOOD BITTERS.
T. MILBURN & CO., Proprietors, Toronto.

W. & F. P. CURRIE & CO.
100 Grey Nun Street.
Importers o
SCOTCH GLAZED DRAIN PIPES,
Chimney Tops, Vent Linings, Blue Covers, Fire Bricks,
Fire Clay, Portland Cement, Roman Cement, Canada Cement,
Water Lime, Whiting, Plaster of Paris, China Clay,
&c., &c., &c.
MANUFACTURERS OF
BESSEMER STEEL,
SOFA, CHAIR AND BED SPRINGS.
A large stock always on hand.
October 22 1253

JOHN' SPATENT
Automatic Sporting Schrapnell Shell
FOR
Wild Fowl Shooting and Long Shots.
The greatest sporting novelty of the century. With the lightest shoulder guns kills anything on the game list at 120 to 140 yards with the smallest sizes of shot.
Retail at COSTEN & CO., T. BOYD & SON, and the principal gunmakers.
Wholesale from A. T. ANDERSON, Montreal, Agent for Canada and U. S.
August 15. 5m 195

WEAK, UNDEVELOPED PARTS
of the body and nervous debility restrengthened. Full particulars (sealed) free. ERIE MED. CO., Buffalo, N.Y.
June 29 DW 154

RAILWAYS.

INTERCOLONIAL RAILWAY.
SUMMER ARRANGEMENT.
COMMENCING 13TH JUNE, 1887.

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

Leave Levis	8 15
Arrive Riviere du Loup	12 00
" Trois Pistoles	12 55
" Rimouski	14 35
" Little Metis	15 38
" Campbellton	19 00
" Dalhousie Junction	19 38
" Bathurst	21 23
" Newcastle	22 50
" Moncton	1 40
" St. John	5 30
" Halifax	9 10

The night trains from Montreal of the Grand Trunk and Canadian Pacific Railways connect at Point Levi and Levis with these trains.
The Trains to Halifax and St. John run through to their destination on Sundays.
The Sleeping Car leaving Montreal on Monday, Wednesday and Friday, runs through to Halifax, and the one leaving on Tuesday, Thursday and Saturday to St. John.
All Trains are run by Eastern Standard Time.
THROUGH TICKETS may be obtained via rail and steamer to all points on the Lower St. Lawrence and in the Maritime Provinces.
For tickets and all information in regard to passenger fares, rates of freight, train arrangements, &c., apply to
G. W. ROBINSON,
Eastern Freight and Passenger Agent.
136 ST. JAMES STREET,
Opposite St. Lawrence Hall,
MONTREAL.
D. POTTINGER,
Chief Superintendent.
RAILWAY OFFICE,
Moncton, N.B., June 8th, 1887.

CENTRAL VERMONT RY.
Trains Leave Bonaventure Station
8.30 A.M.—Fast Train, arriving at St. Albans 10.59 a.m., Burlington 12.10 p.m., Montpelier 12.50 p.m., White River Junction 2.55 p.m., Boston via Lowell 7.25 p.m., and New York via Springfield at 10.30 p.m.
Pullman New Buffet Parlor Cars to Boston.
4.20 P.M.—New York Express daily, Sundays included, arriving at St. Albans 8.50 p.m., (Supper); Burlington, 8.15 p.m., Rutland, 10.30 p.m., Troy, 2.00 a.m., Albany, 2.30 a.m.; New York, 7.00 a.m. Daily, except Sunday. Arriving Worcester 6.40 a.m.; Boston, 9.00 a.m., via Rutland, Bellows Falls and Fitchburg.
Wagner's new Palace Sleeping Cars Montreal to New York and St. Albans to Boston.
Through Cars on this train arriving Waterloo 7.20 p.m., Magog 8.30 p.m., and Sherbrooke 9.20 p.m.
8.30 P.M.—Boston Night Express.—Daily, Sunday included, for St. Alban's, White River Junction, Manchester Nashua, arriving Boston, via Lowell, 6.30 a.m. Daily, Sunday excepted, for Boston, via Fitchburg, arriving 9.35 a.m., New York, via Northampton, Holyoke, Springfield and New Haven, 11.40 a.m.
This train makes close connection at Nashua and Winchendon for Worcester, Providence and all points on New York and New England Railroads.
Pullman Buffet Sleeping Cars to Boston and Springfield.
For Tickets, Time-tables, and other information, apply at Windsor and Balmoral Hotels, Grand Trunk Offices, or at the Company's office, 136 St. James Street.
A. C. STONEGRAVE,
Canadian Passenger agent.
J. W. HOBART, General Manager. S. W. CUMMINGS, General Pass. Agent.
Montreal, October 10, 1887.

Delaware and Hudson
CANAL CO.'S RAILROADS.
"D. and H."
—TO—
Saratoga, Troy, Albany, Boston, New York, Philadelphia.
AND ALL POINTS SOUTH AND EAST.
Quick Time. No Delays.
The Shortest and Most Comfortable Route between Montreal and New York.
TRAIN LEAVE MONTREAL
4.30 p.m.—Night Express, Sundays included. —Wagner's Elegant Sleeping Car runs through to New York without change, arriving in New York at 7.00 next morning.
This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.30 a.m.
New York Through Mails and Express carried via this line.
Information given, and Tickets sold at Windsor and Balmoral Hotels, all Grand Trunk Offices, and at the Company's Office.
143 St. James Street, Montreal.
J. W. BURDICK, General Pass'r Agent, Albany, N.Y., CHAS. C. McFALL, General Agent, Montreal.
Oct. 24 292

New England Paper Co.
21 De Bresoles Street, Montreal.
News and Wrapping Papers, all sizes and weights, made to order. 197

IN USE 100 YEARS.
SKIN DISEASES
are of two kinds; firstly, those which are only skin deep (which are not now to be considered); secondly, those which are caused by a bad state of the blood, and which attack various parts of the body in different ways. Skin disease shows itself in the HEAD, sometimes in the form of Dandruff, which no amount of brushing and combing will get rid of, and sometimes in the form of Scaly Eruptions. In the NECK, by an enlargement of the glands (commonly called Glandular Swellings), which, if unchecked, become very unsightly wounds. In the ARMPITS, and the inside of the ELBOWS, by an Inflamed Roughness of the Skin, which is very painful when washed. In the HANDS, by deep Cracks or Fissures, which if healed for a few days, speedily open again, or by horny-looking patches. In the LEGS, by Hard, Shiny and Inflamed Swellings, or by wounds more or less deep. And on the BODY, in Red Scaly Patches, which as often as rubbed off, form again, or in the discharge of a thin watery fluid or a very disagreeable nature. In all these cases the treatment must be twofold. An Ointment is required to relieve the Itching, and Medicine must be taken to change the state of the Blood, andrender it pure.
Both these requirements are supplied by
Dr. Roberts' Celebrated Medicines
The OINTMENT called
"THE POOR MAN'S FRIEND."
—AND THE—
ALTERATIVE PILLS,
Called "Pilulæ Antiscrophulæ."
These two Medicines have now stood the test of 100 years' trial, having been introduced to the public in the latter part of the last century.
They may be obtained of all Chemists, or of the Proprietors,
BEACH & BARNICOTT, BRIDPORT, DORSET
Price 1s 1½d, 2s 9d, 11s and 22s each.

FOR SALE,
Fine Steam Tug 60 feet long, 12 feet beam 14 by 14 vertical engine. Light draught Splendid condition. Sold because owners have finished work for which she was bought. Can be seen at Lachine Locks, where all communications should be addressed.
DOMINION BRIDGE CO. (Limited.

A PRIZE. Send six cents for postage and receive free, a costly box of goods which will help all, of either sex, to more money right away than anything else in this world. Fortunes await the workers absolutely sure. Terms mailed free. True & Co., Augusta, Maine. ly

RAILWAYS.

CANADIAN PACIFIC RAILWAY.
TRAINS LEAVE MONTREAL at:—
8.10 A.M.—‖ Fast Express for Louisville Three Rivers, Quebec, &c.
8.45 A.M.—‖ Day Express for St. John's, Farnham, Newport, Manchester, Nashua, Boston, Portland and New England points, via Montreal and Boston Air Line.
9.00 A.M.—‖ Fast Express for Lachute, Ste. Therese, Ottawa, &c.
9.10 A.M.—‖ Day Express for Brockville, Smiths Falls, Peterboro, Kingston, Toronto, &c.
3.00 P.M.—Suburban train for St. Therese.
3.30 P.M.—† ‖ Local Express for Berthierville, Three Rivers, Batiscan, Quebec, &c.
4.30 P.M.—Local Express for St. Therese, Lachute, Buckingham, Ottawa, &c.
4.45 P.M.—Local Express for St. Johns, Farnham, Sutton, Newport, Springfield, &c.
5.00 P.M.—Local for Joliette, St. Felix de Valois, &c.
5.20 P.M.—From Bonaventure Station, for Chambly, Richelieu, Marleville, &c.
5.30 P.M.—For St. Therese and St Jerome, St. Lin and St. Eustache Branches.
6.10 P.M.—Suburban train for St. Therese and intermediate stations.
7.45 P.M.—† ‖ Night Express for St. Johns, Farnham, Newport, Concord, Manchester, Nashua, Lowell, Boston, and New England.
8.20 P.M.—‖ Pacific Express for Ottawa, Winnipeg, Vancouver, Victoria, and all points in the North-West and on Pacific Coast.
8.30 P.M.—† ‖ Western Express for Smiths Falls, Peterboro, Kingston, Toronto, Owen Sound, St. Thomas, London, Detroit, Chicago, and all points in Ontario and Western States.
10.00 P.M.—‖ Night Express for Three Rivers, Quebec, and points on the Intercolonial Railway and Lower Provinces.
† Runs Daily, Sundays included. Other trains week days only.
‖ Parlor and Sleeping Cars on trains so marked.
American Customs Officer at station to examine baggage destined for the United States.
TICKET OFFICES:
266, 202 and 253 St. James Street.
Windsor and Balmoral Hotels, and Quebec Gate Station.
October 5 237

INSURANCE.
GUARDIAN
Fire and Life Assurance Co'y.
PAID-UP CAPITAL £1,000,000 stg.
Total Funds, - - - $19,500,000.
Fire risks written at current rates.
ROBT. SIMMS & CO. and GEO. DENHOLM,
General Agents, Montreal.
H. W. RAPHAEL,
SPECIAL AGENT.
30 Hospital Street.
December 4 291

The Royal Canadian
Fire and Marine Insurance Co.
157 St. James Street, Montreal.
Capital $500,000
Assets 700,000
Income, 1885 517,678
ANDREW ROBERTSON, Esq., President.
HON. J. R. THIBAUDEAU, Vice-President.
HARRY CUTT, Secretary. ARCHD. NICOLL, Marine Underwriter.
GEO. H. McHENRY, Manager.
M. J. E. DROLET, Agent for City and District of Montreal.
June 15 1y 236

North British and Mercantile
FIRE & LIFE
ASSURANCE COMP'Y.
ESTABLISHED 809.
Head Office for Canada, Montreal.
DIRECTORS:
W. W. OGILVIE, Esq., (Of A. W. Ogilvie & Co.)
GILBERT SCOTT, Esq.,
HON. THOMAS RYAN.
THOMAS DAVIDSON, Managing Director.
October 25 256

MANHEIM
Marine Insurance Company
(LIMITED),
GERMANY.
London Office: 1 Royal Exchange Buildings.
Capital £300,000
Issued Capital £200,000
Reserve Funds ..... £ 20,000
Insurance effected on merchandise, by Steamers and Sailing Vessels, outwards and inwards, at lowest rates of premium; also on Cattle Shipments by approved vessels.
Losses Promptly adjusted.
Represented in Canada by R. N. C. CONNAL, Agent and Attorney for the Company, Chesterfield Chambers, 18 St. Alexis street, Montreal.
Telephone No. 1251.
September 213

THE
Liverpool & London & Globe
Insurance Company.
CANADA BOARD OF DIRECTORS.
The HON. HENRY STARNES, chairman.
EDMOND J. BARBEAU, Esq., Genl. Manager
Le Credit Foncier Franco-Canadien.
W. J. BUCHANAN, Esq., General Manager Bank of Montreal.
Capital $10,000,000
Amount Invested in Canada ..... $ 900,000
Assets $38,000,000
Mercantile Risks accepted at the lowest current rates.
Churches, Dwelling Houses and Farm Properties insured at reduced rates.
G. F. C. SMITH,
Chief Agent for the Dominion.
Sub-Agents.
CYRILLE LAURIN, 16 Place d'Armes. FRED. C. HENSHAW, 4 Custom House Sq.
Having been appointed Sub-Agent for the above Company for the City of Montreal, I take the liberty of asking my friends to favor me with a share of their Insurance Risks.
F. C. HENSHAW,
4 Custom House Square.
Telephone Communication.

STANDARD LIFE
ASSURANCE COMPANY.
(Established 1825.)
Total Risks $100,000,000
Invested Funds 31,470,000
Annual Income 4,000,000
Bonuses hitherto distributed amount to the large sum of 17,000,000
The time for closing the Company's Books and dividing the Profits, having been extended to the 8th December next, all proposals sent in prior to that date will participate in the full year's share of the profit.
W. M. RAMSAY,
Secretary.
Standard Buildings, Montreal.
Nov. 21 tf 287

JOSEPH GILLOTT'S
STEEL PENS
GOLD MEDAL-PARIS, 1878.

ALES AND LIQUORS.

John Hope & Co.
MONTREAL.
AGENTS IN CANADA FOR
JOHN DE KUYPER & SON, Rotterdam.
MARTELL & CO., Cognac.
JULES ROBIN & CO., Cognac.
MOET & CHANDON, Epernay.
DEINHARD & CO., Coblenz.
BARTON & GUESTIER, Bordeaux.
M. MISA, Xeres de la Frontera.
COCKBURN, SMITHES & CO., Oporto.
MULLER & DARTHEZ, Tarragona.
RODEL & FILS FRERES, Bordeaux.
E. & J. BURKE, Dublin.
PATTERSON & HIBBERT, London.
BULLOCH, LADE & CO., Glasgow.
WM. JAMESON & CO., Dublin.
CANTRELL & COCHRANE, Dublin.
—AND—
BOOTH'S OLD TOM GIN, etc.
N.B.—ORDERS RECEIVED FROM THE WHOLESALE TRADE ONLY.
December 22 306

JOHN H. R. MOLSON & BROS.
Ale and Porter Brewers,
286 St. Mary St., Montreal.
Have always on hand the various kinds of
ALE AND PORTER
IN WOOD AND BOTTLE.
Families regularly supplied.
Orders received by Telephone.
Mr. Wm. Watson, 78 Fortification Lane, bottles our Ales and Porter. He is authorized to use our labels.
May 2

Dow's Brewery,
CHABOILLEZ SQUARE.
Superior Pale and Brown Malt India Pale and other Ales, Extra Double and Single Stout, in Wood and Bottle.
FAMILIES SUPPLIED.
The following bottlers only are authorized to use our labels, viz.:
Thos. J. Howard 681 & 683 Dorchester street
Jos. Virtue ..... 19 Aylmer street
Thos. Ferguson ..... 362 St. Elizabeth street
Wm. Bishop ..... 15 Visitation street
Thos. Kinsella ..... 118 Ottawa street
ORDERS RECEIVED BY TELEPHONE.

WILLIAM DOW & CO.,
Brewers and Maltsters.
Feb. 23. 1y

DAWES & CO.,
Brewers & Maltsters.
INDIA PALE and XX MILD ALE,
EXTRA and XXX STOUT PORTER.
(IN WOOD AND BOTTLE.)
Families supplied.
SAND PORTER, Quart and Pints.
OFFICE:
521 St. James Street West,
MONTREAL.
Orders received by Telephone.
May 2 170

ALICANTE WINE!
Imported by the subscriber direct from Spain, A pure, nourishing and tonic wine Recommended by the Faculty,
For sale on draught or bottled by
FREDERICK KINGSTON,
WINE MERCHANT,
28 Hospital Street, Montreal.
May 11 1y

BUSINESS CARDS.
H. ERN & CO.
142 EYRE STREET,
SHEFFIELD, ENGLAND,
Manufacturers of all Classes of
Cutlery, Table, Pocket and Penknives, Scissors, Razors, Electro-Plated Goods, etc., etc.,
The best and cheapest house in the trade.
All orders accompanied with references in England, or Bankers' drafts will be promptly executed.

EDGAR JUDGE,
Wholesale Dealer in
Flour, Grain and Mill Feed
ST. PAUL STREET, MONTREAL.
ly 121 ly 314

MacDOUGALL BROS.,
STOCK BROKERS,
69 St. Francois Xavier Street.
Members Montreal Stock Exchange.
Members Chicago Board of Trade.
Agents for Alex. Geddes & Co., Chicago.
Grain and provisions bought and sold for cash or on margin. 1y 238

D. Lorn MacDougall & Co.,
STOCK BROKERS,
MEMBERS MONTREAL STOCK EXCHANGE,
11 HOSPITAL STREET.
Stocks and Bonds bought or sold for cash or on margin.
May 30. 1y 124

DR. MAJOR,
SPECIALIST TO THE DEPARTMENT FOR
DISEASES OF THE NOSE AND THROAT,
MONTREAL GENERAL HOSPITAL,
82 UNION AVENUE, MONTREAL,
Has returned from Europe.
September. 1y

MR. WM. CARTER SMITH,
SOLICITOR, &c.,
82 Collins St. West, Melbourne, Victoria,
AUSTRALIA.
Commissioner for administering oaths in the Supreme Court and Exchequer Court of Canada, Parliamentary Agent, Commissioner for taking acknowledgments, Commissioner for affidavits for New South Wales, Queensland, South Australia, India, Cape of Good Hope and Fiji.

W. McLea Walbank, B. A. Sc.
ARCHITECT.
Land Surveyor, Civil Engineer and Valuator,
214 St. James Street, Montreal.
Water Works and Drainage a specialty. Consultation hours between 12 and 1 p.m. daily.
April.

Macmillan & Cameron,
BARRISTERS, SOLICITORS, NOTARIES,
LONDON, ONT.
1y 185

LEITCH & PRINGLE,
Barristers, Attorneys-at-Law, Solicitors in Chancery, Notaries Public, &c.,
CORNWALL, ONT.
JAS. LEITCH, August 25 R. W. PRINGLE

NEW ADVERTISEMENTS.

Dr. Pierce's Pleasant Purgative Pellets
The Original LITTLE LIVER PILLS.
BEWARE OF IMITATIONS. ALWAYS ASK FOR DR. PIERCE'S PELLETS, OR LITTLE SUGAR-COATED PILLS.
Being entirely vegetable, they operate without disturbance to the system, diet, or occupation. Put up in glass vials, hermetically sealed. Always fresh and reliable. As a laxative, alterative, or purgative, these little Pellets give the most perfect satisfaction.
SICK HEADACHE,
Bilious Headache, Dizziness, Constipation, Indigestion, Bilious Attacks, and all derangements of the stomach and bowels, are promptly relieved and permanently cured by the use of Dr. Pierce's Pleasant Purgative Pellets. In explanation of the remedial power of these Pellets over so great a variety of diseases, it may truthfully be said that their action upon the system is universal, not a gland or tissue escaping their sanative influence. Sold by druggists, 25 cents a vial. Manufactured at the Chemical Laboratory of WORLD'S DISPENSARY MEDICAL ASSOCIATION, Buffalo, N. Y.

$500 REWARD
is offered by the manufacturers of Dr. Sage's Catarrh Remedy, for a case of Chronic Nasal Catarrh which they cannot cure.
SYMPTOMS OF CATARRH.—Dull, heavy headache, obstruction of the nasal passages, discharges falling from the head into the throat, sometimes profuse, watery, and acrid, at others, thick, tenacious, mucous, purulent, bloody and putrid; the eyes are weak, watery, and inflamed; there is ringing in the ears, deafness, hacking or coughing to clear the throat, expectoration of offensive matter, together with scabs from ulcers; the voice is changed and has a nasal twang; the breath is offensive; smell and taste are impaired; there is a sensation of dizziness, with mental depression, a hacking cough and general debility. Only a few of the above-named symptoms are likely to be present in any one case. Thousands of cases annually, without manifesting half of the above symptoms, result in consumption, and end in the grave. No disease is more deceptive or more obstinate and dangerous, or less understood by physicians.
By its mild, soothing, and healing properties, Dr. Sage's Catarrh Remedy cures the worst cases of Catarrh, "cold in the head," Coryza, and Catarrhal Headache.
Sold by druggists everywhere; 50 cents.
"Untold Agony from Catarrh."
Prof. W. RAUSNER, the famous mesmerist, of Ithaca, N. Y., writes: "Some ten years ago I suffered untold agony from chronic nasal catarrh. My family physician gave me up as incurable, and said I must die. My case was such a bad one, that every day, towards sunset, my voice would become so hoarse I could barely speak above a whisper. In the morning my coughing and clearing of my throat would almost strangle me. By the use of Dr. Sage's Catarrh Remedy, in three months, I was a well man, and the cure has been permanent."
"Constantly Hawking and Spitting."
THOMAS J. RUSHING, Esq., 2902 Pine Street, St. Louis, Mo., writes: "I was a great sufferer from catarrh for three years. At times I could hardly breathe, and was constantly hawking and spitting, and for the last eight months could not breathe through the nostrils. I thought nothing could do me any good; however, I was advised to try Dr. Sage's Catarrh Remedy, and I am now a well man. I believe it to be the only sure remedy for catarrh now manufactured, and one has only to give it a fair trial to experience astounding results and a permanent cure."
Three Bottles Cure Catarrh.
ELI ROBBINS, Rumson P. O., Columbia Co., Pa., says: "My daughter had catarrh when she was five years old, very badly. I saw Dr. Sage's Catarrh Remedy advertised, and procured a bottle for her, and soon saw that it helped her; a third bottle effected a permanent cure. She is now eighteen years old and sound and hearty."

Richelieu & Ontario Navigation Co'y.
1887--FALL ARRANGEMENT--1887

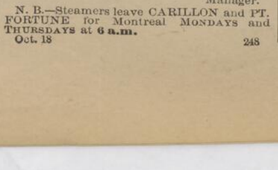
The steamers of this Company between
MONTREAL AND QUEBEC
Will commence running regularly on 2nd MAY as under:—
The steamer QUEBEC, CAPT. R. NELSON, on Mondays, Wednesdays and Fridays, and the steamer MONTREAL, CAPT. L. H. ROY, on Tuesdays, Thursdays and Saturdays, at 6 o'clock p.m., from Montreal.
STEAMERS BETWEEN
QUEBEC AND SAGUENAY.
The steamer UNION leaves Quebec twice a week at 7.30 a.m., Tuesdays and Fridays, for Chicoutimi, calling at Bay St. Paul, Eboulements, Murray Bay, Riviere du Loup, Tadousac and Ha Ha Bay.
Steamer BOHEMIAN, Capt. BAKER, will leave for Cornwall and intermediate ports every Tuesday and Friday at 12 o'clock noon, commencing on opening of canal.
Steamer THREE RIVERS, Capt. COLLETTE, leaves for Three Rivers every Tuesday and Friday at 1.30 p.m.
Steamer CHAMBLY, Captain J. CHAPDELAINE, leaves for Chambly every Tuesday and Friday at 1 p.m.
Steamer TERREBONNE, Capt. LAFORCE, on and after Friday, the 28th October, will leave daily (Sundays excepted) at 2.30 p.m., for Verchères, calling at Boucherville, Varennes; and for Contrecœur on Mondays, Wednesdays, Thursdays and Saturdays.
Steamer LAPRAIRIE, Capt. Bourassa, will leave from 3rd Oct. to close of navigation.
HOUR OF DEPARTURE.
From 3rd October to 31st October, (Sundays and holidays excepted):—

From Montreal.	From Laprairie.
7.30 a.m.	8.30 a.m.
11.00 a.m.	9.00 a.m.
4.00 p.m.	12.30 p.m.

From 31st October to close of navigation, (Sundays and holidays excepted):—

8.00 a.m.	9.00 a.m.
3.00 p.m.	7.00 a.m.

LONGUEUIL FERRY.
WEEK DAYS AND HOLIDAYS.
From Longueuil to Hochelaga, Cotton Factory Wharf.—6 a.m., 7, 7.40, 8.20, 9, 9.40, 10.20, 11, 11.40; 12.20 p.m., 1, 1.40, 2.20, 3, 3.40, 4.20, 5, 5.40, 6.30. From Cotton Factory Wharf to Longueuil—6.30 a.m., 7.20, 8, 8.40, 9.20, 10, 10.40, 11.20; 12.10 p.m., 12.40, 1.20, 2, 2.40, 3.20, 4, 4.40, 5.20, 6, 7.
Service between Longueuil and Laprairie Wharf:—
SUNDAY TRIPS.
From Longueuil—8 a.m., 12.30 p.m., 1.45, 3, and 4.30.
From Montreal, Laprairie Wharf—8.40 a.m., 1.05 p.m., 2.20, 3.35 and 5.
From Hochelaga—Cotton Factory Wharf—9.05 a.m., 1.30 p.m., 2.45, 4 and 5.20.
COMPANY'S TICKET OFFICES—James Dunn, 136½ St. James street, opposite St. Lawrence Hall; John McConniff, Windsor Hotel; A. B. Chaffee, Jr., 202 and 206 St. James street; Hy. St. Dizier, Balmoral Hotel; Robert McEwen, Canal Basin, and at the Company's Ticket Office, Richelieu Pier, foot of Jacques Cartier Square.
ALEX. MILLOY, Traffic Manager. J. B. LABELLE, General Manager.
General Offices, 228 St. Paul street.
Montreal, Oct. 10, 1887. tf 105

THE
OTTAWA RIVER NAVIGATION COMPANY

FALL ARRANGEMENT!
MARKET STEAMERS.
Steamer PRINCESS will leave Canal Basin 6 a.m. WEDNESDAYS and SATURDAYS for Ste. Anne's, Pt. aux Anglais, Rigaud, Carillon and Pt. Fortune.
Str. MAUDE, on WEDNESDAYS } 6 A.M.
Str. DAGMAR, on SATURDAYS } 6 A.M.
for Oka, Como, Hudson, Carillon, Grenville, Brown's Wharf, and all intermediate ports between GRENVILLE and OTTAWA.
Freight and passengers at lowest rates.
Freight carried through to Ottawa without transhipment.
Passengers may take 6.30 a.m. train for Lachine WEDNESDAYS and SATURDAYS to connect with steamers.
R. W. SHEPHERD, Jr., Manager.
N. B.—Steamers leave CARILLON and PT. FORTUNE for Montreal MONDAYS and THURSDAYS at 6 a.m.
Oct. 18 248

TELEGRAPHIC.

CANADIAN.

FROM THE ANCIENT CAPITAL.

The Lieutenant-Governor's Little Arrangement—Opposition Leader—Remarkable Coincidence.

[SPECIAL DESPATCH TO THE HERALD.]

QUEBEC, Nov. 2.—It is now stated that Lieut.-Governor Angers still holds on to his commission as a Judge and claims that it cannot be rescinded except by impeachment. He can, therefore, before his term is up, and if the general elections appear to be going against his friends, resign as Lieut.-Governor and quietly step on to the bench once more. This game, it is understood here, was all cut and marked out by "Old To-morrow" before Angers would accept the office.

Sir Hector Langevin will, it is said, not go to Florida just now in view of the demoralized condition of the Bleus in the Local House and the want of a good leader.

Hon. Judge Mathieu is the latest name spoken of in connection with the leadership, but many Tories here say the Judge has now a sure thing and is hardly likely to give it up even for party reasons, unless he sees that it is better for his interests to do so.

It will be interesting to your readers to know that the Interprovincial Conference of 1864 and that of 1887 were held in October and closed on the same day of the week and of the month, Friday the 28th.

Ex-Lieut.-Governor Robitaille is in town, having recovered from a severe attack of rheumatism. He is here to work up his railway schemes with the Government.

Some of the newspaper offices led by the *Evening Telegraph*, the organ of labor unions in this city, have commenced the 9-hours system demanded by the unions.

Mr. W. L. Fisher, one of Quebec's oldest citizens and secretary of the Quebec Fire Assurance Company for many years past, died suddenly at his residence to-night, from neuralgia of the heart. He was sixty-three years of age.

A meeting of the ex-pontifical zouaves of Quebec district was held here to-night, at which a discussion occurred on the invitation received from the Montreal zouaves to attend the annual reunion to be held there next week. The Quebec corps have resigned on account of only receiving an invitation at the eleventh hour and have decided not to attend.

Madame Legace, who was tried at the last term of Queen's Bench, on a charge of poisoning her husband, and acquitted, returned to L'Assomption, St. Nicholas a few days ago and got a hot reception when she visited the inhabitants there, a number of whom gathered round her home and kept hooting and thumping on tin cans until the woman was obliged to vacate. She has come to Quebec and will now reside here.

FROM THE DOMINION CAPITAL.

A Japanese Compliment—Raising the Light Ship—A Street Railway Case—A Magistrate in the Dark.

OTTAWA, November 2.—The Ottawa College Football Club has accepted the offer to play the Montreal Football Club in Montreal on Saturday for the Football Championship of the Dominion.

Mr. Sanford Fleming, the originator of the twenty-hour day system has received a letter from the Japanese Minister in London, Eng., stating that his system will be adopted throughout the Japanese Empire on January 1st, 1888. The same system is giving satisfactory results in Sweeden, and expresses the belief that it is only a matter of a few years before the system will be universally adopted.

The Marine Department is advised that hopes are entertained of saving the $40,000 lightship sunk at Cape Traverse. The agents of the ship Loyal which caused the accident are here interviewing the Government, regarding the claim for damages made against them by the Minister of Marine.

Mr. D. Creighton, M.P., Owen Sound, who is promoting the new Government organ in Toronto, has left for home after interviewing Sir John about various matters.

The case of the Quebec Street Railway vs. the Corporation of Quebec was argued in the Supreme Court to-day. The litigation was commenced in the lower courts about two years ago. It arose after the attempt of the Corporation to take possession after due notice of the Quebec Street Railway, and on payment of the value of the company's property, placed at twenty-eight thousand dollars. The Corporation proposed to run the street car service itself. The company is opposing the action on the ground that the contract with the Corporation has not yet expired. Judgment was reserved.

It is understood that Mr. Kamper, whose syndicate proposes to purchase the Intercolonial and establish iron works in Nova Scotia, will arrive here in a day or two to promote his scheme. He will remain in Canada a couple of months. His backers propose to spend a large sum of money shortly to obtain further information about the iron and coal regions of the Lower Provinces.

Hon. J. A. Chapleau returns from New York on Saturday.

The *Journal* says that Mr. D. McMaster, ex-M.P., and Mr. Leitch, barrister, of Cornwall, had an interview to-day with the Minister of Justice, with the object of obtaining executive clemency in favor of Editor Stilwell, recently sentenced to three months' imprisonment for libeling Mr. P. Purcell, M.P.

The Canada Atlantic Railway has 1,200 cars carrying lumber from Ottawa.

It is understood that Mr. Ross, M.P. for Lisgar, has been urging the Government to abolish the Customs regulation which permits the importation of American wheat in bond into Canada.

William George Robert, fourth Earl of Craven, is here with his tutor, Rev. W. J. Slavert, with whom he is making a tour of America. Lord Craven succeeded to the Earldom in 1883. He is nineteen years of age. Though a Tory, he says Englishmen in future will vote for Gladstone, just to settle "the blooming nuisance," as he calls the Irish question.

Anti-Scott Act men boarded up the doors and windows of the Metcalfe Town Hall so cases and bottlers could not be disposed of. The police magistrates sought quarters elsewhere and fined the liquor sellers.

There is considerable speculation as to who will be next in command of the Canadian militia. General Middleton, under the Imperial army regulations, goes on the retired list on Nov. 4th, the day after to-morrow. This, under ordinary circumstances, would render him ineligible to either retain command of the Canadian militia, or to become Commandant of the Royal Militia College, Kingston, which has been suggested.

THE CHAMPION LACROSSE MATCH.

Cornwalls Considered Unsportsmanlike.

TORONTO, Ont., November 2.—A full meeting of the Executive Committee of the Toronto Lacrosse Club was held to-night to consider despatch from Montreal to the effect that the Cornwalls ultimatum was N.A.L.A. rules throughout. It was decided to play, and Secretary Garvin was instructed to send the following to *Sport*, Montreal:—"We consider Cornwalls ultimatum most unsportsmanlike. We will be in Montreal on Saturday to play under any rules agreed upon by yourself, even on the match starting at two o'clock." The team selected is as follows:—Martin, Hubbell, Garvin, Drynan, Johnston, Gordon, Dixon, Boxall, Coulson, Sewell, Scholfield, Strachan, with Davis reserve. C. H. Nelson, captain.

FROM THE PRAIRIE CITY.

Arrested for Swindling—Norquay at Home—Injunction Against the Hudson Bay Railway.

WINNIPEG, Manb., November 2.—Orville Collins, who went through several wholesale merchants here a short time ago, representing himself as agent of a United States mercantile protective association, was arrested this morning by officer Foster and is now in jail.

Hon. Mr. Norquay returned this evening, but declines to say anything about the Interprovincial Conference, as he is sworn to secrecy. He would not say anything about the railway situation till after a consultation with his colleagues, but he says there may be a dissolution of the House.

Among the names mentioned as likely successors of Rev. Gordon here are Rev. P. McF. McLeod, Toronto; Rev. Mr. Laidlaw, Hamilton; Rev. Mr. McLean, Belleville.

A White Cross League has been organized here.

An injunction has been granted against the H. B. Railway, restraining them from using the road now constructed, and the case will be heard at the next Equity sitting.

Mr. Joseph Martin's application for an injunction to restrain Mess

THE MONTREAL HERALD.

THURSDAY MORNING, NOV. 3.

"Business" and "Editorial" offices No. 11, First Floor, Waddell Building, St. John street.

NOTICE.

☞ All correspondence for THE HERALD except business letters) should be addressed to the Editor, MR. JOHN LIVINGSTON. Business correspondence to be addressed to THE HERALD COMPANY, (limited); HON. PETER MITCHELL, President; Mr. W. H. WHYTE, Secretary-Treasurer.

MINISTERIAL BOGIES.

When an organ is set going to oppose the desires of a majority of the people, in the interests of its paymasters, there is no saying to what depths of imbecility it may reach. Still the *Gazette* should endeavor to find a limit. When, for example, it speaks of THE HERALD'S "ostrich policy deceiving only itself" in the matter of unrestricted trade, it should be able to perceive that it is talking blatant nonsense. Its readers are accustomed to find official notifications in its Ottawa correspondence, contradicted by quasi-official statements in its editorial columns, and *vice versa*, but this they are aware is unavoidable, owing to the uses to which the organs are put by the master at Ottawa. But they probably expect better things from a free hand. They should not therefore be told by the *Gazette* "the project (Commercial Union) necessarily involves the acceptance by Canada of the American tariff subject to the revisions Congress may from to time make," and that, "If we accept commercial union we surrender the tariff making power. We are taxed from Washington without representation. The badge of political independence is gone. The connection with the Empire is severed." This kind of hysterical screeching is out of place. Free trade between Canada and the United States, of course, involves either a like tariff or the continuance of the Custom Houses. It has been urged that the best plan to be adopted is free trade between the two countries, and that shipments of manufactured goods should be accompanied by certificates of home production. If such a system were adopted, what becomes of the *Gazette's* screech? Probably it will become more hysterical than ever at this idea, because such a method, though calculated to suit the views of the mass of Canadian people, would be extremely distasteful to the "combines," who are the good friends of the *Gazette*. But assuming that objection was taken to this proposal, and that a common tariff was insisted upon, it by no means foflows that such tariff is to be declared from, and regulated at, Washington, without Canada having any voice in the matter, as the *Gazette* would wish its readers to suppose. When a joint tariff has been adopted by European States, there has been no surrender of nationality, independence, badge of political independence, or any of the rest of the *Gazette's* phantom objections. We should not be "taxed from Washington "without representation," our "political independence" would be as robust as ever, and the connection with the Empire would remain precisely as it does now, until Canadians chose to sever it.

But there is a contemptable as well as a foolish element in this cry of the *Gazette's*. We presume that not even the organs will pretend that the United States will, as a result of free trade, attempt to coerce Canada into a political union. Should that come about in the distant future, it will be by the desire of the Canadian people. They have no desire for it at present; though once or twice the Tory party have endeavored to bring it about, signing manifestoes and other rubbish; and there is no indication that Canadians will desire it if they can otherwise free their trade with their neighbors; but if they should it will be of their own volition, and it is safe to say that, if party exigencies require it, the organs will scream as lustily for annexation to, as they now do against free trade with, the United States. There is no special damnation attached to a severance of the connection with the Empire, much as the majority of Canadians deprecate it at the present time, and, if at some remote date, the Dominion chooses to change its course of political life, we presume that the will of the people will receive due respect from the other nations of the earth. Is there not something silly in this desire to nurse the people of Canada and protect them against themselves? Are they not capable of deciding what alliances, and what system of government are good for them? To read the *Gazette* and other ministerial organs it might be supposed that the Creator had designed Canada to be for all time a nation under tutelage, that a secret despatch from London and an understanding with a curiously compounded hybrid official called a High Commissioner, was for all time to regulate the doings and aspirations of the Canadian people, and that all efforts to develop their country, to expand their trade, to free themselves from the finicking restrictions of their own Government were to be treated as things to be forbidden and chided, as a child is forbidden to play with lucifer matches. Canadians are something more than pawns to be moved at the will of politicians. They should not be regarded as merely the customers of the few and the playthings of a party. And it is a poor compliment to that upon which the organs lay so much stress, loyalty to the Empire. If that loyalty is more than a shadow it may be trusted to assert itself when it is threatened. If Canadians desire to remain subjects of Great Britain, as we believe they do, they will say so when it is necessary. If they do not, who, may we ask, empowered Sir John Macdonald and his organs to scourge them for expressing a contrary inclination? The *Gazette* must possess its soul in patience. The people of Canada desire extended trade with the United States. If they can get it on terms to suit them they will take it, and those who choose to throw themselves in the way with the view of preventing it must take the consequences.

In an article on Tory coercion in Ireland, in yesterday's issue, we were made to speak of the present Crimes Act as the "eighteenth or nineteenth" of the kind in a hundred years, whereas what was written was "eightieth or ninetieth."

THE WINNIPEG COLLAPSE.

A good deal of surprise has been expressed at the collapse of the Red River Valley Railway scheme, and particularly at the manner and cause of its failure. It was thought that when the citizens of Winnipeg had excited themselves to the pitch of *talking* of taking up the bonds of the road, or otherwise finding sufficient money to ensure its construction, the money would be forthcoming, even if subsequent consideration for the law of the land induced the local rulers to wait until they could obtain proper authority for their action. But it seems that although the majority of the managers of the movement adhered to their views and recommendations, some others received new light on the subject, and could not see their way to urging an expenditure of municipal money. The telegrams giving this information do not particularize the attitude of any capitalists or officials connected with the Manitoba and North-Western road; yet it was supposed that in this direction could be found those most interested in the whole subject. The Manitoba and North-Western railway runs from Portage La Prairie—a point 60 miles west of Winnipeg—westwardly toward the North Saskatchewan, which it expects to reach next year. It is contemplated, we believe, to carry it on to the Pacific. Overtures, it is understood, have been made to or from American capitalists to become identified with that project, and it would follow that some means of reaching the international boundary must be found. The Red River Valley, with a link connecting it with the Manitoba and Northwestern at Portage La Prairie, would with the American connections constitute a second Canadian Pacific Railway, or at least would so enhance the value of the Manitoba and Northwestern, which is now only a feeder to the C. P. R., as to make it a marketable commodity. As a government road the Red River Valley Railway would serve this purpose, but not otherwise unless it were in the hands of the Manitoba and Northwestern. When, therefore, it was discovered that one of the conditions on which the contractors would consent to build the road was that they, or the company to be formed by them, should operate it when built, the use of it from a Manitoba and Northwestern Railway point of view necessarily departed, and any support which the project had received from Winnipeg gentlemen interested in that road could hardly be expected to be continued. They must necessarily have been amongst the most influential of those Winnipeg citizens supporting the proposition of the city's advancing the required money, and if their views on the matter have been modified by the contractor's conditions, the withdrawal of their support would necessarily cause a split in the general camp and the consequent falling through of the project.

PROTESTANT INSANE ASYLUM.

An appeal has issued from those who are promoting the erection of a hospital for the Protestant Insane of Quebec Province for means to carry on the work. We can scarcely think that such an appeal would be necessary, had those who have set their hands to the work not looked back. The names of many excellent and influential citizens have been mentioned at one time and another in connection with this work, and it surprises us to learn that with those gentlemen actively laboring to secure the funds for the hospital, a public appeal is found necessary. We assume, of course, that those whose names have been so prominently before the public have worked indefatigably to bring in the needed monies; but it is just possible that they have not. It is within the region of probability that the laboring oar has fallen to two or three persons and that most of the money promised has come through the efforts of a few zealous persons. It frequently happens so, at all events, but we should be sorry to learn that there has been any lack of interest where there should be the utmost zeal in behalf of a praiseworthy movement fitted to relieve and succor "the most helpless of God's creature." Certainly, it causes an unpleasant sensation to learn that where so small a sum is needed—less than $150,000—rich Protestants have not come forward without urging to supply the amount at once. There are in the province scores of Protestants, any one of whom could pay the entire cost of the institution out of his own pocket without missing it. Why, then, such an "appeal" as the following is needed in the circumstances we are at a loss to understand:—

AN APPEAL

FOR THE PROTESTANT HOSPITAL FOR THE INSANE.

"Inasmuch as ye did it unto these, ye did it unto me."

The directors of the proposed hospital for the Protestant insane of this city and Province, wish herewith to inform subscribers and friends of what has been done, and what is further needed in order that those who have the matter in hand may commence the erection of the building.

The citizens have subscribed $55,000, and the Quebec Government has made a grant of $10,000, making a total of $65,000. About $30,000 has been paid in. A farm of 110 acres has been purchased on the Lower Lachine road, and the site for the hospital has been selected in a pleasant situation, fronting the river and the rapids.

The buildings will cost $100,000, and the directors do not feel that they would be justified in commencing to build until $80,000 has been subscribed. The kind and prompt manner in which the $55,000 was subscribed leads the directors to hope that Protestant citizens who have not yet subscribed will kindly do so when called upon by those who are canvassing the city, so that the erection of the buildings may be commenced without delay.

It is impossible to exaggerate either the importance or the urgency of the case. We have delayed it sadly too long. Will Protestant ladies kindly take a practical interest in our efforts? If they would organize, form committees and solicit funds, they would greatly aid the directors. Our afflicted friends are helpless, and in circumstances that call loudly and urgently for our sympathy and aid in procuring for them a hospital where they can obtain comfort and cure.

The governors wish it to be well understood that the institution will not be a mere asylum, but a hospital for the cure of patients, when cure is possible. The terms of entrance will be similar to those of the General Hospital of this city, but there will be a few private wards for patients who are able to pay.

We cannot close this appeal on behalf of more than two hundred Protestants who are suffering from the saddest kind of affliction, better than by quoting a few words from an address by Prof. Drummond. He says: "You will find, as you look back on life, that the moments which stand out above anything else, are the moments when you have done things in a spirit of love."

Come to the help of those who cannot help themselves!

The following gentlemen comprise the Subscription Committee:—Mr. G. B. Burland, President; Rev. Samuel Massey, Ald. McBride, Mr. W. D. Stroud, Mr. W. C. Munderloh, Mr. W. Drysdale, Mr. Warden King, Mr. Theo. Lyman, Mr. John Barry, Ald. Wm. Kennedy and Mr. Alfred Perry. Mr. F. Wolferstan Thomas, of Molsons Bank, is Treasurer.

During the recently published subscription list we find there have been contributions as follows:—Two of $5,000 each; 1 of $4,000; 1 of $2,000; 1 of $1,500; 1 of $1,160; 4 of $1,000; 9 of $500; 2 of $400; 4 of $300; 16 of $250; 53 of $200; 89 of $100; 1 of $55; 18 of $50; 3 of $40; 37 of $20, and about 50 other items under $20 each.

The list reveals the absence of the names of many wealthy Protestant citizens, whose purses have ever been open to the calls of charity and benevolence, and whose sympathies, we are confident, must be in touch with so worthy an object as the care and cure of the Protestant insane. Without having any special information on the subject, we can not help suggesting that a thorough canvass of such citizens could scarcely have been made before issuing this appeal.

But, be this as it may, the appeal has been made, and it is the duty of all who feel interested in the success of such an institution to come forward and give it a helping hand. No argument in the case is needed. The friendless condition of the Protestant insane in existing asylums does not need to be described at this late day. There is a duty incumbent upon all who are bound to those helpless ones by the tie of religion to make suitable provision for them. For the credit of Protestanticm in Quebec this should be done, and without delay. The matter has been talked over long enough. For years the institution has been canvassed and promised. At last progress has been made; and since only some $60,000 to $80,000 more is needed it ought to be forthcoming in a month. Let, then, all who are in sympathy with the movement wait not for canvassers to button hole them, but let them send in their contributions to any of the gentlemen named in the circular.

SHALL WE HAVE A CARNIVAL?

Some of the athletic clubs, or rather a good many of their members, say No. THE HERALD, on the other hand, says Yes. A Winter Carnival is always good to cause the expenditure of $300,000 to $500,000 in Montreal; and considering that this large amount of outside money is distributed in the short period of eight or ten days, its benefits are not to be despised.

We are not surprised to find the athletic clubs kicking. They are put to more inconvenience than any other section of the citizens are and are not benefited in any way. With an amount of public spirit which does them the highest credit, they have given their services at every carnival at much personal inconvenience to themselves, but always cheerfully and promptly, without hope of remuneration or return of any kind. They have been to a great extent the heart of the Carnival, and it is time their services were recognized in some permanent form.

That the burthen of the expense of the Carnival should fall largely upon the railways and hotels has been made abundantly evident by experience. Last Carnival week the railways carried 104,000 passengers. If the railway management were to pay ten cents a passenger on the Carnival week traffic, this alone would form a fund of respectable dimensions. Add a handsome contribution from the hotels, first-class restaurants, furriers, carters, and a few other classes who benefit largely by the expenditure, and the general assessment of last season, which was not popular, might be avoided.

It is said by some that we can offer nothing new in a winter carnival, that we have already exhausted all forms of winter amusement. This is by no means certain, but if it were it must also be remembered that what may be tame and commonplace to our own citizens will be fresh and interesting in the eyes of tens of thousands of strangers. There are about 60,000,000 of people south of the international boundary, and it will go hard if we cannot attract a few score thousands of them to a Montreal winter carnival. We believe this can be done every winter for the next twenty years.

THE CELEBRATED

Stanley Dry Plates!

are now made in Montreal, and are sold at the following prices:

3¼	x 4¼	$0.45	8	x 10	$ 2.40
4	x 5	65	10	x 12	3.80
4¼	x 5¼	75	11	x 14	5.00
4½	x 6½	85	14	x 17	9.00
4¾	x 6¾	90	16	x 20	12.50
5	x 7	1.10	17	x 20	13.00
5	x 8	1.25	18	x 22	15.50
6½	x 8½	1.65	20	x 24	18.50

WILLIAM NOTMAN & SON,
17 Bleury Street.
SOLE AGENTS FOR MONTREAL.

BIRTH.

DAWES.—At Lachine, on the 2nd November, the wife of James P. Dawes, of a son.

DEATHS.

HENSHAW.—On the 2nd of November, 1887, Jane Fayrer, beloved wife of Joshua Henshaw, Esq., of Montreal, late of St. Hyacinthe, P.Q., and second daughter of the late Rev. Joseph Fayrer, Rector of St. Tealts, Cornwall, Eng., aged 59 years.

Funeral from her late residence, No. 57 Victoria street, at 2 o'clock p.m., Thursday, 3rd inst., to Christ Church Cathedral, thence to Mount Royal Cemetery. Friends are requested to attend without further notice.

STAFFORD.—At Greenwood, N.Y., on Sunday, the 30th inst., Thomas Francis, son of the late Thomas Stafford, aged 41 years, a native of Lismore, County Waterford, Ireland, and a resident of Montreal for a number of years.

The funeral will take place on Thursday at 8 o'clock sharp, from the residence of his brother-in-law, Mr. William Wall, deputy store keeper G.T.R., 791 Wellington street, to St. Gabriel Catholic Church, thence to the Cote des Neiges Cemetery.

Friends and acquaintances are requested to attend without further notice. 261

NEW ADVERTISEMENTS.

ALEX. COWDEY & CO.,
REAL ESTATE, INVESTMENT AND HOUSE-LETTING AGENTS.

Fire Losses Adjusted.
Special Agents Lancashire Insurance Co.
Office:—260 St. James St., near McGill.
Telephone No., 1892. 262

St. Andrew's Society.

The meeting preparatory to the Anniversary Committee will be held in the HOME (208 Mountain Street), on

THURSDAY, 3rd NOVEMBER, 1887,

At EIGHT o'clock p.m.

BUSINESS:—Annual Report, Election of Officers, and General.

By order.
W. ALEX CALDWELL,
Hon. Secretary.
Nov. 3 c 262

NEW ADVERTISEMENTS.

OLD SCOTCH BLENDED WHISKEY

Stewart's Renowned Glenalbyn Blend.
(The product of the most famous Distilleries in the Highlands.)

LONG JOHNS DEW OF BEN-NEVIS. | GLEN GRANT. CAOL ISLA. | TALISKER. GLENLIVET. | LAGAVULIN. ARDBEG.

Guaranteed Pure and Old. 5 to 16 years in Bond.

The Glenalbyn Blend enjoys the very highest reputation AT HOME, and we have much pleasure in introducing it to the notice of Canadian consumers.

FRASER, VIGER & CO.,
Family Grocers and Wine Merchants, - - Italian Warehouse,
199 ST. JAMES STREET.
Sole Agent for the Anheuser-Bush Brewing Association, St. Louis, Famous Anheuser-Busch Standard and Origiual Budweiser Beers. 262

Piper Heidsieck Sec Champagne.
THE MOST POPULAR WINE ON THE CONTINENT.

BISQUIT, DUBOUCHÉ & CO. BRANDIES.

The Brandies of this house are favorably known throughout the world. They are the second largest shippers from Cognac.

"GLENROSA" HIGHLAND MALT WHISKEY.

This fine Whiskey OBTAINED THE HIGHEST AWARD of any Whiskey at the INTERNATIONAL HEALTH EXHIBITION, LONDON, 1884, for PURITY AND EXCELLENCE OF QUALITY.

Ask your Grocer and Wine Merchant for these Brands, and take no other.

JOHN OSBORN, SON & CO.,
SOLE AGENTS FOR CANADA.
November 1 tfrs 206

Lancashire Insurance Co.,
OF MANCHESTER, ENGLAND,
SUBSCRIBED CAPITAL, £2,729,860 STERLING,
Chief Agents for Canada: S. C. DUNCAN, CLARK & CO., TORONTO, Ont.

The undersigned, having been appointed Agents of this old and reliable British Office, are now prepared to issue policies on ALL classes of property at LOWEST RATES. Please favor us with a share of your Fire Insurance business.

BELLEAU & BAMFORD, Agents.
Montreal Office: 260 St. James Street (near McGill). Telephone call 1882. Quebec Office: Union Bank Building.
JAS. F. BELLEAU, Agent.
October 6. 238

THOS. ROBERTSON & CO.
MONTREAL AND GLASGOW,
IRON, STEEL AND METAL MERCHANTS.
Railway Supplies, Plumbers' and Steamfitters' Supplies.
SOLE AGENTS FOR
"COLTNESS," "DALMELLINGTON," "GARTSHERRIE," "EGLINTON," and "LONSDALE HEMATITE" PIG IRONS.
"DALZELL" Steel Boiler Plate. "SHANK'S" Sanitary Appliances.
"LIKEN'S" Charcoal Iron Boiler Plate. "THOS. GLOVER'S" Dry Gas Meters.
Manufacturers of WROUGHT IRON TUBING, for Gas, Steam or Water.
Also, BOILER TUBES, made from Iron or Steel. 168

McINTYRE, SON & CO.,
IMPORTERS
WHOLESALE DRY GOODS,
13 Victoria Square, Montreal.

DELBECK!
EXTRA DRY AND VIN BRUT!

The DELBECK CHAMPAGNES are offered with a full conviction that there are no better Wines imported.

NONE EXCEPTED! TRY THEM!
Ask your Grocer or Wine Merchant for them.

LEOPOLD CALARNEAU,
Agent for the Dominion.
January 13

CANADA NORTH-WEST LAND COMPANY,
(LIMITED.)

Choice Lands for sale in Manitoba and the North-West, without cultivation or settlement conditions.
The Lands reserved for selection by this company have all been carefully inspected and are good agricultural lands.
A great part of the Land is in closely settled districts and near the main line of the Canadian Pacific Railway, and in Southern Manitoba near the branch lines.

The Company's shares, which are now at a discount of nearly Forty per cent. (40 per cent.) are accepted at par in payment of lands.

Price Lists can be obtained at the offices the various agents in Manitoba and the North-West, or at the Toronto Offices of the Company, 18 King Street West, or from

W. B. SCARTH,
Managing Director,
624 Main Street, - - - Winnipeg Man.,
DW 103 tf

HEALTH FOR ALL.

Holloway's Pills and Ointment.

THE PILLS

Purify the Blood, correct all Disorders of the
LIVER, STOMACH, KIDNEYS AND BOWELS.
They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For children and the aged they are priceless

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers, and is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

For Sore Throats, Bronchitis, Coughs, Colds,
Glandular Swellings, and all Skin Diseases it has no rival, and for contracted and stiff joints it acts like a charm.

Manufactured only at Thomas HOLLOWAY'S Establishment,
8 OXFORD STRTET (late 533 OXFORD STREET,) LONDON,
and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Vendors throughout the World.
☞ Purchasers should look to the Label on the Pots and Boxes. If the address is 533 Oxford Street, London, they are spurious.

CAPITANA CIGARS!

Reina Victoria Especial.
Reina Victoria Extra fina.

5,000 of these very fine Cigars just received.

PHILIP HENRY,
134 St. James Street.

REFRIGERATORS!
WHOLESALE AND RETAIL.
Complete stock of the following well-known, viz.:—
NORTH STAR,
PALACE,
KIMBALL'S,
GROCER.
Prices from $7 upwards.
GEORGE W. REED,
Slate, Metal and Composition Roofer, Dealer in Roofing Materials,
783 and 785 Craig Street, Montreal.
May 2 tfrs 140

TO LET,
Part of our Works,
CORNER OF
CRAIG and ST. PETER STREETS,
WITH OR WITHOUT STEAM POWER.

ROBT. MITCHELL & CO.
MONTREAL BRASS WORKS.
July 29 180

BISHOP'S COLLEGE SCHOOL,
LENNOXVILLE, P. Q.
RECTOR——REV. T. ADAMS, D. C. L.
Next Term Begins September 3, 1887
Full information on application to Rector,
June 28 tf 153

ROOMS—Two furnished rooms for gentlemen at No. 80 Catherine street. 26 3m

WANTED—General agent to handle Williams's copper-plate map of the United States, Mexico, etc., size 65x65 inches.
E. W. SMITH & CO.,
20 South Sixth St., Philadelphia, Pa.
Sept. 26 26N 229

NEW ADVERTISEMENTS

MONEY TO LEND
In Sums from $2,500 to $100,000.
JAMES STEWART & CO.,
Real Estate and General Auctioneers,
1761 Notre Dame Street,
Under Union Bank.
Telephone number, 1857. 261

NOTICE.

All parties having claims against the Montreal & Sorel Railway Company for right of way, or land, damages, wages, or supplies furnished for construction, will please file their claims with the undersigned on or before November 15th, 1887, at the Company's office, 17 Place D'Armes Hill,
ALEX. CLEMENT,
261 2,9N Secretary for the Trustees.

Carsley's Advertisement.

Thursday, November 3, 1887.

Ostrich Flats
Ostrich Flats
Ostrich Flats
Ostrich Flats — Ostrich Mounts, Ostrich Mounts, Ostrich Mounts, Ostrich Mounts
Ostrich Tips
Ostrich Tips
Ostrich Tips
Ostrich Tips — In all Colors, In all Colors, In all Colors, In all Colors
At S. CARSLEY'S.
At S. CARSLEY'S.
At S. CARSLEY'S.
At S. CARSLEY'S.

Fancy Wings
Fancy Wings
Fancy Wings
Fancy Wings — Pompons, Pompons, Pompons, Pompons
Eagles' Quills
Eagles' Quills
Eagles' Quills
Eagles' Quills — At Lowest Price, At Lowest Price, At Lowest Price, At Lowest Price
S. CARSLEY.
S. CARSLEY.
S. CARSLEY.
S. CARSLEY.

Artificial Flowers
Artificial Flowers
Artificial Flowers
Artificial Flowers
Artificial Flowers — Evening Flowers, Evening Flowers, Evening Flowers, Evening Flowers, Evening Flowers
Artificial Fruit
Artificial Fruit
Artificial Fruit
Artificial Fruit
Artificial Fruit — In Great Variety, In Great Variety, In Great Variety, In Great Variety, In Great Variety
At S. CARSLEY'S.
At S. CARSLEY'S.
At S. CARSLEY'S.
At S. CARSLEY'S.
At S. CARSLEY'S.

Brass Jardinieres
Brass Jardinieres
Brass Jardinieres — Flower Baskets, Flower Baskets, Flower Baskets
Pot Plants
Pot Plants
Pot Plants — Finest Assortment, Finest Assortment, Finest Assortment
At S. CARSLEY'S.
At S. CARSLEY'S.
At S. CARSLEY'S.

BEDROOM SETS!
PARLOR SETS!
Newest Designs! Lowest Prices!
COME AND SEE THEM
GEORGE STEWART,
724, 726 & 728 Craig St., Near Victoria Square,
June 25 151

ARMOUR'S
Pork, Lard, Hams, Bacon
—AND—
PREPARED MEATS.
Packers of the well-known brand of
MORGAN SHORT CUT CLEAR PORK
Stock held here in Bond and Duty Paid.

JAMES ALLEN,
No. 6 St. Nicholas Street, Montreal
Agent Armour & Co., Chicago.
October 19 249

BUILDING LOTS
FOR SALE, on the following Streets:
Sherbrooke East and West.
Dorchester West,
St. Antoine West,
St. Hubert, near Sherbrooke,
Drummond,
Bishop,
Stanley and
Crescent Streets.
FINE SITES on the CANAL and leading streets adjoining.

PRIVATE RESIDENCES ON
Sherbrooke,
St. Catherine,
Dorchester, Belmont,
Mackay, Mance,
and other streets, at prices ranging from $5,000 to $40,000.
JAMES STEWART & CO.,
Real Estate and General Auctioneers,
1761 Notre Dame street,
Under Union Bank.
Telephone number, 1857. 261

THE
LYRA CLIMAX PENCIL
LATEST INVENTION.
AUTOMATIC AND PROPELLING ACTION COMBINED.
The lead cannot slip out however the pencil may be held, up or down.
Price, - - 30 Cents
With Leads, - 40 "
MORTON, PHILLIPS & BULMER,
STATIONERS,
BLANK BOOK MAKERS AND PRINTERS,
1755 and 1757 Notre Dame Street,
MONTREAL.
Oct. 11 242

M. NOLAN DE LISLE,
REAL ESTATE AGENT,
ROOM NO. 23 FRAZER'S BUILDING.
No. 45 St. Sacrament Street.

NEW ADVERTISEMENTS.

THE
Standard Life Assurance Co.

SPECIAL NOTICE.

DIVISION OF PROFITS, 1890.

Persons taking out Policies before 15th November will rank for four full years' share in profits to be divided in 1890.
Upwards of $19,000,000 added to policies in Bonus additions.
W. M. RAMSAY,
Manager.
Nov. 4 155N 262

MELVILLE'S
RESTAURANT
AND WINE VAULTS,
1752 Notre Dame Street.
GORDON MELVILLE, Proprietor. 2 2

PROVINCE OF QUEBEC, TOWN OF LONGUEUIL

NOTICE!

To the Inhabitants of the Town of Longueuil:

PUBLIC NOTICE is hereby given, that the supplementary list of Jurors of the Town of Longueuil, for the fiscal year 1887-88, shall be submitted to the consideration of the Municipal Council of said town, at a special session which will be held on

Wednesday, the 16th Day of the Month of November Next,

at 7 o'clock in the morning at the usual place of the sittings.

That the persons who have a right to be exempt from serving as jurors, in virtue of the law, must ascertain from the undersigned that their names have been struck from said list.

Given at Longueuil, this thirty-first day of October, one thousand eight hundred and eighty-seven.

(Signed), L. C. BOURGEOIS,
Secretary-Treasurer,
of the Town of Longueuil. 3,5,10,12 262

Revere House
BOSTON.
Near Boston and Maine, Eastern, Fitchburg and Lowell depots, centres of business and places of amusement.
Remodelled, Refurnished, Newly Decorated, and now kept on the
EUROPEAN PLAN
Rooms are all large and comfortable; elegant suites, with baths attached; ample public parlors; gentlemen's cafe and billiard-room added, and first-class in every respect.
ROOMS FROM $1.00 A DAY UP.
J. F. MERROW & CO., Propietors.
Nov. 3 3m tst 262

TREASURY DEPARTMENT,
ONTARIO.

DOMINION OF CANADA SIX PER CENT. BONDS.

The undersigned invites tenders up to 15th November next, for the purchase of $500,000 of Dominion of Canada Six per cent. Bonds, issued by the Government of Canada, 31st March, 1888, and maturing 31st March, 1893. Half-yearly interest coupons attached, payable 31st March and 30th September at the office of the Receiver-General at the City of Ottawa. The denominations of the Bonds are 100 of $2,000, 250 of $1,000, and 82 of $500. Tenders will be received for any portion, not less than $10,000, and will state the premium on the face value which will be paid in addition to the accrued interest from 30th September last. The highest or any tender not necessarily accepted unless otherwise satisfactory. Payment for accepted tenders will be required on or before 22nd November.
A. M. ROSS,
Provincial Treasurer.
TREASURY DEPARTMENT, ONTARIO,
Toronto, October 10th, 1887. bT 244

Notice to Consignees.

The Donaldson Line SS. CYNTHIA, J. Taylor, master, from Glasgow, is entered inwards at the Customs. Consignees will please pass their entries without delay.
ROBERT REFORD & CO.,
Agents.
Montreal, Nov. 2, 1887. u 262

Notice to Consignees.

The Beaver Line SS. LAKE SUPERIOR, Wm. Stewart, master, from Liverpool, is entered at Customs. Consignees will please pass their entries without delay.
Canada Shipping Co.,
H. E. MURRAY,
General Manager.
Nov. 1 m 260

Notice to Consignees.

The Thomson Line SS. BARCELONA, W. Cummings, master, from Mediterranean Ports, is entered inwards at the Customs. Consignees will please pass their entries without delay.
ROBERT REFORD & CO.,
Agents.
Montreal, Oct. 31, 1887. m 260

HEALTHY COMPETITION!
There is Nothing Like It in Business.
By cutting the prices "away down" and giving a
FIRST-CLASS MATERIAL!
FIRST-CLASS FIT!
FIRST-CLASS MAKE, and
FIRST-CLASS TRIMMINGS!
we have taken the lead.
By kind permission we can refer to many leading citizens.
Our $4.00 Pants, to order, are now Household Talk.
A. M. ALLAN & CO., 218 St. James St.,
"The Leading Tailoring Emporium.
Oct. 17 247

FRESH MINED
SPRING HILL COAL.
Screened Steam and Slack Arriving Daily, and delivered ex cars to any part of the city.
CUMBERLAND RAILWAY & COAL CO.
CHESTERFIELD CHAMBERS.
Telephone call, 964.
March 22 63

GIBB & COMPANY,
Having received their Fall and Winter stock of
TAILORING AND HABERDASHERY
—ALSO.—
Pattern Suits From Poole,
INVITE INSPECTION.

AMUSEMENTS.

THREE NIGHTS,
Commencing Thursday, Nov. 3rd.
Matinee Saturday.
ENGAGEMENT OF
MRS. LANGTRY,
ACCOMPANIED BY
MAURICE BARRYMORE
AND HER OWN COMPANY.
Thursday Ev.—AS IN A LOOKING GLASS.
Friday Ev.—A WIFE'S PERIL.
Saturday Matinee—LADY OF LYONS.
Saturday Ev.—LADY CLANCARTY.
Prices—$1.50, $1.00, 75c, 50c. Gallery, 25c.
Sale of seats now progressing. 259

SPARROW & JACOBS
THEATRE ROYAL.
Every Afternoon and Evening. Week commencing Monday, October 31.
ENGAGEMENT EXTRAORDINARY.
4th—ANNUAL TOUR—4th
HALLEN AND HART'S FIRST PRIZE IDEAL
The Representative Vaudeville Company of America.
A grandly massive and magnificent coagmentation and predominant Procreation of the World's Wonders.
Prices of Admission:—10, 20 and 30 cents.
Reserved seats, 10 cents extra, evening only.
Plans for reserved seats and boxes at Prince's Music Store, from 9 a.m. to 6 p.m.
Next Week—Mr Charles T. Ellis in CASPER, THE YODLER.

QUEEN'S HALL.
MR. H. RAGAN'S ILLUSTRATED LECTURES,
to be given during the evenings of the week, beginning Oct. 31st, 1887.
Dates and subjects as follows:—
Thursday, November 3rd, "Ramblings in Rome," (by urgent request.) Friday, November 4th, "Through Old Mexico with a Camera," (new.) Saturday, November 5th, "The Rhine and Switzerland."
Reserved seats, each evening, 50 cents.
Gallery, 25 cents.
Sale of seats at Nordheimer's.

Art Association of Montreal,
17 PHILIPS' SQUARE.
The Galleries are open to the public daily from 10 a.m. to dusk. A new Oil Painting has recently been purchased by subscription and added to the collection.
Admission to non members, 25 cents.
The Art Classes, under the direction of Mr. W. Brymner, R.C.A., which are now in progress, meet every MONDAY, WEDNESDAY, and FRIDAY MORNINGS, from 9.30 to 12.30. The Class Rooms are open to the pupils, for study, at all times.

DANCING AND DEPORTMENT.
NOTICE TO THE PUBLIC.
Allow me to offer a suggestion to those intending to learn Dancing. In making application for admittance don't listen to a boast of what will be done for you, but visit the classes; see for yourself which offers the simplest instruction to accomplish the same ends; it will not require a previous experience to judge. You will then know whether your master is capable. This is reasonable, and Dancing Teachers should have no objection to a thorough investigation.
My closing programme this spring was the largest in America.
The classes for Ladies and Gentlemen met every evening; different classes.
The Juvenile Classes—I have classes also every day, and persons can be suited with regard to hours.
Private Lessons—Hours to suit pupils. Fancy Dances of all nations; in fact, anything done with the feet.
Circulars at Prince's Music Store, and at Thos. Allan & Co., under Hall. Telephone 1844.
Your obedient sergant,
234 A. ROY McDONALD

NEW ADVERTISEMENTS.

IMPERIAL CREAM TARTAR BAKING POWDER
PUREST, STRONGEST, BEST,
CONTAINS NO
ALUM, AMMONIA, LIME, PHOSPHATES, or any injurious materials.
E. W. GILLETT, TORONTO, ONT. CHICAGO, ILL.
Man'f'r of the CELEBRATED ROYAL YEAST CAKES.

JONAS'
Flavoring Extracts
—ARE—
UNEQUALLED
—IN—
CANADA!

NO MONEY REQUIRED DOWN.
FOR SALE,
A Large House
IN A FIRST-CLASS LOCALITY
(McGILL COLLEGE AVENUE).
Recently Thoroughly Renovated.
☞ At present rented for $400 a year.
Apply to
MR. FRANKLIN
169 St. James Street.
(Up Stairs.)
October 15 246

Atlases, Maps, &c.,
WANTED.
THE HERALD Company will buy a copy, each, of:
A Good General Atlas of the World.
Do. do. do. Dominion.
Rand and McNally's Atlas.
Map of the Dominion.
Do. Eastern Townships.
Do. Montreal City and Island.
Chambers' Encyclopedia.
Biographical Cazetteer
Universal Cazetteer.
Burke's or Lodge's Peerage and Baronetage.
Address the Editor of THE HERALD.
Oct. 18 248

MacDOUGALL BROS.,
STOCK BROKERS,
69 St. Francois Xavier Street,
Buy and Sell all Securities quoted on New York Stock Exchange, through their Agents, Messrs. Halsted & McLane.
Terms:—Ten per cent. margin on the par value.
Commission for buying ⅛ of one per cent., and same for selling.
Oct. 19 249

PARTNER WANTED—In a large and well-established manufacturing business, to take the place of retiring partner; office man preferred, with from $20,000 to $30,000 to invest, on which 10 per cent. will be guaranteed. Principals only dealt with. Address, "F.L.R.," P.Q. 386, Toronto.

Trade and Commerce.

Dividends.

	Per cent.	Payable.
Bank of Montreal	5	Dec. 1
Bank of Commerce	3½	Dec. 1
Merchants Bank	3½	Dec. 1
Bank Ville Marie	3½	Dec. 1
Bank of Hamilton	4	Dec. 1
Bank of Toronto	4	Dec. 1

THE HERALD OFFICE,
Wednesday Evening, November 2, 1887.

Montreal Stock Market.

The market opened strong and fairly active, but gradually eased off, and in the afternoon was weak with positively no business doing. The most prominent feature in to-day's market was Canadian Pacific, which was strong in New York on reports of favorable traffic arrangements, and advanced here in the forenoon to 54½, but eased off a fraction to 54¼, and the close was still easier at 54@54¼, 350 shares changed hands. Bank of Montreal opened firm at 224 and closed weak 1 point lower at 223 regular, and 218½ ex-dividend. Merchants is steady and inactive at 130, and Commerce sold in the forenoon at 118¾ and closed steady at 118@119. Peoples was dealt in to the extent of 25 shares at 104. Other banks were neglected but ruled steady and dull. In the miscellaneous list, Gas opened firm at 196¼, but gradually declined to 195½, and closes steady, seller 195¾, buyers 195¼, sales 225 shares. Montreal Telegraph maintains i s position firmly but is inactive, the only t ansactions to-day were 5 shares at 93½, the close is firm. Richelieu & Ontario was inactive but steady at 50½@51, and Stre et Railway continues at 220 bid 240 asked ex-dividend. Montreal Cotton Co. was dealt in at 94, a further decline of 1 point, other cotton stocks are inactive. The day's transactions amounted to 302 shares as follows:

MORNING BOARD—2 Bank of Montreal at 224; 27 do at 224, 85 do ex-dividend at 220, 25 do at 219½, 25 do at 219¼, 25 do at 219½; 2 Merchants at 130; 25 Bank of Commerce at 118½; 5 Montreal Telegraph at 93½; 25 City Gas at 196¼, 25 do at 196, 25 do at 196½, 125 do at 195½; 25 Montreal Cotton Co. at 94; 25 Canadian Pacific at 54, 25 do at 54¼, 50 do at 54¼, 50 do at 54¼, 200 do at 54¼.

AFTERNOON BOARD.—3 Bank of Montreal at 223½, 25 do at 223, 25 do ex-dividend at 218½; 25 Banque du Peuple at 104; 25 Gas Co. at 195½.

The closing figures are as follows, compiled by Messrs. D. L. McDougall & Co., 11 Hospital street:—

STOCKS.	Values of shares.	Last half-year's divid.	Sellers per cent.	Buyers per cent.
Bank of Montreal	$ 200	5 & 2	222½	222½
Ontario Bank	100	3½ p.c.	117	115
Bank B. N. A.	100	3½ p.c.	.....	.....
Banque du Peuple	50	3 p.c.	104½	103½
Molsons Bank	50	4 p.c.	138	134
Bank of Toronto	100	4 p.c.	201	196
Bank Jacques Cartier	25	3 p.c.	85	.....
Merchants Bank	100	3½ p.c.	130	128½
Bank d'Hochelaga	100	3 p.c.	100	93
East'n Townships B'k.	50	3½ p.c.	.....	116
Quebec Bank	100	3½ p.c.	115	110
Bank Nationale	50	1 p.c.	50	.....
Union Bank	50	3 p.c.	93	90½
Can. B'k of Commerce	50	3½ p.c.	119	118
Dominion Bank	50	5 p.c.	211	209
Bank of Hamilton	100	4 p.c.	.....	97
Bank Ville Marie	100	3½ p.c.	.....	.....
Standard Bank	50	3½ p.c.	.....	.....
Federal Bank	100	3 p.c.	.....	.....
Imperial Bank	100	3 p.c.	.....	.....
MISCELLANEOUS.				
Intercolonial Coal Co.	100	.....	30	.....
do bonds	.....	.....	.....	.....
Montreal Tel. Co	.....	4 p.c.	93	92
Dominion Tel. Co	.....	5 p.c.	.....	.....
Western Union Tel Co	100	2½ p.c.	.....	.....
Rich. & Ont. Nav. Co.	100	3 p.c.	51	50
Street Railway Co.	.....	5 p.c.	240	220
Montreal Gas Co.	40	6 p.c.	195½	195
Canada Cotton Co.	100	3 p.c.	65	40
do bonds	.....	.....	.....	.....
New Engl'd Paper Co.	100	5 p.c.	.....	127½
Canada Paper Co.	.....	10 p.c.	.....	.....
Canada Shipping Co.	.....	10 p.c.	.....	.....
Dundas Cotton Co.	100	.....	65	40
Mont Loan & Mort'g Co	.....	2 5 p.c.	.....	.....
Mont. Invest & Bldg Co	.....	5	.....	.....
Royal Can. Ins. Co.	.....	24 3 p.c.	100	90
Montreal Cotton Co.	.....	10 4 p.c.	90	.....
Stormont Cotton Co	100	.....	.....	.....
Hochelaga Cotton Co.	.....	10 5 p.c.	130	.....
Costicook Cotton Co.	100	.....	85	125
Kingston Cotton Co.	100	.....	.....	.....
Merchants Mfg. Co.	100	.....	.....	.....
do bonds	.....	.....	.....	.....
Bell Telephone Co.	.....	10 4 p.c.	.....	.....
Guarantee Co. of N. A.	100	3 p.c.	.....	.....
Accident Ins C. of N.A.	100	.....	.....	.....
Paton Mfg. Co.	100	.....	.....	.....
L. Ch'mpl'n Law Jr'n B.	.....	.....	.....	.....
Canada Cent'l R'y B.S.	.....	.....	.....	.....
St. Paul, M. & M. R'y.	100	3 p.c.	.....	.....
Dominion Cattle Co.	.....	5	51	51
Canadian Pacific R.R.	100	1 p.c.	.....	.....
Montreal 7 p.c. stock	100	.....	.....	.....
Canada N W Land Co.	£5	stg	42	41
Can. Pacific L. G. B.	.....	.....	.....	.....
Ont. & Que. R.R.	.....	.....	.....	.....

*Ex-div.

New York Stock Market.

To-day the market continued to advance, although there were still some weak spots, Missouri Pacific, for instance, which is again weak. The general feeling in stocks is better, and a further general advance is confidently looked for. St. Paul was the most active stock, and opens strong at 73½, and closes a fraction easier at 72¾, sales 35,200 shares. Union Pacific was also active, with sales of 24,200 shares, and the close is 1¼ points over yesterday's closing figures at 48½. There was a fair business doing in Western Union, closing ½ lower at 77½. Missouri Pac. is active but weak closing at 85¼.

To-day's transactions amounted to 189,800 shares.

The following Wall street gossip is supplied to the HERALD by Frank Bond & Co., 14 Place D'Armes:—

NEW YORK, November 2.—Although there were no quotations from London yesterday, arbitrageurs were nevertheless active and, were comparatively free buyers of the market. As heretofore they gave most of their attention to picking up W. A., St. P. & U. P., E. Railway and L. N. They say that within the past month Europe has bought at least 200,000 shares of miscellaneous stocks, which will probably be kept out of this market until there's been at least a part recovery from recent depressions. Advices to the other side are more re-assuring, but the deals lack their former snap. Commission people remark that the most noteworthy feature of the stock market for the past 10 days is the steadiness it manifested. This latent strength in the best part of the stocks traded implies that for the first time in many months the real value of these properties is re-asser ing its friendly and to an extent that its influence can not fail to be reflected shortly in higher quotations for most of these corporate securities. They advise to watch the Bond markets closely and lose no opportunities to pick up some of the really good properties. Railroad men of reputation, Mr. Sykes, of the North-West, B. A. Hegman, of the Lackawanna; Blancha d, of the Erie; Le yard, of the Michigan Central and Geo. Newall, of the L. S., insist that the earn ngs are good and away above the average. The outlook is promising and the predictions of disaster, passing dividends, defaults on interest, rate wars and other little luxuries not generally indulged in by conservative railroad people, have only a foundation in the imagination of the parties who have sold short of these stocks. Europe would have to buy not only for a turn or half a point, but would have to take hold and then run the chances of finding a good market to unload in as soon as the outside fish began to nibble.

The following were the fluctuations in prices and the sales made in New York Wednesday, Nov. 2, as specially reported for THE HERALD by Macdougall Bros., St. Francois Xavier st.

STOCKS.	Closing previous day.	Opening.	1.40 p.m.	Closing.	Sales.
C. B. & Quincy	129	129	129½	129½	800
Can. Pac. Railway	54¼	.....	.....	.....	.....
C. C. & I.	52	52¼	.....	52¼	100
N. Y. Central	107¼	107¼	107½	107	3600
Cent. Pac.	.....	.....	.....	.....	.....
Canada Southern	54¼	54½	54¾	54	2300
Den. & Rio Grand.	23	23¼	23¾	23	300
Del. & Hudson	101¾	101¾	102¼	102¼	4100
Del., Lack. & West. ex d'n	126	127	127	127	1400
Erie	28	28	27¾	28	4000
Do. pref.	65¾	66¼	.....	66	.....
Do. 2nd	98	.....	.....	99½	.....
New Eng.	40	40½	40½	40½	12500
Erie & Western	15¾	16	16	16	600
Ill. Central	117	117½	.....	117½	100
Jersey Central	73¾	74	74	74	3900
Kanas & Tex.	19	18¾	18¾	18¾	2000
Lou. & Nash.	58¾	58¾	58	58	6900
Lake Shore	94	94	94¾	94	15800
Mich. Central	87	87¾	88	88¼	1800
St. P. M. Man.	107	108	109½	109	3800
Man. Elev. ex div.	.....	102	102	100	.....
Missouri Pac.	87¾	88	87¾	86¼	19500
N. Pacific	21¾	21¾	.....	21¾	100
Do. pref.	45¾	45	45¾	44¾	5900
North-West	108	108¼	108½	108	12700
Do. pref.	.....	.....	.....	.....	.....
Ohio Cent.	23½	.....	.....	.....	.....
St. P. & Omaha	39	38¾	39	38¾	1700
Do pref.	.....	106¼	.....	106¼	.....
Oregon Trans.	18¾	18¾	18¾	18¾	5600
Ontario & Western	.....	.....	.....	.....	.....
Pacific Mail	34¾	34¾	35	35	1400
Pullman Car	139	140	.....	139½	.....
Reading	63¾	63¾	63¾	63¾	800
Rock Island	112	.....	.....	112	.....
Rich. Term'l	24¼	24¼	24	23¾	.....
St. Paul	73¾	73¾	73¾	72¾	37200
Do. Pref.	.....	111¾	.....	111¾	200
Tex. Pacc	24¼	24¼	24¼	24¼	1100
Union Pacific	47	48¾	48¾	48¾	21200
Western Union	77¾	77¾	77¾	77¾	12800
Wabash	16¼	16¼	16¼	16¼	800
Do. pref.	.....	.....	.....	.....	.....
West Shore Bds.	99	99	99	99	2100
Sterling Exchange	482	482	.....	482½	.....
Money	4	.....	.....	.....	.....

*Ex-div.

Exchange.

There is no alteration in yesterday's rates and business is quiet. The table given below shows the rates in detail, as compiled specially for THE HERALD by Messrs. W. L. S. Jackson & Co., 11 Exchange Court:—

	November 2. IN NEW YORK. Posted rate.	Actual rate.
New York Funds	....	....
sterling Sixty Days	4.82	4.81½@¾
Sterling Demand	4.86	4.84½@5
sterling Cables	....	4.85@¼
Sterling Commercial	....	4.81 @½
Sterling Documentary	....	4.80@½
Francs (Paris) Long	....	5.24¼
Francs (Paris) Short	....	5.22½

	Nov. 2. IN MONTREAL. Between Banks.	Counter Rate.
N. Y. Funds	1-16 dis@Par	¼@⅜
Stg. 60 days	8 5-16@7-16	8½@8¾
Do. Demand	9@9¼	9¼@9½
Do. Cables	....	10 @¼

London Quotations.

To-day's cable gives us the following quotations:—

	12.30 p.m.	4 p.m.
Consols for money	102 15-16	102 15 16
do. for account	103	102 15-16
U.S. 4½ p.c. bonds	111¾	111¾
Erie ordinary	29	28¾
do. seconds	102½	102½
N. Y. Central	110½	110½
Illinois Central	120½	120½
Canadian Pacific	56½	55¾

Paris Rentes, 12.30 p. m., 81f. 85c; 4 p.m., 81f. 72½c.

Messrs. L. J. Forget & Co., stock brokers furnish us with the following:—

	Oct. 31.	Nov. 2.
Grand Trunk 1st preference	80½	80½
do 2nd do	66½	66½
do 3rd do	33½	33½
do Ordinary	13½	13½
do 4 p.c. Guaranteed	75½	75½

PRODUCE AND PROVISIONS.

Breadstuffs.

MONTREAL, November 2, 1887.

FLOUR—Receipts, 750 barrels. There was not very much demand for flour on 'Change today, and prices may be reported rather easier, though hardly quotably lower; yet sellers are willing to make slight concessions. Superiors sold in the forenoon at $4.02½ and spring extra at $3.70. Strong bakers, from old wheat, still maintains its prices, and is selling at $4.20 @ $4.35.

We quote as follows:

Choice Patents	$4.35 @ 4.65
Patent, per bbl.	4.10 — 4.30
Superior Extra	4.00 — 4.05
Extra Superfine	3.85 — 3.90
Fancy	3.70 — 3.80
Spring Extra	3.60 — 3.70
Superfine	3.40 — 3.45
Strong Bakers (Manitoba)	4.20 — 4.35
Strong Bakers (Canadian)	4.05 — 4.10
Strong Bakers (American)	4.30 — 4.50
Fine	3.20 — 3.30
Middlings	3.10 — 3.00
Pollards	0.00 — 2.70
Ontario bags (medium) b, l	1.85 — 1.90
" " (spring extra)	1.75 — 1.80
" " (superfine)	1.50 — 1.60
City " (delivered)	2.20 — 2.20
OATMEAL:—	
Granulated, per bbl	$4.50 @ 4.75
bag	2.20 — 2.25
Ordinary, per bbl	4.25 — 4.50
bag	2.10 — 2.25
CORNMEAL:—	
White, per bbl	$0.00 — 0.00
bag	0.00 — 1.40
Yellow, per bbl	2.50 — 2.65
bag	0.00 — 1.30

Grain.

There is a good enquiry for all grain, and there are buyers of Canada white wheat at 83c@87c, and none offering; red winter is offered at 88c, buyers about 86c; spring is worth 83c, and Manitoba No.1 hard at 85c @ 86c. There is a good demand for barley at 60c@70c, according to sample and point of shipment. Peas are enquired for at 73c@74c in store or afloat.

Chicago Grain and Provision Markets.

Mr. E. McLennan, 22 St. John street, (Western Chambers), reports the Chicago grain and provision markets as follows:—

CHICAGO, November 1, 1887.

	Opening.	Highest.	Lowest.	Closing.	Same day last year.
WHEAT—					
December	73⅜	73½	73	73½	75¼
January	74	74	73½	73⅝	75½
February	.....	.....	.....	.....	.....
CORN—					
December	41¼	41½	41¼	41½	37⅝
January	41¼	41½	41¼	41½	37⅝
February	.....	.....	.....	.....	.....
OATS—					
December	25¼	25⅞	25¼	25⅝	27
January	.....	26¼	25¼	25⅞	27¼
PORK—					
January	12 50	12 57½	12 45	12 47½	9 32½
February	12 60	12 60	12 47½	12 57½	10 27½
May	13 00	13 00	12 97½	12 97½	.....
LARD—					
December	6 25	6 30	6 25	6 27½	5 97½
January	6 32½	6 35	6 32½	6 32½	6 02½
February	6 42½	6 42½	6 40	6 40	.....
RIBS—					
January	6 32½	.....	.....	6 30	5 27½
February	6 40	.....	.....	6 37½	5 30

We are indebted to Messrs. Macdougall Brothers, stock brokers, and members of the Chicago Board of Trade, for the following night despatch from their Chicago representatives:—

CHICAGO, Nov. 2.—Wheat opened and ruled firm. Later on a heavy local operator, who was a liberal holder, took to realizing, others followed, causing prices to recede half a cent. Fine, summer-like weather. Free movement in the North-West, with continued light exports, more than offset the bullish features of the moment, and while we still believe in much higher prices eventually, it certainly looks as though a dragging sor of market will be the rule till another change in the outlook takes place. December close 73 bid, 73¾ May. Corn, we think, will sell lower. Our private cable reports liver & ad ffernings from the Danube and River Platte. Provisions dull, but cannot sell off much unless receipts of hogs materially increase, at present they are selling higher than the product.

A. GEDDES & Co.

To-day's close compared with yesterday's is as under, viz.:—

	Nov. 1.	Nov. 2.
Nov. wheat	73¾	73¾
Dec. wheat	73¾	73½
Jan. wheat	.....	.....
Nov. corn	41¼	41¼
Dec. corn	41¼	41¼
Jan. corn	.....	.....
Nov. oats	25¾	25¾
Dec. oats	25¼	25¼
May oats	.....	.....
Jan. pork	12 55	12 47½
Feb. pork	12 65	12 57½
May pork	.....	12 97½
Nov. lard	6 30	6 27½
Dec. lard	6 35	6 32½
Jan. lard	6 42½	6 40
Nov. ribs	6 32½	6 30
Jan. ribs	6 40	6 37½

Live Hogs.

The movements and prices to-day are as follows:—

Official receipts Saturday	32,000
Estimate receipts to-day	30,928
Shipments to-day	6,518
Left over	8,000
Light packing	$4 25 @ $4 50
Mixed packing	4 20 @ 4 30
Heavy shipping	4 30 @ 4 60

Cattle—Receipts, 18,000; market quiet.

LOOSE MEATS—Short cut, $6.60; short ribs, $6.45; long cut, $6.45; shipments, none.

BOXED MEATS—Short cut, $6.85; short ribs, $6.70; long cut, $6.70; sweet pickled hams, 9½@9¾c.

Lake Freights.

Chicago engagements to-day: Wheat, 160,000 bushels; corn, 288,000 bushels; barley, 50,000 bushels. Freights to Buffalo, wheat, 5c; corn, 4½c.

Option Markets.

Chicago, 2.30 p.m., close—Oats, 25½c @ 25⅝c November, 25¾c nominal December, 25½c nominal January, 29¼c@29½c May. Corn, 41¾c bid November, 41½c December, 41½c asked January, 45½c May. Wheat, 71¾c nominal November, 73½c December, 73⅝c @ 73¾c nominal January, 78¾c May. Pork, $12.47½ January, $12.57½ nominal February, $12.97½ nominal May. Lard, $6.27½ asked November.

Toledo, 2.10 p.m.—Wheat, 77c cash-November, 78c bid November, 84c bid 84¼c May. Corn, 44½c cash, 46c bid May. Oats, 31c bid May.

Detroit, 12 m.—Wheat No. 1 white, 75c bid cash; red 77½c cash November; 78½c December; 80½c January; 84½c May.

Milwaukee, 12 p.m.—Wheat, 70c cash, 71½c December, 78c May.

Montreal Provisions.

PORK, LARD, &C.—There is not much doing in provisions, pork is selling at $16.75@$17.25 for mess, and lard is quieter at 9½c@9½c for Fairbank's and Armour's. Canadian sells a fraction lower. We quote as follows:—

Montreal S.C. pork	.00.00 @ 00.00
Western S.C.C. do	18.00 @ 00.00
Western Mess do	17.00 @ 17.50
Lard, Western, per lb	.00.09½@ 00.09½
Do. Canadian	.00.09 @ 00.09
Hams, uncovered, per lb	.00.11½@ 00.12
Hams, canvassed, per lb	.00.00 @ 00.13
Hams, pic-nic	.00.00 @ 00.00
Bacon, per lb	.00.10½@ 00.11½
Shoulders, per lb	.00.10 @ 00.10½
Tallow, per lb	.00.03½@ 00.04

Eggs.

The market is very dull and receipts light. Fresh stock is selling at 20c per dozen and limed at 17½@18c.

Poultry and Game.

There is very little poultry offering and the demand is in excess of the supply. We quote turkeys, 8c@10c; chickens, 6c@7c; ducks, 8c@11c; geese, 6c@8c, per lb. Game is more plentiful and partridges are selling at 30c@40c a brace, with a brisk demand for good birds. Wild duck bring 70c per pair.

Ashes.

The potash market is dull and unchanged at $4.20@$4.25 per 100 lbs., for first sorts.

Dairy Products.

BUTTER.—There is no change for the better in the butter situation, and some usually well posted men think that every day the market remains in this position, it is drawing nearer a worse stage. Good stock is still firmly held and dealers are paying high figures for small lots of choice dairy in the country to supply the city trade. Creamery doesn't move, and though holders are now willing to accept rather lower figures, they do not push sales. There is no demand for export. We quote as follows:—

Creamery	20 @ 22
Townships	19 — 21
Morrisburg	17 — 20
Brockville	17 — 19
Western	15 — 17
Low grades	12 — 13

CHEESE.—This market remains substantially as we reported it yesterday, and there is to-day very little business doing. There are few signs of weakness about the market, although it is true that some holders are more willing to sell at the ruling figures than they were a short time ago. There are shipping orders here for round lots of cheese at a limit something below 12c we are told, but it seems so far, to have been too low to suit sellers' views. There is a little trading in finest fall makes at 11¾c@11½c, but no sales of importance have transpired. We quote as follows:—

Fancy Colored	11½ @ 11¾
Finest White	11½ @ 11¾
Fine	10½ @ 11
Medium	9 @ 10

British Breadstuffs and Provision Markets.

Liverpool, 11.30 a.m.—The wheat market is firm, and there is a fair demand; holders are offering moderately. Corn is steady, and the demand good.

The following are to-day's Liverpool quotations compared with yesterday's:—

	Nov. 1. 11.30 a.m. s. d.	Nov. 2. 11 30 a.m. s. d.
Spring Wheat	6 6 @ 6 6	6 6 @ 6 6
Red Winter	6 5 — 6 5	6 5 — 6 5
No. 1 California	6 5 — 6 6	6 5 — 6 6
No. 2 California	0 0 — 0 0	0 0 — 0 0
Corn	4 3½ — 0 0	4 3½ — 0 0
Peas	5 6½ — 0 0	5 6½ — 0 0
Pork	71 3 — 00 0	71 3 — 00 0
Lard	33 6 — 00 0	33 9 — 00 0
Bacon, S. C	39 6 — 00 0	39 6 — 00 0
Bacon, L. C	40 0 — 00 0	40 0 — 00 0
Tallow	23 3 — 00 0	23 3 — 00 0
Cheese, new make	57 0 — 00 0	57 0 — 00 0

IMPORTS.

Per steamship Cynthia, from Glasgow, Robert Reford & Co., Agents: Thos Robertson & co 100 tons pig iron; Drummond, McCall & co 10 do; order 25 do; do 100 do; do 102 c 1 pipes; Thos Robertson & co 202 do 120 c 1 connections 40 do pipes 2 csks do fittings; Montl Rolling Mills 637 puddled bars; A C Leslie & co 25 bars iron do 225 bars 52 bdls do 1220 bars 251 bdls do 100 bars 80 bdls do; Pillow, Hersey & co 2755 steel slabs; order 39 bars iron; do 137 tubes; W McNally & co 7530 firebricks 2241 fireclay pipes and cons; order 2400 f c pipes; W McNally & co 210 bags fireclay; Henry Dobell & co 20 kegs ammonia; C E Colson 8 csks whiskey 59 do 1 cs show cards; Donald Fraser 2 cs; W Evans 5 kegs; A McArthur & co; 1 bale; order 5000 fire bricks 49 cs do; do 270 c 1 pipes; Dom Bridge co 5 steel plates 771 do; James Milne 2 horses; Banks & Hill 21 horses; 9 ponies; R Vardon 5 horses, 3 ponies; Drummond, McCall & co 200 tons pig iron, 30 do, 100 do, 50 do, 50 do, 40 do, 40 do; Order 25 do; Order 50 do; Order 100 do; Order 498 bales tubes; Order 1000 iron tubes; Order 135 tubes; A Hope & co 142 iron pipes, 189 bdles pipes; 123 bars iron; Wood & Leggat 579 bars iron; Drummond, McCall & co 190 steel plates; Can Loc & Engine Co 23 steel plates; H Ingram & co 3 cs granite; Jos Hooper 2 cs granite; Y Robertson 1 cs granite; E Turner 1 pkg mdse; S Davidson 1 cs mdse; Lamb & Griesbach 5 bales mdse; Order 3 plates; Order Davis & Henderson 22 cs paper; Williamson & co 1 case books.

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BEAVER LINE.

The Canada Shipping Co.'s
LINE OF STEAMERS BETWEEN
MONTREAL & LIVERPOOL
Comprising the following First-class, Clyde built, Full-powered Iron Steamships.

SUMMER SAILINGS, 1887,
Will be as follows:—
FROM LIVERPOOL.

*THANEMORE	Wednesday, Oct. 5
LAKE WINNIPEG	" Oct. 12
LAKE SUPERIOR	Friday, Oct. 21
LAKE ONTARIO	" Oct. 28
LAKE HURON	Wednesday, Nov. 2

FROM MONTREAL.

LAKE SUPERIOR	Wednesday, Oct. 5
LAKE ONTARIO	Tuesday, " Oct. 11
LAKE HURON	" Oct. 18
*THANEMORE	Saturday, Oct. 22
LAKE WINNIPEG	" Oct. 29
LAKE SUPERIOR	Tuesday, Nov. 8
LAKE ONTARIO	" Nov. 15
LAKE HURON	Saturday, Nov. 19

*SS. Thanemore does not carry passengers.

The steamers connect at Montreal by direct rail for all points in Canada, Manitoba, North-West Territories and United States, to which through tickets are issued.

These steamers are built in water-tight compartments and of special strength for the North Atlantic trade.

In the passenger departments the most perfect provision has been made to ensure the comfort and convenience of all. In the Cabin the State-rooms are large and airy. The Steerage is fitted with the most approved Patent Canvas Berths, and is fully ventilated and heated by steam.

An experienced Surgeon is carried by each steamer, also Stewardesses to attend to the wants of females and children.

RATES OF PASSAGE!
Montreal to Liverpool—Saloon $40, $50 and $60. Round Trip Tickets $80, $90 and $110, according to steamers. Intermediate, $30; Steerage, $20.

For freight or other particulars apply: In Belfast, to A. A. WATT, Custom House Square; in Queenstown, to N. E. SEYMOUR & Co.; in Liverpool, to R. W. ROBERTS, 21 Water Street; in Quebec, to H. H. SEWELL, 125 Peter Street.

H. E. MURRAY,
General Manager,
1 Custom House Square, Montreal.
July 12 71

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BOSSIERE LINE.
Under Contract with the Dominion Government,
SAILING FROM
HAVRE FOR MONTREAL
EVERY TWENTY DAYS.
Steamers of the above Line will sail as follows:—
SS. COMTE D'EU leaves Montreal for Havre 21st October.
SS. IBERIA leaves Havre for Halifax 5th November.
SS. PANAMA leaves Havre for Halifax 25th November.
Through Bills of Lading granted in Havre, to points East and West in Dominion; in Montreal, to all points in France and Europe.
For freight and passage, apply to
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October 28 244

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Steel Rails,
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WHAT WARNER'S SAFE CURE CURES AND WHY
Because Warner's Safe Cure is the only remedy that can effectually expel the Uric Acid waste, of which there are some 500 grains secreted each day, sufficient, if retained in the blood, *to kill six men*, it cures those diseases caused by uric acid in the blood:—
Congestion of the Kidneys, Backache, Inflammation of the Kidneys, Bladder and Urinary Organs, Catarrh of the Bladders Gravel, Stone, Dropsy, Enlarged Prostate Gland, Impotency or General Debility, Bright's Disease. This uric acid also causes Heart Disease, Rheumatism, Apoplexy, Paralysis, Insanity and Death. Warner's Safe Cure Relieves the Kidneys of surplus blood and restores their natural action.
It Cures also Jaundice, Enlargement of the Liver, Abcess and Catarrh of the Bile Ducts, Biliousness, Headache, Furred Tongue, Sleeplessness, Languor, Debility, Constipation, Gall Stones and every symptom of Liver complaint.
WHY? Because it has a specific and positive action on the Liver, as well as on the Kidneys, increasing the secretion and flow of bile, removing unhealthy deposits, and restoring action.
It likewise Cures the many distressing disorders from which gentle natures suffer, which begin in congestion of the kidneys and other abdominal organs, and end in a multitude of complaints insanity and death.
Why Warner's Safe Cure is acknowledged by medical men to be the Only True Blood Purifier is because it strikes at the very root of the disorder by its action on the kidneys and Liver. For, if these organs are in health, all the poisonous matter is passed out safely.
Why 95 per cent. of all diseases which afflict humanity arise from impaired kidneys, is apparent. Warner's Safe Cure, by its direct action, positively restores them to health and full working capacity, nature curing all the secondary diseases herself, when the prime cause is removed.
As a Blood Purifier, particularly, it is unequalled, for you cannot have pure blood when the kidneys and liver are out of order.
Look to your condition at once. Do not postpone treatment for a day nor an hour. The doctors cannot compare records with us.
We guarantee that every case of direct or indirect Liver and Kidney trouble, as above described, can be cured if complication of the organs has not taken place, and even then benefit will surely be derived. In every instance it has established its claim. It is a positive preventive. "Ask your friends and neighbors about it."

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The Steamship CYNTHIA, 2,400 tons, Capt. Taylor, is intended to sail from
MONTREAL for GLASGOW
ON OR ABOUT
THE 11th NOVEMBER.
Agents:—Donaldson Bros., 165 St. Vincent street, Glasgow; Robert Reford & Co., 23 and 25 St. Sacrament street, Montreal.

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FORTNIGHTLY SERVICE
BETWEEN
MONTREAL and LONDON.
The Steamship SCOTLAND, 2,700 tons, Capt. Tod, is intended to sail from
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The steamship THORNDALE, 3000 tons, Capt. Humphrey, is intended to sail from
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ON OR ABOUT
THE 8th NOVEMBER.
GLASGOW SERVICE.
The steamship BARCELONA, 2,000 tons, Capt. Cummings, is intended to sail from
MONTREAL for GLASGOW
ON OR ABOUT
THE 8th NOVEMBER.
AGENTS:—Starks & Cairns, Newcastle-on-Tyne; Andrew Low & Son, 27 Leadenhall st., London, E.C.; H. R. James, Queen Square, Bristol; James R. Young, Glasgow; William Thomson & Sons, Dundee, Scotland, or ROBERT REFORD & Co.: 23 and 25 St. Sacrament street, Montreal.

All the vessels of the above lines are A 1 highest class at Lloyds, and have been built expressly for this trade, and possess the most improved facilities for carrying Grain, Butter, Cheese and Cattle.
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Granted by any of the above Lines to any point in
CANADA or WESTERN STATES
And by any of the CANADIAN or WESTERN RAILWAYS to any point in GRE

CANADIAN HISTORY.

Valuable Papers Read Before the Society of Historical Studies.

The Society for Historical Studies held its first meeting for the winter season last evening, at the Fraser Institute, at which, after routine business and the election of officers for the coming year, two very interesting papers were read, and were listened to with marked attention by the members. We cordially recommend this society, especially to our young men, and if the able and exhaustive essays at last night's meeting may be regarded as specimens we can assure them of some well spent evenings during the winter.

CHAMPLAIN.

Mr. H. Mott read an essay on the work and character of Samuel Champlain, a subject of the greatest interest to the student of Canadian history, for not only was he the founder of the French Colony in Canada, but he was the founder of Port Royal (now Annapolis) N.S., and also of Quebec and Montreal; the essayist gave a very full record of Champlain's labors, and his indomitable courage and restless activity were dwelt upon. Having given a chronological digest of events from the date of Champlain's first arrival in the country, to his death at Quebec on Christmas Day, 1635, he summed up the character of the "Grand Old Man:—

"The character of Samuel Champlain and the record of the time in which he lived cannot fail to be a subject of abiding interest to every student of Canadian history. He was a fearless navigator and an accomplished statesman. He was the first to explore and designate the coast along what is now the State of Maine. His plans of empire, more vast and sagacious than any of his time, failed of success only through the shortsightedness of his sovereign, in allowing the Atlantic shores of New England to fall into the hands of his rivals, thereby changing the history of the New World.

Champlain's time is the true era of the establishment of our race on this continent. He was Canada's first Governor and Captain-General. He was in truth not only in point of time, but in the comprehensiveness of his views, the audacity of his projects and the celebrity of his individual career, the first statesman of Canada; and no Canadian can feel otherwise than gratified, when Champlain's name is invoked in his presence. We have no fear that the reputation of our great Founder will stand the severest test of historical research. We have no fear that his true greatness will dwindle by comparison with the rest of the discoverers and pioneers, the chiefs of the renowned sea-chivalry. We may ardently desire that he should be better known; and therefore, I will indicate some of the events in the career, to point out some of the traits in the character, which halo for us, forever, the name and memory of the Sieur de Champlain.

What may be more highly esteemed, of all other features in his character, is that chief virtue of all eminent men—his indomitable fortitude; and next that we rever the amazing versatility and resources of the man.

Originally a naval officer, he had voyaged to the West Indies and to Mexico, and had written a memoir, still extant at Dieppe, and edited both in France and England, advocating among other things a canal connection of the Atlantic and Pacific oceans. From the quarter-deck we trace him to the counting-houses of Rouen and St. Malo, who first entrusted him, in 1603, with the command of a commercial enterprise, of which Canada was the field. From the service of the merchants of Rouen and Dieppe and St. Malo, we trace him to the service of his Sovereign. For several successive years we find his flag at all points along the rock bound coast, from Port Royal to Massachusetts Bay. Whenever we do not find it there, we may be certain it has advanced into the interior, that it is unfurled at Quebec, at Montreal, or toward the sources of the Hudson and the Mohawk. We will find that this versatile sailor has become a founder of colonies, a negotiator of treaties with barbarous tribes, an author, a discoverer.

As a discoverer, he was the first European to ascend the Richelieu, which he named after the patron of his later years, the all-powerful Cardinal. He was the first to traverse that beautiful lake which makes his name so familiar to Americans. He was the first to ascend our great central river, the Ottawa, as far north as Nipissing; and he was the first to discover what he very justly calls "the fresh water sea" of Lake Ontario.

His place as an American discoverer is, therefore, among the first while his claims as a coloniser rest on the firm foundation of Montreal and Quebec, and his project extraordinary for the age—of uniting the Atlantic with the Pacific by artificial channels of communication. As a legislator, we have not yet discovered, if we ever shall, the ordinances which he is known to have promulgated; but as an author we have his narrative of transactions in New France, his voyage to Mexico, his treatise on navigation, and other papers. As a diplomat we have the Franco-Indian alliance, which he negotiated, which lasted a hundred and fifty years on this continent, and exercised so powerful an influence not only on American, but on European affairs.

To him also, it was mainly owing that Canada, Acadia, and Cape Breton were reclaimed and restored to France, under the treaty of St. Germain-du-Laye, in 1632.

As to moral qualities, our founder was brave almost to rashness. He would cast himself with a single European follower in the midst of savage enemies, and more than once his life was endangered by the excess of his confidence and his courage. He was eminently social in his habits. He was sanguine as became an adventurer, and self-denying as became a hero. He served under De Monts, who for a time succeeded to his honors and office as cheerfully as he had ever acted for himself, and in the end he made a friend of his rival. He encountered, as Columbus and many others had done, mutiny and desertion in his own disaffected followers, but he triumphed over the bad passions of men as completely as he triumphed over the ocean and the wilderness.

He touched the extremes of human experience among diverse characters and nations. At one time he sketched plans of civilized aggrandizement for Henry IV. and Richelieu, at another time he planned schemes of wild warfare with Huron chiefs and Algonquin braves. He united in a most rare degree the faculties of action and reflection, and like all highly reflective minds, his thoughts, long cherished in secret, ran often into the mould of maxims, and some of them would now form the fittest possible inscriptions to engrave upon his monument.

When the merchants of Quebec grumbled at the cost of fortifying that place, he said:—"It is best not to obey the passions of men; "they are but for a season; it is our duty to "regard the future."

With all his love of good fellowship and society, he was (what seems to some inconsistent with it) sincerely and enthusiastically religious; among his maxims there are two—that "the salvation of one soul is of more "value than the conquest of an empire," and that "Kings ought not to think of extending "their authority over idolatrous nations, ex- "cept for the purpose of subjecting them to "Jesus Christ."

Such are, in brief, the attributes of the man whose character and times are the subject of this evening's study, and I leave it for you to say whether in all that constitutes true greatness the first Governor and Captain-General of Canada need fear comparison with any of the illustrious brotherhood who projected and founded our North American States. Count over all their honored names; estimate their chief actions; let each community assign to its own his meed of eloquent and reverend remembrance; but among them all there will be no secondary place assigned to the Sieur de Champlain.

Champlain's project originally was, no doubt, to make the Atlantic coast the basis of French power in the New World. His Government claimed the continent down to the 40th parallel, which intersects Pennsylvania, Ohio and Illinois, while the English claimed up to the 45th, which intersects Nova Scotia and Canada. Within these five degrees of latitude the pretentions of France were long zealously maintained in diplomacy, but were never practically asserted, except in the 44th and 45th, by colonization. I am not prepared to dispute the inference that the practical abandonment, by France, of the coast discoveries of her early navigators, south of 45 may have changed, as we say "the destiny of the New World." But we know, as of the past, that the French power in the reigns of Louis XIII. and Louis XIV. was practically based on the St. Lawrence, with a southern aspect, rather than the Atlantic with a western aspect. All the consequences of that great change of place and policy I am not prepared here so much as to allude to, for that would carry me far beyond the limits ascribed to me and into international issues not yet exhausted.

It is amazing to find in the colonial records of the period between the death of Champlain and the death of Montcalm, a century and a quarter; how important a part that handful of secluded French colonists played in North American affairs. In 1629 Champlain could have carried off all his colonists "in a single ship"; it more than 100 years later they were estimated at some 65,000 souls; in the Seven Year's War they were, according to Bancroft, but "as one to fourteen" of the English colonists. The part played by the Canadians in that war, under the French kings, was out of all proportion to their members; it was a glorious but prodigal part; it left their country exposed to periodical scarcity, without wealth, without commerce, without political liberty. They were ruled by a policy strictly martial to the last, and though Richelieu, Colbert, De Lion, Galissonière, and other supreme minds saw in their "New France," great commercial capabilities the prevailing policy, especially under Louis XIV and XV, was to make and keep Canada a mere military colony. It is instructive to find a man of such high intelligence as Montcalm justifying this policy in his despatches on the very eve of the succeeding calamities to come. The Canadians, in his opinion, ought not to be allowed to manufacture, lest they should become unmanageable, like the English colonists, but, on the contrary, they should be kept to martial exercises, that they might subserve the interests of France in her trans-Atlantic wars with England.

Such was the policy which fell at Quebec with its last French Governor and Captain-General, and it is a policy, I need hardly say, which no intelligent Canadian looks back to with any other feelings than those of regret and disapprobation. One hundred and twenty-eight years have elapsed since the international contest was consummated at Quebec, and Canada to-day, under the mild and equitable sway of her fourth English sovereign, has to point to trophies of peaceful progress not less glorious, and far more serviceable, than any achieved by our predecessors who were subject to the French kings. The French-speaking population which from 1608 till 1760 had not reached 100,000 from 1760 to 1860 had multiplied to 880,000. If French Canada points with justifiable pride to its ancient bath- -ields, English Canada points with no less pleasure to its newly-reclaimed harvest-fields. If the old *regime* is typified by the strong walls of Quebec, the monument of the new era may be seen in the great railway bridges which span the St. Lawrence within view of our growing city.

A reproduction of the first map of the Island of Montreal drawn by Champlain, and of his "habitation," the first house built in Quebec, were exhibited.

The evening on Sir William Alexander was postponed until the next meeting to be held November 16th.

COURT OF QUEEN'S BENCH.

The Chief Justice's Charge—The Shepherd Case—True Bills and Arraignments.

The opening of the November term of the Court of Queen's Bench took place yesterday morning, Sir A. A. Dorion, Chief Justice, presiding, Messrs. J. N. Greenshields and R. Prefontaine, M. P., representing the Crown.

The members of the Grand Jury were sworn as follows:—Zephir Lapierre, foreman; Elzear Desmarais, Emery Langevin, Alderic Archambault, Alphonse Busseau, Arthur Lemard, Prudent Gadbois, jr., Antoine Coutois, Cyrille Choquette, Louis Cabana, Jos. Quinn, Jno. McIntosh, Wm. J. White, Andrew Finn, Jno. Ahern, Jno. Bailey, Jno. Curran, W. H. Trenholme, Robert Dillon, Jas. Aitimas, Kendedy. and Thos. J. Quinlan.

THE JUDGE'S CHARGE.

The learned Chief Justice then delivered the customary charge in English and French. After explaining the responsibilities and functions of the Grand Jurors' office, His Honor congratulated them on the lightness of the calendar, which consisted of cases of larceny, burglary and breach of the peace. Continuing, he said there would probably be more cases of libel brought before them, as these offences had become quite numerous of late. "They generally arise," he said, "from the fact that some newspapers have thought that they may publish anything they please." This impression must be corrected, and he would explain to them that libel is anything injurious published against the social and business standing of an individual. It is not necessary that the writing should be of such a character as to impose material injury upon the person, but it is sufficient, in order to find a true bill, that the article is calculated to bring into contempt the person against whom the writing is directed. Continuing, he told the jurors that it was their duty to see if the writings contained anything against the good name and standing of the party in question, and then ascertain if the party accused is responsibly connected with the act for which he is accused. The judge also referred to the jurys' and minor duties as well as that of visiting the prison and reporting to the proper authorities.

After the names of the petit jurors had been called, Edward E. Shepherd was summoned to give evidence before the Grand Jury in the case of the Queen vs. Kribbs. Mr. F. S. Macnaughan produced a certificate from a Toronto doctor stating that Mr. Shepherd's health would not permit his coming so far, and the learned counsel could, if the time were given, bring an affidavit to that effect. The Court granted a delay until Saturday morning.

A. C. Duquette, Alex. Hamelin, Catherine Leach, Dolphis Collin and H. B. Cuthbert, who had been put on bail, failing to appear when called, Mr. Prefontaine moved for a bench warrant in each case.

Mr. J. Doherty, appearing for Joseph Durocher—against whom a conviction for loitering was obtained at the instance of Mr. Geo. Barrington in September, in the Recorder's Court—asked leave to appeal and to have a trial by jury. This was opposed by Messrs. R. S. Weir and F. S. Maclennan. His Honor took the matter *en delibere*. The Court then adjourned until three o'clock p.m.

AFTERNOON SESSION.

The Court resumed at 3.10 p.m., Judge Doherty temporarily presiding. The Grand Jury then entered and presented the following:—

TRUE BILLS.

Joseph Henri Gratton, stealing from the person; Dolphis Collin and F. X. Forrest, stealing from the person; Rene Bourcier, larceny, prisoner arraigned and pleaded guilty; John McGowan, larceny, pleaded not guilty, trial fixed for Monday; Gustave Clairn, shop breaking, pleaded guilty; John C. Halstead, housebreaking and stealing therefrom, pleaded not guilty, trial Tuesday; Joseph Guerin, not providing for his wife, pleaded not guilty, trial to-day; Catherine Leach, larceny, pleaded not guilty, trial to-day; Alex. Hamelin, perjury, made default, a bench warrant is said and bail forfeited; Edward Roder and Auguste Berthelot, libel, and Omer Gassard Bussieres, felonious-ly attempting to murder.

A no bill was returned in the case of Wilson Allan, accused of larceny.

The Grand Jury was then dismi sed until Wednesday, and the Court adjourned until ten o'clock this morning.

FIRE BRIGADE INVESTIGATION.

Not Over Anxious to Get at the Facts.

The Fire Brigade Investigation Committee resumed business this morning at ten o'clock. Col. Stevenson, chairman of the committee, presided, and there were also present Aldermen Wilson, V. Grenier and Perrault. Messrs. Hart, Evans, Patterson, Haddrill and Alfred Perry were present on behalf of the Underwriters Association.

Charles Glackmeyer had in 1886 made a copy of a map for the use of the Fire Department showing the position of the hydrants, &c. He identified the map produced. That map was correct, except that some alterations had been made in it. Pipes that had been marked as four inch pipes in the map copied were down as six inch.

Mr. Grenier—Did you compare the copy with the original?

Witness—I was not given time for that.

Mr. Perry—Do you see the hydrants marked differently on the map you are looking at now?

Witness—I cannot see them.

The Chairman objected that Mr. Perry seemed anxious to confuse the witness. The map he was looking at indicated the water mains on the streets, but hydrants were marked in red on another plan.

To the Chairman witness said that one of the plans was given to indicate the pipes and the other the hydrants.

Mr. Evans asked if plan "G" were furnished to the Fire Department in an incomplete condition.

Witness said the map had not been furnished officially. Mr. Lesage's signature was not on it.

Mr. Evans asked witness some questions touching the evidence of Mr. Wilson, a former witness, when the Chairman objected and put the questions himself.

Mr. Evans—We cannot get any answers from the witness on account of the Chairman.

Alderman Wilson—Allow me to say sir that you are mistaking your profession.

A Fire Underwriter—We do not come here to put questions to witnesses and have them answered by the Chairman.

The Chairman—And Allow me to say sir, I will not permit you to bamboozle witnesses here.

Mr. Evans—We do not come here to bamboozle. We come here to get facts.

The Chairman then put several important questions.

Antoine Fortin, engineer in charge of the Clapp & Jones engine, said at the Porter & Savage fire plug was placed on the main at the corner of Ontario and Beaudry streets.

To the Chairman—I had a plentiful supply of water for the engine. I believe I had 125 lbs. of water on the gauge.

Alderman Wilson—Would it make any difference if your engine was attached to a larger main? No, sir.

Alderman Wilson—If you had been attached to a 30-inch main would you have done any better work? No, sir. I had to check the supply by instructions of the Chief.

To Mr. Perry—Could not say what sized nozzle I was using.

A. Pelletier, engineer, in charge of No. 2 Merryweather engine, said at the Porter & Savage fire it was placed on Beaudry street, about 100 feet from the fire; worked there about 24 hours, and had all the hose necessary of a water supply than was required. The Chief ordered him not to put on such a pressure. He worked for some time with two streams, but changed to one, because the fire was then pretty well mastered.

To Mr. Perry—Could not say whether an engine discharging 600 gallons per minute would have worked better on a larger nozzle than a 1¼ inch.

Mr. Perry was proceeding with some questions as to the quantity of water that could be discharged through various sizes of nozzle, which witness, having neither instruction nor experience, was unable to answer, when

The Chairman said he was getting all he had been proved that a plentiful supply of water was got from the engines, and that ought to have been sufficient.

Mr. Perry said that the engines at that fire were not worked properly. It was the same thing all round—want of brains on the part of the heads of the department.

The Chairman—I will not allow you to charge any of the witnesses with want of brains.

Mr. Perry—I am not alluding to the witness. I am alluding to the heads of the department.

Alderman Wilson—We know who the question alludes to.

Mr. Hart—What was the pressure you had that morning?

Witness—It was irregular—60, 70, 75, 105 lbs. I can not tell this morning what quantity of water the engine was discharging.

Mr. Hart—Suppose you had seventy-five pounds pressure, what quantity of water would that give you through an inch nozzle?

Witness—That is very hard for me to tell.

Mr. Hart—Have you ever experimented by order of the Chief with your engine to see what quantity of water you would have with certain pressures and through certain lengths of hose.

Witness said he was only three months in the department and the Chief had never spoken to him about experimenting.

The Chairman said he did not intend to have the investigation go on in perpetuity. If witnesses were to receive salaries to come there, but the members of the Committee had other business to attend to.

Mr. Hart referred, in answer; to the fact of the long adjournments that had been made.

The Chairman said that all the adjournments were made at the request of the Underwriters.

Mr. Hart—I beg your pardon.

Mr. Perry said he hoped the investigation would take the round-robin from No. 14 Station.

The Chairman—You have a considerable amount of assurance.

Alderman Wilson—What has he said, Mr. Chairman?

The Chairman—He said more than he should have said, but that is no uncommon thing for Mr. Perry.

Felix Decary *dit* Pierson (Engineer Pierson was next examined. Said he got leave of absence on the occasion of the St. Jean Baptiste fire from the Chief. He left his stoker in charge. Damage occurred to his engine at that fire. He could not see the tubes while in the boiler, but had been informed that in the St. Jean Baptiste station, before it had been annexed to the city, they were short of tubes and used copper pipes with spelter joints. Witness explained the probable cause of the corroding, which there was no means of remedying without taking the engine asunder. The damage to the engine might have occurred when in charge of the most competent engineer, and it was a surprise to him how the tubes held out so long. The stoker left in charge was almost as good as he was at running an engine. The engine was now repaired and in perfect order.

To Mr. Perry—Witness had been in Sorel during the summer, having obtained leave of absence from Mr. McCulloch. The reason why he did not ask Sub-chief Naud was that he had met the chairman on the street, and he had referred him to McCulloch for the reason that Engineer Griffin, who was in Sub-Chief McCulloch's place, would replace him. Engineer Griffin did take his place.

To Alderman Grenier—I did not refuse to drill when asked by sub-Chief Naud; I refused to go on the reel, and asked if my engine was also going out. He (Naud) said, "Get on that reel." I said, "You've been trying to get me in a fix." He said, "You're a d—liar. You have refused to drill; you've got to come down to the chief. I'll make you come down." I am not aware that the other engineers drill. I do not know of any by-law exempting me from drill as a fireman. I did not disobey the sub-chief. I told him I was an engineer, not a fireman.

E. O. Champagne, boiler inspector, testified to Bouchard, Pierson's stoker, being a competent engineer; had examined the boiler after the injury, and found the trouble was caused by corrosion. Believed Pierson to be one of the best engineers on the brigade.

The enquiry here adjourned until this morning at 10.

Tenders for heating No. 2 station were received at the meeting, and the contract given to Mr. W. Fairbairn, at $50, the lowest tenderer, subject to the council's approval.

THE ROAD COMMITTEE.

A Lot of Routine Business.

The Road Committee held a meeting yesterday afternoon, when there were present Aldermen Laurent (in the chair), W. Kennedy, Malone and Wilson.

Tenders were submitted for the Mignonne street sewers and accompanying work. The figures were as follows:—

	Joseph Charlier	W. H. B. Cuthbert	W. Walt.....	Jos. Cochrane	Felix Brackett
Mignonne street from St. Germain street to St. Michel lane, 12 in. tile pipe. Price per lineal yard	$8 25	$5 60	$9 50	$3 35	$3 95
Rock excavation Price per cubic yard.....	3 00	3 75	4 00	4 00	4 00
Concrete. Price per cubic yard	40	1 20	....	4 00	5 60
Manhole shafting (without covers.) Price per manhole	22 00	5 00	....	3 00	19 00
Basin (without covers. Price per lineal yard....	1 25	3 50	5 00	1 20	2 50

The Chairman remarked that there was a great difference in prices. It was decided, therefore, to wait the return of the City Surveyor and get his extensions.

L. C. Boyer complained that the water leaked through the sewer into his houses, 387 and 389 Craig street, and asked that the department repair the leak. Ordered to be attended to.

Mr. H. Brown petitioned for a sewer from Mansfield to Peel to Sherbrooke streee.

The Chairman said that it was hardly worth while taking up the matter this fall, and it was left over.

A letter was read from Mr. G. W. Stephens, complaining of the action of the City Surveyor in having caused the sewer to be built in front of the old HERALD building. Mr. Stephens stated in his letter that he had sold the bricks and *debris* to Mr. Paquette, who was responsible for the matter.

The Chairman remarked that the city by-laws made the proprietor responsible.

It was decided not to entertain the petition.

Mr. F. Quinn presented a claim for damages resulting to his horse, through the defective condition of Dorchester street. Referred to the City Surveyor.

Mr. J. J. Dumont made a claim for damages to his roof. Referred to City Surveyor.

The Health Committee reported that a sewer on St. Catherine street, between Bleury and Mance streets. The matter was left over until next spring.

The Board of Health reported on the unsanitary condition of the Elgin Basin in the harbor.

The chairman held that it was the business of the Harbor Commission. The spot was Government property.

Mr. Kennedy—Department of the Interior, asked what the Committee intended to do in reference to the cabins on Custom House Square. Consideration of the letter was deferred.

A petition was received from residents in St. Gabriel Ward asking for street car communication by way of Richmond and Centre streets, as the present arrangement did not accord permission to lay rails on the Wellington street bridge.

Considerable discussion ensued, the committee finally deciding to let the matter lie over until next meeting.

In compliance with the demand of the municipality of Cote St. Louis instructions were given the City Surveyor to cover up the open drain leading from the Park.

The petition of H. Bertrand, calling attention to the blocking of the sewer on Duke street, was referred to the City Surveyor.

F. X. Paquette asked the Committee to indemnify him for the loss of his horse at the late St. Jean Baptiste fire. The petition was not entertained.

The Board of Health reported for a sewer on Mcgill street, Griffintown.

A petition was presented from a number of proprietors asking for a sewer on McGregor street, which was referred to the City Surveyor.

The communication of the secretary of the municipality of Cote St. Louis stating that the municipality had opened a street from Papineau road to St. Denis street and would ask the city to contribute towards the extension of this street to a junction with Mount Royal avenue was left to the Chairman and the City Surveyor.

Alderman Wilson brought up the matter of opening the proposed extension of Pine avenue, and presented a petition that the width remain at sixty feet.

It was decided to report to Council in accordance.

A letter was read from James Cochrane in connection with the St. George Hypolite street matter, to the effect that he could not accept the offer of $4.25. He had spent over $1,000 on the sewer, and wanted to be reimbursed. He was prepared to submit to arbitration.

A number of proprietors on Wellington street petitioned for the widening of that street between Richmond and Mullin streets.

The matter of purchasing over-shoe hose-leather was left in charge of the Chairman to consult with the G. T. R. authorities.

The residents on Closse street asked that the name be changed to Essex avenue. This was left over, as were also petitions from residents on Guy and McTavish streets, that that the names be not changed.

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The Chairman said the Committeee, when it had settled the city limits, would investigate him. Engineer Griffin did take his place.

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☞ This afternoon, at two o'clock, sale of over $100,000 worth of Diamonds at Adam Darling's old store.

THE WATER COMMITTEE.

The Water Committee met yesterday, Ald. Holland in the chair.

Superintendent Lesage submitted the report of Messrs. Chanteloup and Gerth on the patent stop cocks.

The *Gazette* Company wrote, stating that they were re-equipping their building with patent fire sprinklers, and asked that they be furnished with six-inch supply pipe from the Craig street water main.

Mr. Lesage said that he could not connect them with Craig street, but could do so with Fortification lane.

The secretary was instructed to notify the *Gazette* people accordingly.

In reply to Ald. Martineau, Mr. Lesage said that Mignonne street between Shawand Papineau Road would be supplied with water pipes.

A letter was read from the Grand Trunk Boating Club, lessees of a portion of the Department's grounds at "Point" St. Charles, complaining of the nuisance caused them by the Corporation Guardian.

The Superintendent was instructed to look to the matter.

The Committee authorized the Superintendent to procure 1200 tons piping and 1,0 tons casting, after which it adjourned.

She scolds and frets,
She's full of petu-
She's rarely kind and tender;
The thorn of life
Is a fretful wife—
I wonder what will mend her?

Try Dr. Pierce's Favorite Prescription. Ten to one, you are a nervous and fretful because she is sick and suffering, and cannot control her nervousness when things go wrong. Make a healthy woman of her and the chances are you will make a cheerful and pleasant one. "Favorite Prescription" is the only remedy for woman's peculiar ailments, sold by druggists, under a positive guarantee from the manufacturers, that it will give satisfaction in every case, or money will be refunded. See guarantee on bottle wrapper. Large bottles, $1. Six for $5.

ST. JEAN BAPTISTE FIRE STATION.

Opening of the Investigation Into the Existing Troubles.

The investigation into the existing trouble in the St. Jean Baptiste fire station was opened at the station, last night. There were present Alderman Stevenson (Chairman), Cunningham, Wilson, Perrault, V. Grenier and Girard of the Committee, Alderman Lee and Chief Patton.

The first witness, driver Calleret, driver of the chemical engine, testified that he could not agree with Guardian John Naud, who was overbearing towards the men whom he considered more as his personal servants rather than employees of the city. After doing work such as sweeping the sidewalk he had been ordered to do it again in the presence of strangers, and had had several quarrels with the guardian but none serious. He was no relation to Engineer Pierson. The Guardian did not work at fires but ran about the sidewalk with a torch. He was also frequently absent from the station. Every third Sunday the Guardian allowed him off all day. He had been a fireman for five years, was four years in No. 6 Station. Had never been complained of to the Chief. Everything was all right in No. 6 Station. The only thing he had against Alderman V. Grenier was that he refused to allow them to have visitors in the Station.

At this point several parties supposed to be friends of the Guardian entered the room. The Chairman objected to anyone being present except members of the press. Then an interested party was heard to whisper to the men, "Say you are reporters." Whereupon one of them named Campeau, said he was a reporter on *La Patrie*. The others said they represented *La Presse* and *Le Monde*. They therefore remained, but as none of the reporters knew them, Ald. Cunnin cham asked that mention should be made of it in the paper.

Witness continued that a gua dian should stick with his men and not skulk his duty. Naud never went into a fire until the worst of it was over. The Guardian did not do his duty in the station towards the men. They were afraid to ask him for anything such as leave.

Cross-examined by the Guardian, the witness said that Naud had not been exceedingly rough to him. When the chemical engine went to fires without an engineer he ran the engine and worked the hose himself. He did not know who had charge of the chemical engine at the Malsonneuve fire, he was not there.

Fireman F. Bouchard testified that he was stoker and driver of No. 14 engine. He had signed the letter against the Guardian, who had treated him just like a servant. He had quarrelled with him about his horses. Naud interfered with them. When he was doing his own work Naud would order him to harness a horse to take him to town sometimes twice and three times a day. He wanted to break up his meals too much. In the day time the Guardian had taken his place on several occasions to drive the horses, but was careful not to do so in the night. There were strangers in the station he was ordered to do work that other men had done before. He had not hired as a fireman, but as stoker and a man for the engineer. However, he had always obeyed the Guardian. The Guardian never wanted him to help the engineer, which was his duty. Witness was discharging the engineer's duties when dismissed.

The Chairman held that he was right in giving his attention to his engine and the orders of the engineer.

Cross-examined by the Guardian, witness said that Naud had not spoken harshly to him during three months past. The Guardian could not because he never asked him for anything. When he went to lunch he notified the engineer.

Alderman Girard—As the committee decided that the Guardian had nothing to do with the stoker or engineer?

The Chairman—An engineer or stoker on board ship never handled ropes or drilled with the crew, said the engineer governed the stoker. He saw no reason why it should be different in a Fire Department. If the engineer thinks that the engine requires the attention of himself and stoker the Guardian cannot interfere.

The witness to Alderman Perrault—I engaged as a stoker and driver, not as a fireman. When the engine is not working at a fire I have to look after my horses.

Albert Desnoyers had been a fireman since May. He had always had trouble with the Guardian. When he first came the Guardian drove the horses of the chemical engine and then always backed up and would not leave the station. Since he had them they did not balk. Naud was good one day and bad the next.

Cross-examined—He said that he was asked to sign the letter by a Mr. Jasamin. (The Guardian, ah, I knew it, I will make that man pay for it.)

Mr. Naud said, in reference to stoker Bouchard, that he was one of the best men he ever knew and he did not know how he came to sign the letter. It being after eleven the investigation was adjourned until Saturday night at 8 o'clock.

TWO ENGINES.

As the Committee were leaving Ald. Lee said there were two engines in No. 14 and none in No. 5. The Chief said it was very hard to ask Pierson to change, and he would leave the brigade before he would do so. The Guardian hearing this would be object to Pierson, stating said he would. Alderman Wilson moved the reconsideration of the resolution ordering Pierson's exchange. Ald. Lee said it was hardly safe to drive the best engineer they had from the brigade. In this he was supported by Alderman Stevenson, Cunningham, and very warmly by Ald. Wilson and the Chief. The three French members, however, led by Alderman Grenier, were resolute, and the motion was lost. They, however, agreed that Pierson should be given fifteen days to change.

Carroll was ordered to No. 5 pro tem., and the business finished, but the English members of the committee say that the last of the affair has not yet come.

☞ $100,000 worth of Diamonds to be sold this afternoon, at corner of St. James and St. Peter streets.

COMMERCIAL UNION.

Discussed by the French Board of Trade.

There was a general meeting of the French Board of Trade last night for the purpose of considering the question of Commercial Union. Mr. J. M. Dufresne the President was in the chair and there was an attendance of about forty or fifty members of the Board. After the minutes the chairman announced the object of the meeting and invited discussion upon it, whereupon,

Mr. J. X. Perrault delivered a forcible argument in favor of Commercial Union. He remarked that it was time the idea was taken hold of in this city the metropolis of the Dominion. He argued that with such vast centres of population as Chicago, New York, Boston and Milwaukee, with their consequent large consumption, a free and uninterrupted trade with them could not fail to be a benefit to Canada. In support of this argument he brought forward the argument that the consumption per individual in the United States was away ahead of the corresponding consumption in Europe. The condition and position of both the workman and capitalists in the United States was, he said, continually advancing. Both the employee and employer expended money as they earned it, which, as a result, created a constant and steady demand for goods and products of all kinds. He said the great republic to the south of us was the natural market for our produce. Referring to the arguments against the movement, Mr. Perrault remarked that the principal one was the cry that they would swamp us with the products of their factories and kill our industries. In answer to this he would call attention to the following figures. In 1886 the total exports and imports of the U. S. were 1,575 millions. Of this 890 millions were exports and 695 millions imports. The United States therefore imported 15 millions more than they exported last year. This did not look as though Canada would have the wrong side of the bargain in Commercial Union. Mr. Perrault then produced a table of figures of the articles in which Canada did the largest export trade, to show that our exports lost considerably under the present *regime*. In conclusion he stated that free intercourse with the United States would lead to a large influx of American capital into the country (which was exactly what was wanted) to be used in the development of the best natural resources of Canada. To afford subject for discussion he would submit the following resolutions:—"Considering that the United States, with a population of sixty millions of inhabitants, rich and prosperous, offer an unequalled market for our agricultural, manufacturing and commercial industries,

"That it is highly important that the prohibition tariff which to-day closes to us so advantageous a market for the sale of our products should be abolished."

"That the present constitution would in no way be affected by the most intimate commercial relations with our powerful neighbor to the south."

"Be it resolved that the Board heartily endorses Commercial Union with the United States under such conditions as will render fair justice to both the contracting parties."

The Chairman asked for the reasons if there were any counter to Mr. Perrault's arguments. This failed to elicit any response, the gentlemen present remarking that they were not sufficiently informed on the subject to discuss it either *pro* or *con*.

Mr. Gauthier remarked that he could not express an opinion on the question until he was better informed upon it.

This sentiment was expressed by the remainder of the assemblage, and the discussion of the resolutions was adjourned until the next general meeting.

Holloway's Ointment and Pills.—Coughs, Influenza.—The soothing properties of these medicaments render them well worthy of trial in cases of the respiratory organs in common colds and influenza the Pills taken internally, and the Ointment rubbed over the chest and throat, are exceedingly efficacious. When influenza is epidemic, this treatment is the easiest, safest and surest. Holloway's Pills purify the blood, remove all ob