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Montreal Daily Herald

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EIGHTY-FIFTH YEAR. NO. 210. MONTREAL, TUESDAY, SEPTEMBER 6, 1892.—20 PAGES. PRICE TWO CENTS.



THE CITY OF MONTREAL, 1892---From Bishop & Co's Bird's Eye View of Montreal.

Growth of Our Population.

The growth of the population in Montreal is in itself an interesting study. As far back as 1659 it was composed of forty well built houses isolated from each other, but close enough for defence in case of attack; and in 1666 the population was about 584. Thirty years after the population had greatly increased, also the area of the city, which was at this time about a mile and a half long and about a third of a mile in breadth. It was in the shape of a parallelogram, and was divided along its length into three long streets. They were St. James, Notre Dame and St. Paul. At right angles to these were several others, among them being St. Peter, St. Francois, St. Joseph, St. Lambert, St. Gabriel, St. Jean Baptiste, and St. Charles. Most of these names are still retained.

During the next 70 years, at the time of the end of the French rule in 1760, the population was about 3,000, not much progress having been made in the interim. In 1800 the population had reached 9,000, and in 1809 it was about 12,000. From this time forth there was a steady increase. In 1825, the population was 22,000. In 1840 the number had increased to 27,297; in 1851 to 57,715; in 1854 to about 65,000; and in 1861 it was 90,323. At this time Montreal held the tenth place among the cities of North America, being also about 20,000 ahead of Buffalo. In 1871 the population was 107,225; in 1881 it was 140,747, and according to the Government census last year it was 216,650. These figures show the following percentage of increase: in 1861, 56; in 1871, 15; in 1881, 31; and in 1891, 39 per cent.

The area of the city has not increased in ratio with the population as it now is only about 7,000 acres. It is densely populated, however, by reason of the climate.

FIRST TOLL COLLECTED.

President Harrison's Retaliation in Operation at the Soo.

Sault Ste. Marie, Sept. 5.—President Harrison's order to the custom house officials here to levy toll on all cargoes passing through the canal to Canadian ports took effect on Thursday, and up till 6 o'clock on Friday evening one vessel out of a total of 62 had been taxed. This was the United Empire, which car-560 tons of flour and a lot of mixed freight for Sarnia. On this she paid toll amounting to $112. She had also 684 tons of wheat for Port Huron, Mich., on which no toll was collected, as it was destined for an American port. That, out of a total number of 62 vessels passing the locks in a day, only one should be a Canadian bottom is nothing out of the common, and it is no indication whatever on the part of shippers to evade the toll by sending to American ports in American bottoms. On Thursday, out of 52 vessels passing through the canal, three were Canadian, and of these one was a C.P.R. liner.

Plunged Into the Lackawana.

Scranton, Pa., Sept. 5.—An Ontario and Western mixed freight was wrecked near Brockville yesterday. The engine and 10 cars plunged over the bank into the Lackawana River. Two oil tanks were burst out and the floating oil was fired near Olymphantic. Two men were arrested for igniting the oil.

Bodies Recovered from the Ruins.

Naples, Sept. 5.—Four more bodies have been extricated from the ruins of the old palazzo, which collapsed yesterday. It is known many other persons were killed by the falling of the structure.

MORE TROUBLE BREWING.

Tennessee Miners Quitting Work and Assuming a Threatening Attitude.

Knoxville, Tenn., Sept. 5.—The mine leaders have posted notices in all the mines in the Coal Creek and Oliver Springs districts ordering the miners to cease work until further notice. The feeling at Oliver Springs is one of uneasiness and many miners are flocking there from all over the district. A force of 80 convicts are at work re-building the stockade. A company of military has been there. It now looks as though there will be a strike of all the miners in the Coal Creek, Oliver Springs and Jellico districts. Gen. Carnes received a call from Oliver Springs for help. He again ordered the Harriman Company to go to the scene.

EARTHQUAKE IN MEXICO.

Fine Public Buildings Rendered Unsafe for Occupation.

Guadlaraja, Mex., Sept. 5.—There has been hardly a day within the past three months that this city has not been seriously shaken by earthquakes. The shocks have been increasing in severity, and last night considerable damage was done by another tremble to the already badly wrecked buildings. The municipal and state buildings here were among the most elegant and substantial in Mexico, but the walls are badly cracked, and the lives of the occupants are in danger. It is believed the earthquakes are caused by the internal disturbances which are keeping the Colinia volcano in a state of eruption.

A MONTREALER MARRIED.

Mr. E. L. Leprohon and Miss Globensky United in the Holy Bonds.

River du Loup Station, Que., Sept. 5.—This morning a fashionable marriage was celebrated at Fraserville Church. Mr. Edward L. Leprehon, general agent of the Massey-Harris Company, and son of Dr. J. Leprohon, Spanish Consul of Montreal, was united in the holy bonds of matrimony to Miss Marie Blanche Henriette Globensky, daughter of C. A. X. Globensky, seigneur of Mille Isles. The ceremony was performed by the Rev. Mr. Blais, and was attended by the elite of the town. The happy couple leave by the noon train for Niagara and New York.

RICHMOND'S FAIR.

Fully Three Thousand Present on the Second Day.

Richmond, Que., Sept. 2. 1892.—Beautiful, cloudless weather has favored the second day of the Agricultural Society's exhibition. Fully three thousand people have been on the ground to-day. The best of order prevailed, and all connected with the exhibition have every reason to feel gratified at the results. At two o'clock this afternoon the grand march of the prize horses and cattle was made around the half-mile track of the Richmond Driving club in the fair grounds. The marshals, under F. T. Mappin, Esq., of Inglewood, led the way, and were followed by the Richmond brass band. The horses and cattle looked remarkably fine. After the march past, the trotting races of the Driving club were begun again. One of the trots was marked by a little serious amusement. A spirited horse belonging to Mr. Arthur Wilcocks, and attached to a carriage, was for a moment during one of the heats without a driver, and took it into his head to join the procession. At a good speed, he nearly made the half-mile, keeping well to the track, and was fortunately stopped without an accident. If the animal knows as much about horse racing as your correspondent, it is possible that he may have misinterpreted the "free for all" announcement from the judges' stand.

The gate receipts for the two days amount to about $800.00. A portion of this goes to the Driving club. The president of the Agricultural society is Mr. James Main, and the secretary, Mr. John Ewing, jr. Of the Driving club, Dr. T. H. Brown is president and Mr. J. A. Dalton, secretary.

TRAINS IN COLLISION.

An Express and Freight Train Crash Together near St. Catharines.

St. Catharines, Ont., Sept. 5.—Early this morning, the fast express passing this city at 1.55 a.m. collided with a freight train at Jordan station, seven miles west of here. As there is a bridge at this point both trains were going slow, otherwise the accident might have been of a far more serious character than it was. The fireman of the express train, named Rodman, of London, jumped, but landing on the platform of the siding he slipped and fell between the siding and the train, and under the wheels, and his hand and one leg were severed from his body. The other engineers and firemen jumped and escaped without injury. The fronts of the two engines and the cabs were badly wrecked, also the front of the smoking car on the express train, but although the smoking car was pretty well filled with passengers no one was injured. The wrecking outfit was immediately sent for, and the track was cleared by 7 this morning. The body of the unfortunate fireman was brought to this city, where an investigation will probably be held by the coroner.



City of Montreal From St. Helen's Island, 1803.

The Northwest Crops.

Toronto, Sept. 5.—The Globe this morning publishes the first of a series of special crop reports from its commissioner in the Northwest. He says the frost has not seriously affected grain at any point. In most districts the larger part of the wheat was cut and stacked before the cold weather appeared, and already more No. 1 hard is harvested than the whole of last year's crop totalled. Speaking of the tolls of the Soo, the amount is so small that farmers are paying no attention to it.

NO SUNDAY BEER.

Proprietors of Parks are Fined Because Weiss Beer Intoxicates.

The long-looked for judgment in the cases where proprietors of parks have sold liquor on Sundays was given yesterday morning. Judge Dugas said that he had come to the conclusion that lager and Weiss beer did contain a certain percentage of alcohol; the intoxicating principle was present. These liquors in order to be sold on Sunday should in no way contain alcohol. He had no hesitation in coming to the conclusion that beer, whether lager or Weiss, fell under the denomination spoken of in the section of the statutes quoted by the prosecution, which said that no liquor containing alcohol should be sold on Sunday. There was proof that Weiss and lager beer contained two and a half per cent. of alcohol, and the statute declared these liquors intoxicating. He then sentenced the defendants each to pay a fine of $75 and costs.

TO-DAY'S HERALD.

To-day's Herald comprises twenty pages. Be sure and see that you get all of it.

SHERBROOKE EXHIBITION.

EXTENSIVE PREPARATIONS FOR THE GRAND OPENING TO-DAY.

A Glance in Advance at the Exhibits Shows a Collection of Superior Excellence—Sherbrooke's Superior Surroundings.

[Special to The Herald.]

Sherbrooke, Sept. 5.—Ideal weather greeted the management of the long looked for Sherbrooke fair on this the preparatory day of the great eastern township exhibition.

Mr. H. R. Fraser is most energetic and has made a great mark in the exhibition business this year. In fact, as a farmer remarked to-day, "Outside of Montreal there are only three great agricultural society secretaries, Mr. Hill, of Toronto, is one, and H. R. Fraser is the other two."

Larger, better, more attractive than ever, is what was advertized, and so it is, while the interest, instruction and amusement will be best seen to-morrow. The grounds and buildings were open this morning at 7 a.m. to exhibitors and their assistants only, and the officers were kept busy receiving exhibits, which were all placed in position by 6 p.m. It would be treason to omit the grand and lovely situation of the exhibition grounds, overlooking the whole of the north, centre and south wards of the city with the falls of the River Magog in the centre of the picture, the Roman Catholic buildings on the hill to the eft, and the chain of the Oxford mountains, 18 miles off, forming a back ground. If lvisitors and inhabitants value not the beauty of the city's position, they must be a people without taste.

The Exhibition grounds are not far from the spot where His Honor will lay the corner-stone to-morrow, and everything goes to indicate that there will be seen here as fine an exhibition of the varied products of farm, field, forest, mine and factory as has ever been gathered in one collection on this continent. Toronto and Montreal may display greater exhibits, but the quality of those produced and raised in this district are unsurpassed. Everything to complete on the grounds, and things seem is ae just longing for the multitude to look bt them. The most careful and thorough arrangements possible have been made to guard against fire. A detachment of the city brigade will be present night and day.

While the danger of fire is very remote these precautions are commendable. There is an ample police force detailed for service by the city, and the sly fence jumpers and pilferers will be out of luck by night or day. Telegraph, telephone, express and post offices are also on the grounds. Ample restaurant and lunch rooms, also barber shops, baggage rooms, etc., are among the conveniences for young and old in this little world for the week.

One of the features of to-day was the reception to His Honor the Lieutenant-Governor of the Province of Quebec at the Union Station, King street, at 9 p.m. He was cordially received by the civic authorities and a suitable address presented.

This is an age of processions, and of course there was one to meet Mr. Angers. After a neat speech of welcome on the stand erected at the depot, His Honor, with the military guard of honor in attendance, was escorted to "Mountfield," the residence of the Hon. E. S. Brooks, whose guest the Lieutenant-Govenor will be during his stay here. Sherbrooke never looked prettier. Many of the most handsome residences as well as the main places of business are very tastefully decorated with electric and gas effects, as well as with a splendid array of Chinese lanterns. With three days more of fine weather this fair will cap the climax of the townships' fairs.

FIRE AT RIVER DU LOUP.

Benjamin Dionne's House and Stables Completely Destroyed.

River du Loup, Que., Sept. 5.—At one-thirty this morning fire was discovered in the kitchen of house owned and occupied by Mr. Benjamin Dionne, but before alarm was given the house was in flames. Notwithstanding the incomplete organization of the fire brigade, the fire engine was promptly on hand, and did good work to save adjoining properties, it being then too late to save Dionne's house and stables, which were burned to the ground, as well as small house in the yard. The next house, belonging to Mr. N. Paquette, was also badly damaged. Loss said to be about $3,000. Dionne's property insured for 1,900. Insurance not known on Mr. Paquette's building. It is believed to be the work of incendiaries.

Soldiers Killed by Lightning.

Vienna, Sept. 5.—Heavy thunderstorms passed over a portion of Galicia yesterday. A form house at Mozzezanica was struck by lightning and set on fire. A number of soldiers were billeted at the farm house. Eight were killed and their bodies cremated, while seven others were seriously burned.

Receptions to Hon. Ed. Blake.

Toronto, Sept. 5.—Irish Home Rulers of this country have decided to tender a reception to the Hon. Edward Blake, in the Horticultural Pavillion, and the committee having the affair in charge have so far perfected arrangements as to assure success. The members of the Young Men's Liberal Club are to tender a banquet to Mr. Blake, but time and place have not yet been decided up.

Illinois Crop in Danger.

Bloomington, Ill., Sept. 5.—A heavy rain is falling in Illinois. Grave fears for the crops are entertained.

Frost Damage at Knowlton.

[Special to The Herald.]

Knowlton, Sept. 5.—A heavy frost here did considerable damage to the corn. Most of the farmers have their grain harvested.

Insurance on the Whitham Warehouse.

As stated in The Herald at the time of the fire the loss at the James Whitham warehouse conflagration is between $15,000 and $20,000. The insurance is as follows: Commercial Union, $5,000; Lancashire, $7,500; Liverpool, London & Globe, $5,000; Alliance, $5,000; Phœnix Enof gland, $6,400; North British & Mercantile, $6,400; Guardian, $6,400; Western, $5,400, Ætna, $5,000; Royal, $6,400; Imperial, $6,400; London Assurance, $5,000; London-Lancashire, $6,400; National of Ireland, $5,000; Queen, $7.500; Hartford, $4,300, Total, $93,100.

A Corrected Advertisement.

Through a clerical error the advt. with reference to the assessments on real estate, on its first insertion, bore wrong dates. The advertisement as it appeared in yesterday's issue and in to-day's, has been corrected.

THE TORONTO EXHIBITION.

Getting Things in Readiness for the Formal Opening.

Toronto, Sept. 5.—Exhibitors at the exhibition are busily engaged arranging their exhibits, and by to-morrow everything will be in order. The rain this morning greatly interfered with the outside work, but by noon it cleared, and there is every prospect of fine weather. The exhibition will be formally opened to-morrow afternoon at two o'clock by his Hon. the Lieut.-Governor and Mrs. Kirkpatrick, who will be accompanied by high dignitaries and leading citizens. The directors of the exhibition will entertain the Lieut.-Governor and party at luncheon previous to the opening.

Bade Good-Bye to Montreal.

Several well-known citizens assembled at the wharf yesterday to say good-bye to the officers and men of the French warships, which left port about noon.

A Report on the Two Systems.

Messrs. St. George and Badger are expected to present their report to the City Council to-day on the relative merits of the storage battery and trolley systems.

The "Island Queen" Disabled.

The new Longueuil steamer "Island Queen" gave her city bound passengers a scare yesterday morning, which some of them will not soon forget. Shortly after leaving the Longueuil wharf the machinery became unworkable, and the boat was at the mercy of the current. A row boat was lowered, and the news being carried ashore, the Arctic went to the assistance of the Island Queen, which was safely towed to Hochelaga, where the passengers were landed.

Mount Etna Quieting Down.

Catania, Sept. 5.—The eruption of Mount Etna is abating in violence.

BREVITIES.

Pilot Baptiste died, at the age of 82, on Sunday afternoon. The funeral takes place at Caughnawaga to-day.

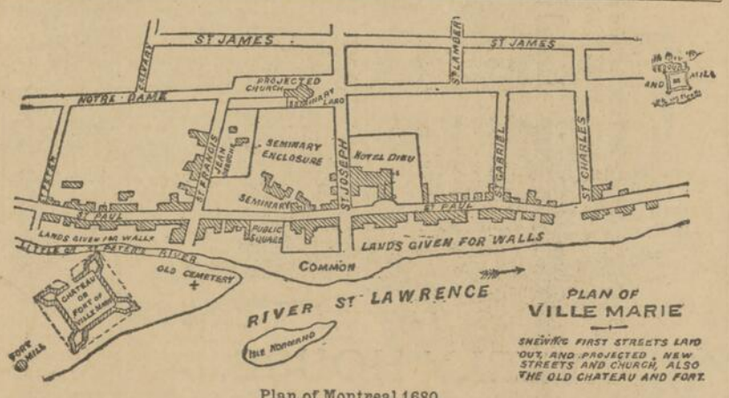
It is now stated that a complaint will be made against Mr. Vallee, owing to his recent trouble with carter Quinn.

Mr. George Taylor Clift has succeeded Mr. John Burgess as inspector of boilers and machinery of inland steamers for the Montreal division.

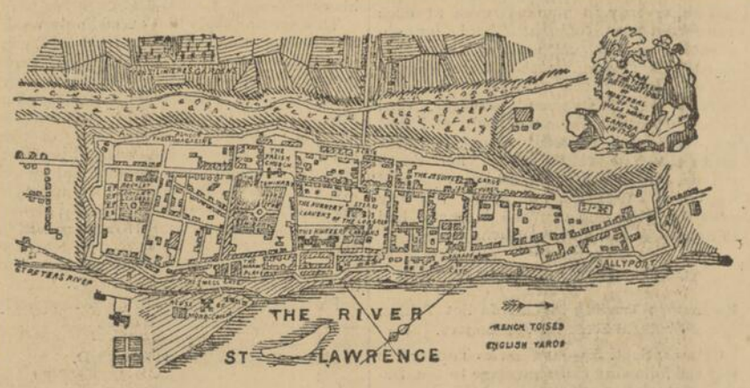
To to the end of last month 481 fire alarms were sounded in 1892, compared with 452 up to the end of August, 1891. The alarms for the month itself were 49 in 1892, and 42 in 1891.

The Dominion Alliance secretary has forwarded the petition to Ottawa against the recognition by the Governor-in-Council of the recent Scott Act election in Drummond.

A man named Lussier had a narrow escape from a serious accident yesterday. He was on a street car going to the Exhibition grounds, when he fell over the front. The driver pulled up at once, before the car had had time to run over him, and he escaped unhurt.



Plan of Montreal 1680.



Plan of Montreal 1759.

MARRIAGES.

LOCKHART-THOMAS—At the Church of St. John the Evangelist, Montreal, on Saturday, Sept. 3, by Rev. Edmund Wood, Frederick A. L. Lockhart, M. B. C. M., Edin, to Mabel Beatrice Wolferstan, elder daughter of F. Wolferstan Thomas. Llangorse house, Montreal.

DEATHS.

McLENNAN—At her late home, 2nd Concessions, Charlottenburg, on Sunday, Sept. 4, Mary, wife of Major D. B. McLennan, and eldest daughter of George McBean, sr., Lancaster.

Funeral Tuesday, Sept. 6, at 2.30 p. m. from her late residence to Williamstown. Friends are respectfully invited to attend.

NEW YORKS SCARE

o New Developments Among the Steamers in Quarantine.

ll the Cholera Patients Transferred From Ship-board to Swinburne Island—Travels of the International Health Officials—An Illustration of the Cholera Scare in New York City—Prompt Provincial Action.

Quarantine, Sept. 5.—The situation at uarantine is, as far as any information has en obtained, practically unchanged since r. Jenkins returned from the island last ght. All the passengers in the steerage the Normannia have been transferred to offman's Island, where they will re-ain under observation. Six cases of holera were transferred to the ospital on Swinburne Island yester-ay. This leaves the Normannia with no ne sick on board, and no steerage passen-ers; the Moravia with no sick on board, ut with her cabin and steerage passengers here; the Rugia with none sick, and cabin nd steerage passengers on board.

At present the vessels at the upper uarantine are La Bourgogne, from Iavre; Fulda, from Genoa; Darmstadt, rom Bremen; Brilliant, from Hamburg. The Bourgogne will be visited by the doc-or and some decision arrived at as to the abin passengers. The strong affidavits of he different inspection bureaus and strong ndorsement of the consul at Havre, who as ood as gave her a clean bill of health, and robably would have done so had not Havre een declared an infected port, will eigh heavily with Dr. Jenkins. There is possibility of their being released to-day, nd there is likely to be a clash between he Federal and the health authorities. If his happens, as it is said the collector of ustoms will not allow the passengers to and, the Fulda is not likely to suffer nuch inconvenience, as she came from Genoa, and has had no sickness

WORK OF THE COMMISSION.

New York, Sept. 5.—The Quarantine nspectors, comprising Doctors I. A. Watson, f New Hampshire; P. H. Bruce, of Ontario; H. R. Baker, of Michigan; J. M. McCor-nack, of Kentucky; Lewis Balch, of New York, and C. A. Lindsay, of Connecticut, rrived here from Quebec last night to hold n inter-state conference and will proceed o Quarantine to-day to inspect the Islands n conjunction with Dr. Jenkins, the Health fficer. They will then proceed to Boston, Portland and Halifax, and on returning proceed down along the coast to Galveston, here they will meet the Mexican commis-ion, and confer with them and then pro-eed to the Pacific Coast, and after making n inspection tour of that coast will then etermine upon the best course to pursue in the present emergency. The members of the commission o-day said they thought there was not nuch danger of cholera being brought to his country by way of Canada in view of f the quarantine arrangements there and he fact that all immigration has been or-ered stopped at once. They did not wish o express an opinion of the probability of holera entering this city from the port ntil they had finished their inspection.

AN ILLUSTRATION OF THE SCARE.

New York, Sept. 5.—Emil Boas, agent f the Hamburg-American line, said this fternoon he had received information that o further cases of cholera have broken ut among the passengers on the detained teamships Normannia, Rugia or Moravia. The dock superintendent of the line went own with a load of provisions this morning nd reported no new cases.

Dr. Talmadge says the cases on Swinburne sland were doing well all this afternoon.

Capt. Bartenhauser, Superintendent of he Hamburg-American Steamshiy Compa-y's Hoboken Docks, went to quarantine in a ug this morning to take supplies to the letained ships. On his return he rought with him a number of tele-rams from the passengers on the Normannia. Dr. Jenkins had taken precautions, and felt justified in sending hem to Hoboken to be transmitted. When he messenger from the steamship company ntered the Western Union company's office vith the telegrams there was a panic. The lesk man refused to receive the messages, nd two telegraphists in the office became xcited when the matter got to their ears. The steamship messenger insisted that the elegrams be received and he was forcibly jected from the office. The messages are at he Hoboken docks with little prospect of heir reaching their destination to-day.

Quarantine, Sept. 5.—The Associated Press representative has just returned from La Bourgogne and the Brilliant. The pas-engers and crews are all well, but very im-atient to get ashore. The large mail for he passengers on La Bourgogne was re-eived with many exclamations of delight. This event forms the only break in the nonotony of life on board ship.

MORE DEATHS AT NEW YORK.

ases of Cholera on the Quarantined Vessels Result Fatally.

Quarantine, Sept. 5.—On the return of Dr. Jenkins from the Lower Quarantine his afternoon it was learned from him that ot only had deaths occurred among he sick on Swinburn Island, but ew cases and new deaths had aken place on board the fumigated and sup-osed-to-be-disinfected mail steamer Nor-hannia. All the immigrants were emoved from the steamer yesterday. he was fumigated, and the crew and abin passengers were looked on as abso-utely safe. A forced quarantine and reary waiting for release was all hat was looked forward to, but ew cases have broken out on board nd one death occurred before the fresh ictims could be removed to the hospital on winburne Islsnd. This time it is the crew hat have been attacked, Otto Engel, ne of the stokers whose quarters vere in close proximity to those of he immigrant is dead after a few hours ill-ess. He was only 20 years of age.

Wm, Onenf, 19 years old, and Theo. Zin-izk, 53 years old, also stokers, are lown with the disease They were emoved at once to the hospital. All the tokers, seventy in number, were at once ransferred to Hoffman Island for ob-ervation. Bad as things were on oard the Normannia they were equally o on board the Rugia. Johanna riss, a female steerage passenger, died o-day. Yesterday she was well, and had ot even been reported among the sick p to the time the news of her death rrived, Joseph Jekoska, 30 years old and Hendricks Stella, a lad of 5, are the new ases on the Rugia. The Moravia had o new cases and no new deaths to-day.

THE QUESTION OF IMMIGRATION.

Steamships Trading to Canada Not Taking Doubtful Steerage Passengers.

Ottawa, Sept. 5.—Sir Charles Tupper has ent the following cable message to the De-partment of Agriculture, dated this day:

"Allans ask contradiction of announcement abled from Ottawa in this day's papers stating Russian Jews and other foreign immigrants prevented going to United States are being liverted to Canadian route. Allan steamers re closed against all except British and Scan-linavian emigrants. Emigrant traffic from in-ected countries to England now entirely sus-pended."

A telegram from Montreal was also re-eived by the Department of Agriculture from Messrs. H. and A. Allan, in the fol-lowing words:

"Have just received cable from Liverpool informing us that the Dominion and Beaver lines as well as ourselves are only carrying British and Scandinavian steerage passengers, and that they do not intend to take any conti-nental passengers.

Mr. H. E. Murray, of the Beaver, line has also sent a message in the same sense.

The Department of Agriculture cabled Sir Charles Tupper to advise British con-sulate at Dieppe, if Russian Jews, as re-ported, embark for Canada to avoid United States quarantine, the vessel bring-ing them will be detained the same period. He was also requested to advise by circular and through the press all steamship com-panies that any vessel attempting to bring immigrants for United States through Can-ada would be detained for the period of the United States quarantine, and further that if bookings are made to Canada only afford-ing suspicion of attempting to avoid United States quarantine the same rule would apply.

The statements being published respect-ing the disinfecting appliances at Grosse Isle quarantine stations, although correct in relation the state of things no longer than the middle of last week, are simply and ab-solutely untrue as respects the present situ-ation.

THE CHOLERA PROCLAMATION.

A New Central Board of Health Named to Carry Out the Law.

[Special to The Herald.]

Quebec, Sept. 5.—The following import-ant proclamation was issued in an extra of the Quebec Gazette at four o'clock this after-noon:

Victoria, by the grace of God, etc., etc.
To all to whom these presents, etc.
Thos. Chase Casgrain, Attorney-General.

Whereas, by section second of chapter third of title seventh of the revised Statutes of Que-bec, it is amongst other things enacted that:

Whenever this province or any part thereof or place therein appears to be threatened with any formidable epidemic, endemic or contagi-ous disease, the Lieutenant-Governor may by proclamation to be issued by and with the ad-vice and consent of the executive council, de-clare this section to be in force in this province or in any part thereof or place therein men-tioned in such proclamation, and it shall there upon be in force accordingly.

The Lieut.-Governor may in like manner, from time to time, as to all or any of the parts or places to which such proclamation extends revoke or renew the same, subject to revera-tion and renewal as aforesaid, every such pro-clamation has effect for six months or for any shorter period in such proclamation expressed.

And whereas a dreadful contagious disease (the cholera) is raging at Hamburg and other ports communicating directly with our pro-vince, and the provincial board of health prays that its powers be increased to the end that on the first appearance of this terrible scourge it may be in a position to stay its progress;

And whereas our province appears to be im-mediately threatened by cholera, which is a dreadful contagious disease;

And whereas it becomes urgent to take ener-getic measures to stay this plague on its first appearance, and it is proposed to put into force the provisions of the said second section of the said chapter third of title seventh of the revised statutes of Quebec;

Now know ye, that by and with the advice and consent of the Executive Council of our said Province, we have ruled and ordained, and do hereby rule and ordain, that the afore-said title vii., chapter third, section second of the revised statutes of the Province of Quebec is in force in our Province of Quebec.

Of all which our loving subjects and all others to whom those present may concern, are here-by required to take notice and to govern them-selves accordingly.

In testimony whereof, and etc., etc.

By command,
LOUIS P. PELLETIER,
Secretary.

The same issue contains the appointment of the Central Board of Health as set forth in the proclamation. His Honor, the Lieu-tenant-Governor, has been pleased by order-in-Council to appoint as members of the Central Board of Health, created in virtue of the foregoing proclamation and of the law therein mentioned, the following persons, to wit: Messrs. E. P. Lachapelle, president; Elsear Pelletier, H. R. Gray, Montreal; Charles Eusebe Lemieux and Laurent Catellier, of Quebec; Robert Craik and J. A. Beadry, of Montreal; J. J. T. Fremont, in his quality of mayor of the city of Quebec; Michel Foset, in his quality of chairman of the Health Committee of the city of Quebec; the Hon. James McShane, in his quality of mayor of the city of Montreal, and Alex-andre Germain, in his quality of chairman of the Health Committee of the city of Montreal.

LOUIS P. PELLETIER, Secretary.

As before mentioned, the new board com-prises all the members of the Provincial Board of Health except those who reside in the country. The mayors and health offi-cers of Quebec and Montreal also form part of it. The first meeting of the new board will take place to-morrow in Montreal, and the Quebec members have left by train this evening to attend it.

SOME OFFICIAL CORRESPONDENCE.

Important Suggestions of Provincial Authorities at Once Carried Out.

[Special to The Herald.]

Quebec, Sept. 5.—The Federal authorities seem to be at length waking up, as the fol-lowing telegrams prove:

Quebec, Sept. 3, 1892.

Hon. John Carling, Ottawa:

The associated press published the following news: Four thousand Jews were waiting at Odessa in order to get money to go to the United States. They have been supplied with neces-sary funds, and will start in a few days for Dieppe, where they will take steamer for Can-ada, in order to avoid the severe quarantine laws of the United States.

Will you please take measures accordingly and ask the Secretary of the Colonies in Eng-land to have instructions given to British Con-sul at Dieppe to inform those emigrants that they will not be better received in Canada than in the United States.

(Signed), L. P. PELLETIER,
Provincial Secretary.

To this came the following reply at 4 o'clock this afternoon:

OTTAWA, Sept. 5.

Hon. L. P. Pelletier, Quebec.

Your telegram was received late Saturday evening. In the absence of the Minister of Agriculture it has been communicated to the Minister of the Interior, and High Commis-sioner in London is instructed by cable to ad-vise British Consul at Dieppe accordingly, and is also asked to warn all steamship companies not to attempt to ship passengers through Canada to United States, informing them that if such attempt is made both vessels and pas-sengers will be detained for full period of United States quarantine, 20 days or more.

(Signed) J. LOWE,
Deputy Min. of Agricul.

SMALL HOPE FOR WHITTIER.

Near "the Low Green Tent, Where Curtain Never Outward Swings."

Hampton Falls, N.H., Sept. 5.—It is probable that only a few hours more of life remain for the poet, John G. Whittier. A slight bowel trouble, which began last Wed-nesday, suddenly developed serious com-plications yesterday, and to-night he is so low that his physicians give little hope of his recovery.

This evening finds him exceedingly weak, and he has little use of his right arm, can-not swallow or articulate except with great difficulty, and is unable to take any nour-ishment. He recognizes those around him, and indicates by movements of his head his recognition of re-quests. His cousins, Mr. and Mrs. Cort-land, of Newport; his nephew and niece, Mr. and Mrs. S. T. Pickard, of Portland of his family; Miss Clove and several others, with Drs. Douglass and Howe, are within call.

Death of Daniel Dougherty.

Philadelphia, Sept. 5.—Daniel Dougherty died at 2 o'clock this afternoon.

TO-DAY'S HERALD.

To-day's Herald comprises twenty pages. Be sure and see that you get all of it.

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

THE EXPECTED CHANGE.

SIR JOHN THOMPSON'S ELEVATION TO THE PREMIERSHIP DAILY LOOKED FOR.

The Subject of the Political Leadership the Sole Topic of Conversation—Dr. George Dawson's Extensive Commission.

[Special to The Herald.]

Ottawa, Sept. 5.—The principal topic of conversation in the city continues to be on the expected early resignation of Premier Ab-bott and the calling upon Sir John Thomp-son to form a ministry. There are a variety of opinions heard on the subject; but the most universal one is that the Minister of Justice will accept the task of forming a government, as he will likely be called upon to do so by Lord Stanley. It is just pos-sible that at the political demonstration in Petrolia to-morrow something upon this point may be mentioned by Sir John Thompson or some of the other ministers.

The following from to-day's Citizen, the Government organ here, fully bears out what The Herald has already said as to the certainty and necessity of Sir John Abbott resigning his post as head of the adminis-tration, considering the interview which he allowed to be published in the press.

To-day's Citizen, after quoting the inter-view which a reporter had with Premier Abbott, says:

It is obvious that the state of mental exhaus-tion here described must, if continuous, be incompatible with the exacting duties attach-ing to the leadership of a government; and it is obvious that Sir John Abbott would not have deliberately published a statement which, in view of his years, is so serious, without meaning to indicate to the country the need of looking for his successor.

The article then goes on to refer to the manner in which Sir John Abbott acquitted himself while in office, and concludes as fol-lows:—

As for the successorship to the office of Pre-mier there can be but one opinion. Sir John Thompson is the man. Though only seven years in parliamentary life Sir John is recognized as a statesman of the weightiest calibre, deep in the knowledge of human nature and human affairs, of extensive reading and accurate and varied information, an orator and a tacti-cian. Above all he is one in whom the country has faith, a faith that has grown steadily during his leadership of the House of Commons in the past two sessions. Seven years ago he was called to be Minister of Justice and at once took a front place in parliament. Subsequently his talents marked him out for his present post as leader, and therein he has not disappointed public expectation. Now again public opin-ion selects him, this time as our next Premier, and there is no reason to doubt that he will fill that position with the same skill and suc-cess which have characterized his labors throughout life."

DR. DAWSON'S IMPORTANT WORK.

Dr. Dawson, who was engaged along with Sir George Baden Powell, as commissioner to enquire into and report on the Behring Sea question, has returned to the city from England, and resumed his duties here in the Geologicial department. He has com-menced to-day to take up the duties which he left off about a year ago. On the 15th July, 1891, Dr. Dawson left for Behring Sea, where he carefully collected valuable information as to seal life, and which it is expected will be of immense ad-vantage in the argument of the case before the commission, when they meet to hear it. After returning to Ottawa he partially pre-pared his report, and last February left for England, where it was completed and pre-sented to the British authorities. It is said that the American commissioners who visited Behring Sea on behalf of the United States, contented themselves merely with a flying trip and collected little or no informa-tion on the subject. During his absence the doctor was made a C.M.G., and his friends are hopeful when the next 24th comes around that he will be made a Knight.

GENERAL CAPITAL NOTES.

A. Ogden, ex-M.P. for Guysboro, N.S., is in the city. He is now fishery officer and in charge of the lobster hatchery in Nova Scotia. To The Herald correspon-dent he said to-day that sixty-five million young lobsters were turned out at the hatchery during the year. The season for packing was somewhat dull.

The Trades and Labor demonstration here to-day was very successful, despite the fact that several showers of rain dampened the garments of those who took part in what has now become an annual event here, but the inclemency of the weather in no way inter-fered with the enthusiasm of those who took part in the affair. The day was gener-ally observed as a holiday, the greater num-ber of stores being closed and neither of the evening papers being published.

A special train took Sir John Thompson, Hon. Messrs. Foster and Haggart and Sir Adolphe Caron from the city at 11 o'clock to-day for Petrolia to attend the political pow-wow there. Hon. Mr. Ouimet intended to accompany the party, but when he ar-rived here by the Montreal train at noon he found they were gone. To The Herald he said he would have liked to have gone, considering he got such a press-ing invitation to be present, but through some mistake he was not notified of the time of the departure of the special train. Hon. John Costigan also intended going, but business prevented him doing so.

The Commission at Quebec.

[Special to The Herald.]

Quebec, Sept. 5.—The Royal Commission on the liquor traffic, appointed by the Do-minion Government last year, will open its sessions for the taking of evidence in Que-bec at 10 o'clock to-morrow morning at the Parliament Buildings, probably in the Legislative Council room. The commission is composed of Sir Joseph Hick-son, chairman; Hon. Herbert S. MacDonald, of Brockville; E. F. Clark, M. P. P., To-ronto. G. A. Gigault, Quebec; Rev. Joseph McLeod, Fredericton, N. B., and Patrick Monaghan, of Halifax, secretary.

TO-DAY'S WEATHER.

Westerly Winds, Fair; Stationary or a Little Lower Temperature.

Meteorological Office, Toronto, Sept. 5, 11 p.m.—Fine, warmer weather, and decreasing pressure covers the Northwest. In the Lake district the pressure is increasing, and rains prevail in Ontario and the Eastern provinces, and lower temperature in the Lake district.

Minimum and Maximum Temperatures:—Calgary, 38, 78; Edmonton, 38, 74; Qu'Appelle, 38, 64; St. Vincent, 38, 64; Port Arthur, 40, 58; Toronto, 62, 70; Kingston, 62, 70; Montreal, 58, 78; Quebec, 50, 70; Halifax, 58, 68.

PROBABILITIES.

Lakes—Westerly winds; mostly fair; a few local showers; not much change in tempera-ture.

Upper and Lower St. Lawrence—Westerly winds; fair; stationary, or a little lower tem-perature.

MONTREAL TEMPERATURE.

Temperature in the shade by standard ther-mometer, observed by Hearn & Harrison, opti-cians and mathematical instrument makers, 1640 and 1642 Notre Dame street: 8 a.m., 63; 1 p.m., 76; 6 p.m. 70; Max., 78; Min., 38; Mean, 68. By standard barometer: 8 a.m., 29.97; 1 p.m., 29.83; 6 p.m., 1.29.8

Harrison's Letter of Acceptance.

Washington, Sept. 5.—Under date Sept. 3rd, President Harrison accepts the nomi-nation for President officially tendered him on June 20th. The letter of accept-ance is a formidable document of eight thousand words, and reviews the works and policy of the present administra-tion. One paragraph will excite especial attention. Speaking of reciprocity, he says: "Great credit is due to Mr. Blaine for the vigor with which he pressed this view upon the country."

American Cheese Markets.

Utica, Sept. 5.—Cheese sales: 360 boxes at 8¾c, 2235 boxes at 9c, 1460 boxes at 9⅛c, 409 boxes at 9¼c, 46 packages of creamery butter at 24½ to 25c.

Little Falls, Sept. 5.—58 boxes at 8c; 1147 boxes at 8½c; 2713 boxes at 8⅝c; 3085 boxes at 9c; 108 boxes at 9⅛c; 186 boxes at private terms; 560 boxes on commission; 580 boxes of dairy at 8½c to 9c; 68 packages of creamery butter at 23c to 23½c; 14 packages of dairy butter at 21c to 23c.

WHY NOT SUBSCRIBE NOW?

Under its new management The Herald has made substantial progress in all directions. Its improvement as a newspaper has been so great as to be a common topic of conversation throughout the length and breadth of the land. The Herald's increase in business and in circulation has been gratifying, but still there is room for growth, and to increase its influence and circulation as much as possible by the end of the year, The Herald has decided, with a view to introducing the paper to the homes of those who are now only casual readers to make a special short-term subscription rate:

From now until January 1st, 1893, The Herald will be delivered to any address for the sum of one dollar.

DO IT NOW!

Is this not the accepted time to subscribe?

Cut out the subjoined blank, fill in your name and address, enclose it with $1.00 in an envelope addressed to The Herald, and send it to us. Next morning you will find The Herald on your doorstep.

If you are yourself already a subscriber, get some friend who ought to be reading The Herald every day to fill it up and send it in.

MONTREAL DAILY HERALD.
SPECIAL $1.00 TRIAL SUBSCRIPTION OFFER.
Please send The Herald to
NAME.....
STREET ADDRESS or P. O.....
MONTREAL DAILY HERALD.

—THE—
HERALD'S FEATURES

Some of The Herald's distinctive features are worthy of mention:

TELEGRAPHIC NEWS—The Herald daily "puts a girdle round the earth," and every morning serves up to its readers a summary of the doings of the world during the previous twenty-four hours. Its regular press despatches are supplemented by special correspondence from all principal Canadian cities. The Herald makes a specialty of country correspondence.

WOMEN'S PAGE—A distinctive feature of the Herald is the attention it gives to matters of special interest to women. Not necessarily crocheting and tatting, though these are not neglected, but articles of solid value and of great interest are daily presented in attractive form upon the third page of each issue. The Herald is constantly being complimented upon this department.

SPORTS—Are in the charges of editors specially selected for their fitness for the treatment of these subjects; the result being that the Herald's accounts of the varied sporting events which occur from week to week are admitted to be excellent.

SHIPS AND SHIPPING—Men engaged in the shipping trade find it very inconvenient to get along without THE HERALD'S reports. For years THE HERALD has held first rank as a chronicler of the movements of the shipping.

FINANCIAL AND COMMERCIAL.—THE HERALD'S reports on the money, and the grain and provision markets are right up to the mark.

LOCAL NEWS is treated with vigor and dash, while every possible caution is taken to have accuracy the first consideration.

The Herald is now, we believe, the favorite paper of the city; and no effort or expense will be spared to make it hereafter more than ever what it has striven to be heretofore, the representative of everything that is best in Montreal life, character, opinion and culture:

THE HERALD COMPANY,
4 and 6 Beaver Hall Hill,
MONTREAL.

BROPHY, - CAINS - & - CO.

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196 McGill Street, Montreal.

SPECIALTIES

Fine Black Dress Goods, Mantlings, Jacket Cloths, Hosiery, Gloves and General Smallwares. { Linens

LYMAN, SONS & CO.

ESTABLISHED A. D. 1800.

Wholesale -:- Druggists

MONTREAL.

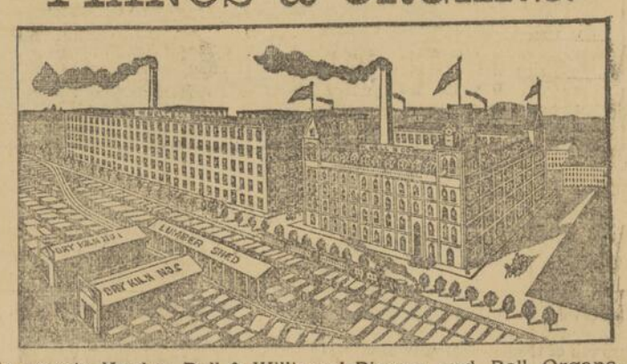
Perfumery -:::- Druggist Sundries -:::- Patent Medicines

WILLIS & CO.,

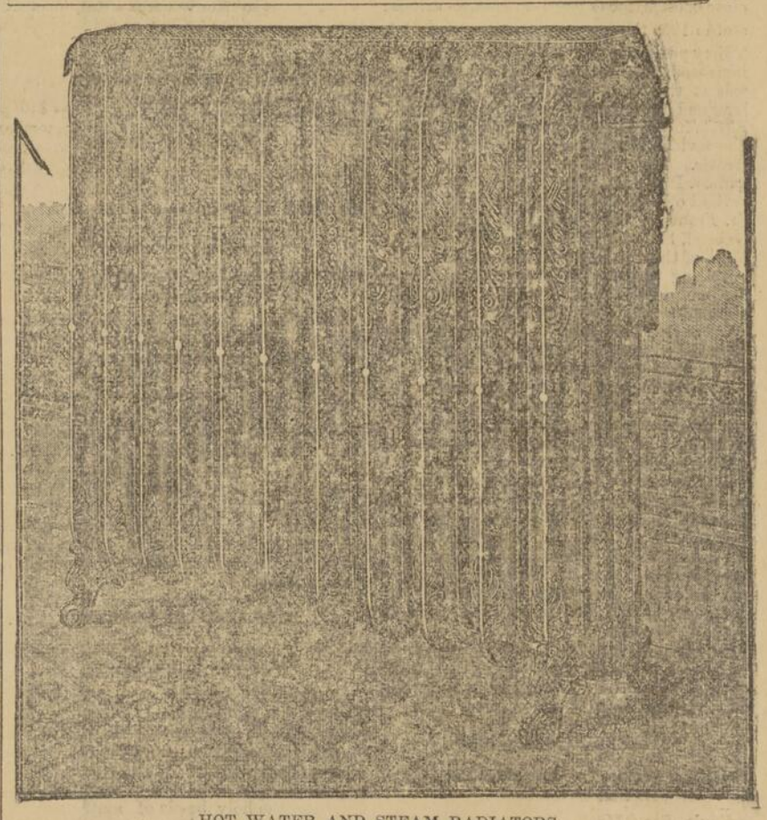
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PIANOS & ORGANS.



Sole agents Knabe, Bell & Williams' Pianos and Bell Organs, 1000 different styles. Schools, Colleges and Convents, Teachers and Clergy-men supplied at special prices as an advertisement. Send name and address for particulars to WILLIS & CO., Montreal.



HOT WATER AND STEAM RADIATORS.

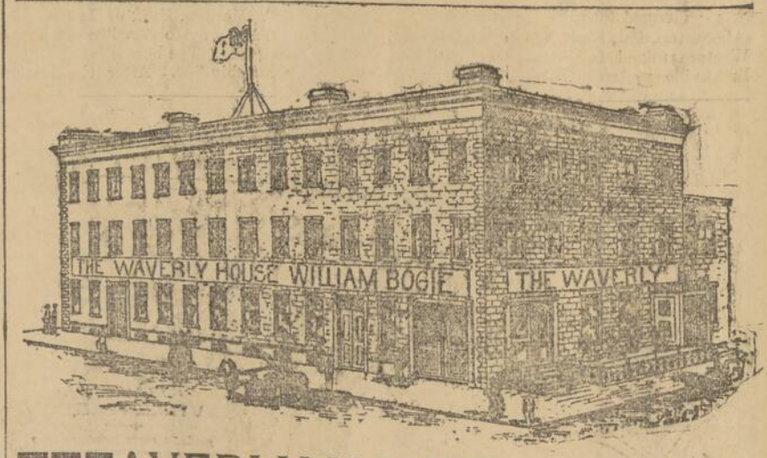
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E. & C. GURNEY & CO.,

WHOLESALE MANUFACTURERS

Stoves, Grates, Scales, Steam Fittings, Plumber's Supplies, Locks, Lock Furniture, Registers, HARDWARE, &c.

385 & 387 St. Paul Street, - Montreal.



WAVERLY HOUSE,

W. BOGIE, Proprietor.

736, 740, 742 Lagauchetiere Street and Victoria Square, MONTREAL

This is one of the most centrally situated Hotels in the City. The accommodation for Commercial and other travelers is unsurpassed; free Sample Room and other facilities being placed at the dispose of the former.

ASPHALT AND VULCANITE FLOORING. Geo. W. Reed 783 & 785 CRAIG STREET. SLATE, METAL & GRAVEL ROOFING.

OUR COMMERCIAL INTERESTS.

[Continued from Page Sixteen.]

IRON AND HARDWARE.

The importance of the iron and hardware trade in a growing manufacturing country like Canada cannot be overestimated. During the fiscal year just ended the imports of the various metals reached the colossal value of $11,072,329, and their value to the country may be estimated from the fact that they contributed no less than $2,959,088 to the customs' treasury.

It is only natural that the bulk of this important and flourishing trade should centre in Montreal. It is here that transhipment to the inland carrier takes place, and it is in this city that some of the largest users of the useful metals have their mills and factories. The result is that Montreal possesses among its merchant princes the leading houses in the hardware trade, and that many millions of money annually are added to the volume of her commerce.

The following table gives an idea of the various economic metals and their relative importance to Canada:

Metals and their Manufactures.	*Value.*	*Duty.*
Iron and steel.....	810,090,955	$2,748,431
Copper and brtss.....	923,963	197,250
Tin.....	46,423	10,614
Zinc.....	7,178	1,994

WM. CLENDINNENG AND SON.

The firm doing business under the above name was founded by the late Ald. Rodden. They do a general iron founding and stove manufacturing business, and also make soil pipes and fittings. All the year round no less than 400 men are kept at work, although, since the recent disastrous fire, a number have been temporarily suspended.

The firm is now composed of Ald. Wm. Clendinneng and Wm. Clendinneng, jr. They make a specialty of the "C" Leader stove, which possesses several advantages over the ordinary cooking stove. It has a round fire box, which keeps a fire burning longer and brighter than the ordinary square fire box stove. The "C" Leader is, if kept supplied with fuel, always ready for immediate use in cases of emergency. In small houses, it fulfils the duty of a hall as well as cooking stove, thus effecting a large saving in fuel. At se of wood grates go with each stove.

Although the firm suffered so severely at the late extensive conflagration, they are losing no time in proceeding with their business. The buildings are in the meantime being temporarily re-erected, but it is their intention, as soon as convenient, to remove their works outside the city.

The Canada Pipe Founding Company is run in connection with the above firm, of which Mr. Clendinneng, jr., is president.

H. R. IVES & CO.

The firm of H. R. Ives & Co. started in 1859 as a foundry and hardware manufactory. It was the first in the country to manufacture small hardware. The struggle to find a market for this was hard and prolonged, but the company persevered, and at last achieved success. About 1868 business operations were entered upon on a more extensive scale by the manufacture of stoves. This has grown to an enormous extent, and promises to be one of the great enterprises of the future. The ability of the firm to do good work was shown by the magnificent wrought iron gates and iron railing which it made to enclose the Parliamentary buildings at Ottawa. For beauty and strength these are unequalled by any such work in the Dominion, if not on the continent. In 1880 a new branch of business was undertaken in the manufacture of Barbed Wire Fencing, which promises to become an important industry. The factory turns out nearly a thousand tons per year. Some two hundred men find employment in the Montreal workshops. So immensely has the business expanded that in 1881 new buildings were erected in Longueuil, in which more than a hundred men find employment.

THOMAS ROBERTSON & CO.

The partners of the firm of hardware merchants and manufacturers of railway supplies are John R. Wilson, of Montreal, and John Wilson, of Glasgow, Scotland. The business established in 1855 is located at 638-642 Craig street. James Reid and Thos. Turnbull are representatives on the Board of Trade.

CRATHERN AND CAVERHILL.

Messrs. Crathern and Caverhill commenced business in 1851 as dealers in metals and heavy hardware. The firm is composed of James Crathern and John Thomas Caverhill. They are now amongst the largest dealers and importers in the trade.

CAVERHILL, LEARMONT AND CO.

This firm does business as shelf hardware merchants, on the same premises as Messrs. Crathern and Caverhill. The present partners are Messrs. Frank Caverhill, Joseph B. Learmont, Geo. Caverhill, Thos. Henry Newman.

FROTHINGHAM AND WORKMAN.

The firm doing business under the above name was founded as far back as 1809. They do an extensive business in heavy hardware and metals. The present partners are two Messrs. Archibald, Mr. Edey, Senator Murphy and Mr. Angers.

MONTREAL REAL ESTATE.

It is exceedingly satisfactory to note that although the number of real estate transfers during the past year was not equal in point of numbers to previous years, yet the total amounts are in excess of the corresponding periods.

Business men have turned their attention more to real estate transactions, that promise to yield even better returns for investments than business. There has been the usual steady demand for house property, and a good enquiry for business property at reasonable prices. In addition to this there has been a more general disposition to invest in vacant land, principally suburban properties.

An encouraging feauture of the trade, and one showing the confidence held in Montreal securities is, that some of the large insurance companies which have not previously invested, are making the necessary changes in their charters to enable them to do so.

The tax recently placed upon real estate transfers has proved obnoxious to the real estate men of the city, some of whom characterize it as simply iniquitous. An effort will be made at the forthcoming season of the local house to have it amended, so that it will be more fairly adjusted.

The following statement shows the number and amount of transfers in the city proper for the years 1888, 1889, 1890 and 1891: In 1888 there were 1871 transfers amounting to 6,324,376; in 1889, 1832 transfers, amounting to $8,434,210; in 1890, 1946 transfers, amounting to $8,555,811.41; and in 1891, 1774 transfers, amounting to $10,438,243.02.

The market at present is quiet, and the outlook only fair, as so much depends on the action of the Goverrnment with respect to the tax.

F. R. ALLEY AND CO.

With the growth of the city of Montreal, and the consequent congetions of the working population near its centre, people who are in a position, in increasing numbers, are going out of town to reside. They wish to go far enough to escape the heavy taxation of the city in the meantime, and obtain a good property at a small outlay, but near enough so that some day they will be incorporated with it and have direct street car accommodation to its centre.

The syndicate control the land lying on and between Amherst street, St. Denis and St. Lawrence streets. The last property, sub-divided by them, is a large frontage on the River du Prairie, at the terminus of St. Lawrence street, which has been laid out, and has a large park containing many acres with dwelling houses facing it on all sides except the river. The owners intend to supply it by their own plant, with water and electric light, and they will also construct a perfect system of drainage. We understand that these lots will be placed on the market about the 10th inst., and will doubtless meet with a ready sale. We notice that Mr. Alley has secured the services of Messrs. C. W. Scriver and Co., and H. Pelland as solicitors. No property appears to offer so many advantages in these respects as that at St. Laurent and Sault Recollet, between St. Lawrence and St. Denis streets.

Mr. Fred. R. Alley, seeing this, was enabled to get several other prominent gentlemen to appreciate this fact, and who, together, subsequently secured some one hundred million feet of land in this section. This had numerous natural advantages, such as being of an even surface, with an easy descent to Back River. It has no quarry holes and is well wooded. The purpose of the syndicate was to continue the city streets through their property. This is being done and the balance of the streets to be opened will be constructed in the same thorough and handsome way as those already opened. There can be no doubt but that a large portion of the population of our crowded city will move out to this beautiful spot. Arrangements have been made for an electric car service, so that all householders will be enabled to reach the city in from 20 to 25 minutes.

The extraordinary sales made by Mr. Alley and his staff amount to over 1,400 lots during nine weeks, and necessitated the concern opening expensive and more convenient premises at No. 116 St. James-street. Mr. Hy. Bogue, for many years representing Messrs. Gault Bros. in Quebec, has joined Mr. Alley, who is superintending the business, and has also secured the services of Mr. C. C. E. Bouthillier as cashier and accountant. Mr. R. Goold, for many years with The Journal of Commerce, has also identified himself with this office as travelling representative, and is making large sales. A West End office has been opened at 2544 Notre Dame street, with Mr. F. Larose in charge; also one on the grounds at the St. Lawrence street extension. Mr. Hy. Bogue is in attendance here every afternoon.

STATIONERY.

F. E. GRAFTON AND SONS.

This well-known book and stationery firm of F. E. Grafton & Sons have premises on St. James street. Their business is a large and increasing one, reflecting credit upon the energetic efforts of the present members of the firm, F. E. and A. R. Grafton.

Their latest publication is "Montreal After Two Hundred and Fifty Years," by W. D. Lighthall, M.A., a publication well worthy of perusal, nicely bound in cloth. It was written in view of the erection by the Numismatic and Antiquarian society of a number of historical tablets of marble. As a setting, a general account of the city was introduced, both for the information of strangers and as a record for citizens. It is a neatly got up volume, profusely illustrated with wood cuts and ancient plans of the city. An edition of 1,000 only was published, and more than half of these are now disposed of.

Montreal Safe Deposit Co.

This company possess 3 immense vaults in the Royal Insurance Co's. building. They were built by J. and J. Taylor, Toronto, and are eminently fitted for the work they have to do. Every precaution is taken for the benefit of subscribers, and the vaults are efficiently protected electrically and otherwise. The safes or safe deposit boxes are of all sizes, and rent as low as $10 per year. The principal officers of the company are president, Sir D. A. Smith, vice-president, Sir J. Hickson, and managing director, J. A. L. Strathy.

The company are empowered also to receive on deposit, money, bullion, stocks, bonds and securities.

PROCLAMATION

In order that every precaution may be taken against the cholera epidemic, it is absolutely necessary that the city shall be thoroughly cleaned, and to that end all citizens, whether tenants or proprietors in the city, are hereby ordered that their yards and cellars be thoroughly cleaned immediately, the rubbish carted away and the fences and interior of cellars properly whitewashed. Special inspectors are being appointed to see that this work is properly done.

A staff of cleaners and whitewashers will follow the inspectors to see that the work is thoroughly done, and in all cases of neglect on the part of the citizens; the cleaners will do the work and the city will charge the proprietor with the cost of same.

The Mayor hopes that every citizen will see the necessity of complying at once with the above orders.

JAMES McSHANE,
Mayor.

MAYOR'S OFFICE,
City Hall,
Montreal, 1st September, 1892.

Assessments on Real Estate!

NOTICE

is hereby given that the undersigned Assessors, of the city of Montreal, have completed the roll of immoveables or real estate for all the wards of the said city, and that the same is deposited at their office, at the City Hall, where it can be seen and examined by all parties interested until MONDAY, the 12th of September instant, (1892), and that the said assessors will meet at their aforesaid office, from 10 a.m. to 5 p.m., to revise the said roll, and to hear and examine all complaints that may be brought before them respecting any entry in such roll, from THURSDAY, the 15th to TUESDAY the 20th September instant, (1892), after which date no complaints can be received.

L. J. LAMONTAGNE, Chairman.
P. H. MORIN,
J. T. DILLON,
RICH'D THOMAS,
J. W. GROSE,
GEO. B. MUIR,
Assessors.

City Hall,
Montreal, September 3, 1892.

FOR SALE.

We have a large number of Fine Stone and Brick Residences for sale, and invite intending purchasers to call for particulars of them. Prices range from $75,000 down to $2,500 each.

—AND—

Some of the best Building Lots in the city. Now is the time to buy.

HUTCHISON & BROWN,
New York Life Building.

GILLETT'S
PURE POWDERED 100% LYE
PUREST, STRONGEST, BEST.
Ready for use in any quantity. For making Soap Softening Water, Disinfecting, and a hundred other uses. A can equals 20 pounds Sal Soda.
Sold by All Grocers and Druggists.
E. W. GILLETT, Toronto.

"German Syrup"

J. C. Davis, Rector of St. James' Episcopal Church, Eufaula, Ala.: "My son has been badly afflicted with a fearful and threatening cough for several months, and after trying several prescriptions from physicians which failed to relieve him, he has been perfectly restored by the use of two bottles of Boschee's German Syrup. I can recommend it without hesitation." Chronic severe, deep-seated coughs like this are as severe tests as a remedy can be subjected to. It is for these long-standing cases that Boschee's German Syrup is made a specialty. Many others afflicted as this lad was, will do well to make a note of this.

An Episcopal Rector.

J. F. Arnold, Montevideo, Minn., writes: I always use German Syrup for a Cold on the Lungs. I have never found an equal to it—far less a superior. ⑨

G. G. GREEN, Sole Man'fr, Woodbury, N.J.

HOTELS.

ST. LAWRENCE HALL
135 to 139 St. James Street,
MONTREAL.
Henry Hogan, Proprietor.
The best known Hotel in the Dominion.

RIENDEAU'S HOTEL.
(Late St. Nicholas Hotel),
58 and 60 Jacqus Cartier Square.
The New Riendeau Hotel is in close proximity to the R. and O. Navigation Co.'s steamers, City Hall and Court House.
The rooms are large, airy and elegantly furnished. JOS. RIENDEAU.

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MADISON SQUARE, NEW YORK.
American and European Plans. Table d'Hote and Restaurant. Very centrally located and convenient to all places of amusement.
MITCHELL, KINZLER AND SOUTHGATE.

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James Leitch. R. W. Pringle
Leitch & Pringle,
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This Company will sell its instruments at prices ranging from $7 to $25 per set. Its "Standard Bell Telephone Set," (protected by registered Trade Mark) designed especially for *maintaining* a perfect service and used by the Company in connection with its Exchanges, is superior in design and workmanship to any telephone set yet offered for sale.
Subscribers to this Company's Montreal Exchange, and the Public, may now obtain telephonic communication over its LONG DISTANCE METALLIC CIRCUIT LINES to QUEBEC, OTTAWA or SHERBROOKE and intermediatepoints, the rates being as follows:

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MEETINGS AND DIVIDENDS.

LA BANQUE DU PEUPLE.
DIVIDEND NOTICE NO. 112.
The Stockholders of La Banque du Peuple are hereby notified that a semi-annual dividend of three (3) per cent for the last six months has been declared on the Capital Stock, and will be payable at the office of the Bank on and after Monday, the 5th of September next.
The transfer book will be closed from the 15th to the 31st, August, both days inclusive.
(By order of the Board of Directors.)
J. S. BOUSQUET, Cashier.
Montreal, 29th July, 1892.

THE SHAREHOLDERS OF
The Molsons Bank
Are Hereby Notified that a Dividend of
Four Per Cent and a Bonus of One Per Cent.
upon the capital stock has been declared for the CURRENT HALF-YEAR, and that the same will be payable at the Office of the Bank, in Montreal and at the Branches on and after the
First Day of October Next.
THE TRANSFER BOOKS will be closed from the Sixteenth to the Thirtieth September, both days inclusive.
THE ANNUAL GENERAL MEETING of Shareholders of the Bank will be he held at the Banking House, in this city, on
Monday, the 10th of October Next,
AT THREE O'CLOCK in the afternoon.
By order of the Board.
F. WOLFERSTAN THOMAS,
General Manager.
Montreal, Aug. 30, 1892.

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J. RIELLE,
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NOTICE.

Notice is hereby given that James Frederick Doran, of Lachine, in the County of Jacques Cartier, Province of Quebec, clerk, will apply to the Parliament of Canada, at the next session thereof, for a Bill of Divorce from his wife, Mary Augusta Wood, lately of Winnipeg, Province of Manitoba, now of Paris, France, on the grounds of desertion and adultery.
Dated at Montreal, in the Province of Quebec, this 18th day of July, 1892.
J. FRED. DORAN. Applicant.

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Writes CLEAN and SMOOTH.
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A FEW REASONS WHY IT SHOULD BE IN EVERY HOME.

It is simple and safe as milk for young or old.
It is a general laxitive and regulator grand.
It purifies the blood, removes all effete deadly poisons.
It assists digestion, makes the sickly and weak strong.
It dispels bloating, dropsy, unhealthy fat, etc.
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It restores and preserves the witching bloom of youthful beauty
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It floods every vein, muscle and bone with life essence.

Drink freely by the tumbler or cupful. Try it cold, hot, or mixed with milk, so that it operates as a mild purgative.

For Dyspepsia or weak digestion drink St. Leon Mineral Water after each meal.
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This valuable water for sale by by all leading Druggists and Grocers.

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CELEBRATED
FACE * CREAM
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Excellent to use after Shaving.
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Gentlemen—I have been handling your Face Cream for some time, I beleive it is a very good preparation. I have recommended it and its sale is daily increasing.
J. H. F. CHARRON, Chemist.
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To J. T. FONTAINE & Co., Montreal.
Gentlemen—Allow me to say a word in favor of your Face Cream. I have used it for the last two months and find it an excellent preparation for the face after shaving. I was always troubled with the peeling of the skin after shaving, but since I have used your Cream my skin is as smooth as a baby.
(Signed) HARRY AIKIN,
Collector of Customs.

Messrs. J. T. FONTAINE & CO., Montreal,
Dear Sirs—I hereby certify making use of your Face Cream; my wife has suffered with chapped hands for eight years. After employing the best doctors known and having obtained no relief, I bought a bottle of yonr Face Cream, and after having rubbed her hands four or five times she was perfectly cured.
My feet have been sore and hitchy for the last year, I thought nothing could cure them, the doctors declared it incurable. I made use of your Face Cream and am completely cured.
It is a preparation which I can recommend to any one as the best known for eruptions of the skin. Yours truly.
J. A. PERRIER,
1884 Notre Dame street
Montreal, Aug. 30, 1892.

The Montreal Herald.

FOUNDED 1808

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THE MONTREAL HERALD CO.
4 and 6 Beaver Hall Hill.

TUESDAY MORNING, SEPT. 6.

TO-DAY'S HERALD.

To-day's Herald comprises twenty pages. Be sure and see that you get all of it.

Thanks to the Provincial Government.

Against any danger threatening the Dominion from the opposite shores of the Atlantic, the Province of Quebec is the great bulwark. Fortunately the Quebec Government rose equal to the occasion under the threatened visitation of cholera, and fairly deserves the thanks and congratulations of the sister provinces. Neither should the Mayor, aldermen and officials of the city of Montreal be forgotten. They were the first to move, and their judicious boldness gave an inspiriting example.

Possibly we of Montreal had little thought for our fellow countrymen in the steps taken. But even giving us credit for the most intense selfishness, the effects of our action have been the same. We have barred the entrance to the dreaded visitor, and there is every reason to believe, have barred it successfully. It was resolved, so far as this city was concerned, to keep out the enemy at whatever cost, but we should scarcely have been successful but for the prompt assistance of the Provincial Government.

The danger against which their latest proclamation provides was a very real one. About four thousand Russian Hebrews, chiefly from the infected districts and all more or less of the character classed by the British officials as "filthy and unwholesome persons coming from foreign parts," were already preparing to ship to the United States. The enforcement of the quarantine laws, and the decision of the steamship companies to carry no steerage passengers while the epidemic lasts, however, blocked their progress. Next they turned their attention towards Canada, and arrangements were being made to bring them to a Canadian port, from whence they would find their way overland to their original destination.

Already American cities are establishing quarantine against us, and the news of this Hebrew invasion would have made quarantine general on the boundary line, to the great detriment of all international business transactions. For this emergency the Federal Government hastens up with a steam disinfector and a de-oxide furnace for the quarantine station at Grosse Isle. The Provincial Government, not satisfied with such measures and perhaps from past scourges more fully realizing the danger, came forward like men to avert it. Like practical men they do not believe in half measures so they boldly proclaimed the closing of Canadian ports to immigrants.

This is the text of their proclamation :—

It is forbidden, until further orders, to bring, either by water or land, emigrants or the effects of emigrants within the limits of the Province of Quebec.

It is forbidden any vessel coming from a port infected with cholera to land at any place in the Province of Quebec, or to disembark either passengers, crew, baggage or merchandise.

It is forbidden any vessel having had, during the passage, any case of cholera on board, to land at any place in the Province of Quebec, or to disembark either passengers, crew, baggage or merchandise.

"It is resolved that inspectors, under control of the Provincial Board, be appointed at Montreal, Sorel, Three Rivers, Quebec, Levis, Rimouski, and at other places where it may be deemed necessary; also at Metapedia, on the Intercolonial Railway; and at Otterburn, on the Temiscouata Railway; and at any other railway station where it may be deemed necessary, in order to enforce the by-laws of the Provincial Board of Health respecting the landing of emigrants or their effects, or the landing of vessels coming from infected ports, or having had cholera on board.

"It is the duty of municipal councils to enforce these by-laws and cause them to be executed."

Complete prohibition was the only remedy in face of the acknowledged deficiencies of the quarantine stations, both at Grosse Isle and Halifax. Any milder measures would have been only playing with the evil and the Provincial Board of Health deserve every credit for their prompt and vigorous action.

Why was Minister Carling so unwilling to stop the immigration of the Russian Hebrews? He brews himself, of course.

Mr. Carling's Supineness.

In very marked contrast to the energetic action of our provincial and municipal officials in the face of the cholera scourge has been the inertness of the Dominion Government. They were warned of the disgraceful inefficiency of the quarantine stations quite long enough ago to have remedied the deficiencies in time to meet the danger. They were loudly called upon to take action but it was then holiday season, and these old jokers cannot understand giving up a portion of their vacation for such a trifle as a cholera visitation. For a short time they did appear to be about to wake up and it suited the Minister of Works to pay a visit to the St. Lawrence defences.

Probably Minister Ouimet knows as little about quarantine matters as any other citizen. A man may be a good lawyer and a fair colonel of militia, without knowing anything about the science of disinfection. But the Colonel is within the sacred circle, and when he proclaimed the Grosse Ile quarantine efficient his colleagues bowed their heads and resumed their slumbers—or their fishing. Mr. Carling, the minister directly responsible, seems to have effaced himself, and in spite of protests from all sides it took the public condemnation of a medical commission to rouse him to action—if that can be called action which simulates lethargy so perfectly.

By the time the epidemic was in full blast and Government revenues were feeling the pinch consequent on the stagnation of all trade, Mr. Carling might have been roused to the necessity of buying a discarded, second-hand disinfecting outfit; but fortunately the provincial Government seeing his supineness or negligence have snatched the the reins from his inert fingers and applied themselves energetically to a policy of prevention.

Montreal merchants had an experience in the smallpox epidemic as to the cost of negligence at the outbreak of danger. Besides the deplorable loss of life, they remember well how their trading interests suffered and how certain lines, driven away then, have never been coaxed back again. They can estimate what would be the cost to them of a single case in this city; and they should be able to properly appreciate the enormity of the offence of the Dominion authorities. Some official heads should go into the basket as a result of this cholera danger, and the first should be that belonging to Hon. John Carling. It did not require the present crisis to demonstrate his unfitness for the post he occupies; that has long since been recognized. But it does emphasize the great desirability of having a younger and more vigorous man in so responsible a position. If Sir John Abbott has recovered his mental grip sufficiently to attend to business he had better give Mr. Carling his conge. And if at the same time he were serve a similar notice on Hon. Mr. Ouimet, he would find but little disposition to criticize his course. Just at present we cannot enjoy the luxury of having dunderheads in positions that call for men of first-class abilities.

The Organ of the Sleeping Administration Speaks.

The Toronto Empire denounces the Toronto Globe, The Montreal Herald and The Montreal Star for characterizing Grosse Isle appliances as ineffective. It says (of course it knows) that the quarantine station is all right, and that the doctors who condemned it after personal inspection were Yankees who were primed by the unpatriotic journals above mentioned, and went there prepared to find fault. To which we beg to reply that out of the five doctors who visited Grosse Isle there were two Canadians, Dr. Lachapelle, chairman of the Quebec Board of Health, and Dr. P. H. Bryce, who fills a similar position in Ontario. They agreed with the Yankees in every particular. They should be taken out in the early morning and shot for treason for daring to condemn the Grose Isle quarantine station, after the editor of the Empire, sitting in his sanctum five hundred miles away, had decided that it was quite up to the mark. No doubt they were bought with Yankee gold, just as were those journals who have been for weeks past dinning into the ears of the sleepers at Ottawa the truth that vigorous action was a necessity.

Citizens of Montreal will no doubt be quite satisfied, now that the Empire has notified them that a belief in the inadequacy of the Dominion quarantine regulations indicates disloyalty to the old flag and a dangerous squinting at annexation, to drop all further preparations and rely implicitly on Grosse Isle.

The Alleged Syrian Forger.

In the Court of Queen's Bench yesterday, the case of Ameer Abdon Loufty, the Syrian charged with signing for and receiving a registered letter containing $300, the property of Mrs. Houston, was proceeded with. Several witnesses were examined, including Anatole Larose, head of the Registry Department of the Post Office, and the case was not concluded when the court rose.

A Serious Street Fight.

About ten minutes past nine last night a crowd of nearly 500 people were attracted to the corner of St. James and Inspector streets, by a general fight going on between Pat Mooney, Wilfred Paitres, Charles Saunders and another man, whose name is not known. Constables Boulard and Laberge, who attempted to put a stop to the proceedings, found themselves in the minority and therefore obtained the assistance of two other constables from No. 6 Station, with whose assistance the belligerent parties were conveyed to the lock up. Saunders was found to be suffering from severe injuries caused by kicks about the head and neck, and a doctor had to be sent for to attend his injuries.

Charged With Smuggling.

At noon yesterday Detectives Lafontaine, Campeau, Arcand and McMahon, with two constables, made a raid on a house occupied by a Chinaman named Sam Kee, situated on Lagauchetiere street, near Cote. The customs authorities have for some time suspected that opium smuggling was going on, and the raid was made on information received. The lower part of the house is used as a tea and general store, and when questioned the tenant denied any knowledge of what the officers were after.

The house was searched, however, and in an upper room was found a trunk which contained about $350 worth of opium, some tobacco and cigars. These goods were confiscated, and nine Chinese who were found in the house were taken to the Central Police Station. The Chinamen said they had obtained the goods in Vancouver. Messrs. Boyer and Mercier, of the Customs Department, have the case in hand. Last night all the prisoners were let out on bail.

Some Serious Accidents.

The wards of the Notre Dame hospital are again full up, and two of the patients have to be accommodated with beds made up on stretchers.

The ambulance was called to No. 12 police station about 11 a.m. yesterday. A little girl of about three and a half years old, named Maud Odell, living at 760 St. Dominique street, was running across the street in front of a street car when she slipped and fell under the car. When she was taken to the hospital it was found that her head had been severely bruised and her left foot and hand terribly crushed. It is feared that two of her fingers will have to be amputated this morning. She is in a rather serious condition.

About half-past three in the afternoon a man named Dubaud, while drunk, fell on the sidewalk at the corner of St. Elizabeth and Craig street, and sustained a terrible gash on the back of the head. He was removed to the Notre Dame Hospital, where he is progressing favorably.

Shortly after 7 o'clock last night the ambulance was called to the corner of St. Gabriel and Notre Dame streets. A. Desjardins, 25-years-old, living at 36 St. Lawrence street, while passing along the street in a livery wagon, was struck on the head with a whip by an acquaintance who was in a cart driving in the opposite direction. A nasty wound was inflicted, and Desjardins' ear cut in two. He was taken to the hospital, where he is progressing favorably. His assailant will probably be arrested.

What is CASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrups, and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhœa and Wind Colic. Castoria relieves teething troubles, cures constipation and flatulency. Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria.

"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."
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"Castoria is the best remedy for children of which I am acquainted. I hope the day is not far distant when mothers will consider the real interest of their children, and use Castoria instead of the various quack nostrums which are destroying their loved ones, by forcing opium, morphine, soothing syrup and other hurtful agents down their throats, thereby sending them to premature graves."
DR. J. F. KINCHELOE, Conway, Ar.

Castoria.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."
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"Our physicians in the children's department have spoken highly of their experience in their outside practice with Castoria, and although we only have among our medical supplies what is known as regular products, yet we are free to confess that the merits of Castoria has won us to look with favor upon it."
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ALLEN C. SMITH, *Pres.*,

The Centaur Company, 77 Murray Street, New York City.

FIRE! FIRE! FIRE!

WE had a pretty close call, three-fourths of our works were burned down, but we do not propose to let the grass grow under our feet. Since the 19th of July we have had five different contractors re-building and repairing.

We Are Now in a Position to Fill all Orders Intrusted to Us.

We are not in quite as good shape as before the fire, but

All Orders Will be Filled and Filled Promptly.

We had several New Patterns of Stoves for the Fall trade, but unfortunately they were in the buildings burned. We still have Old Reliable

"LEADER"

WE HAVE THEM IN SEVERAL DESIGNS

"A" Leader	The first Leader made.
"B" Leader	The Improved.
"C" Leader	Round Fire Pot.
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Do Away With the "Wooden Pail,"

—BUY OUR—

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Hospitals and Public Buildings Should Have Them.

TELEPHONE 1619.

MONTREAL BRANCH, - - 318 ST. JAMES ST.

EDUCATIONAL.

COLLEGE OF PHYSICIANS AND SURGEONS OF THE PROVINCE OF QUEBEC—Provincial Medical Board—Preliminary Examination for admission to the study of Medicine.—The examination for admittance to the study of Medicine will commence on Thursday, 22nd day of September next, at 9 o'clock a. m., at Quebec, in the rooms of Arts Faculty of Laval University. Certificates of moral character and the admission fee, $10, must be remitted at least ten days previously to one of the undersigned secretaries.
A. G. BELLEAU, M.D., Quebec;
A. T. BROSSEAU, M.D., Montreal,
Secretaries.
22nd August, 1892.

COLLEGE OF PHYSICIANS AND SURGEONS OF THE PROVINCE OF QUEBEC—Provincial Medical Board—Semi-Annual Meeting.—The semi-annual meeting of Board of Governors (Provincial Medical Board) of the College of Physicians and Surgeons of the Province of Quebec will be held on Wednesday, the 28th September next, at 10 o'clock a.m., at Quebec, in the rooms of the Medical Faculty of Laval University. Candidates for examination or license must send their papers (including certificate of admission to the study of Medicine), also the fee for the license, $20, at least ten days previous to the meeting, to either of the undersigned secretaries.
The Credential Committee will meet Tuesday the 27th September next, at 10 o'clock a. m., when candidates for the License must be present with their diplomas and certificates of admission to the Study of Medicine. After that date, no candidate will be admitted.
Bachelors of Arts, Sciences and Letters intending to study Medicine can be admitted by presenting their diplomas on the 28th September, and paying $10.
A. G. BELLEAU, M. D. 21 Ste Ursule Quebec;
A. T. BROSSEAU, M.D. 138 St Denis St Montreal
Secretaries,
22nd August 1892.

ELIOCK SCHOOL.
1143 DORCHESTER St., Montreal.
Directors—Sir J. Hickson, President; R. B. Angus, Esq., Vice-President; R. Mackay, Esq., W. W. Ogilvie, Esq., G. W. Stephens, Esq., Rev. J. Williamson, Rector.
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SECONDARY SCHOOL
For 60 boys, graded into 6 classes, number in any class being limited to 12. Advanced courses in English, Mathematics, Classics, Modern Languages, etc.
Special preparation for admission to the Arts and Science Faculties of the Universities, the Royal Military College, Kingston, and the Mass. Institute of Technology, Boston, as well as for commercial life.
PHYSICAL TRAINING.
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BOARDING.
Superior accommodation for 14 resident pupils, each having separate room, affording to city boys the advantages of a boarding school with the opportunity of spending two days of every week at home. The next session opens on Wednesday, Sept. , at 10 o'clock. Prospectus on application to
J. WILLIAMSON, Rector.

KINDERGARTEN
Froebel's System and Preparatory School
37 VICTORIA STREET.
The Misses McIntosh will resume their classes on Monday, Sept. 12th, and will be at home on and after Thursday, Sept. 8th, to receive applications.

Montreal Business College
(ESTABLISHED 1864.)
Corner Victoria Sq. and Craig St.
—WILL—
RE-OPEN ON AUGUST 29th.
The Commercial Course is thorough in every particular. It includes book-keeping in all its forms with office training in the practical department, penmanship, commercial arithmetic, business correspondence, commercial law, English and French.
The Shorthand and Typewriting Course, in both languages, includes grammar, composition, letter writing, business forms and details of office work.
Eight teachers (two French and six English) devote their time and ability entirely to the students of this institution. The Ladies' Department is under the superintendence of experienced lady teachers.
Inspection solicited. Prospectus containing full information sent free.
Address,
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Business College, Montreal

DANCING AND DEPORTMENT
SEASON 1892-93. A. Roy Macdonald, jr., will be at his academy every afternoon and evening for the purpose of enlisting names of those who intend taking the advantage of a long season with a guarantee to learn thoroughly. Queen's Hall, 2221 St. Catherine street. Subscribe early and we will make an early start and learn before the season's festivities begin.

Miss Kyte's School
—WILL RE-OPEN—
Monday, September 5th, 20 Plateau Street.
Music Classes will also be resumed at the same time.

NICKEL I have several good Nickel claims for sale cheap. Properties opened up and reported on. Interest of outsiders attended to. A. McCharles, Mining Geologist, Whitefish P. O. Ont.

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A SOCIAL HOP
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STATIONERS,
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1755 and 1757 NOTRE DAME STREET,
MONTREAL.

ROYAL COMMISSION
—ON THE—
LIQUOR TRAFFIC.
NOTICE.
The Commissioners will hold meetings in Montreal on the 9th of September and following days to take evidence touching the matter into which they are charged to enquire.
The first meeting will take place at 10 o'clock a. m., on the 9th. By order,
PATRICK MONAGHAN,
Montreal, Aug. 27, 1892. Secretary.

PERSONAL.
"TEETH" "TEETH"
Complicated Gold Fillings, Crown Bar and Bridge Work, with all the latest improvements known to the dental art.
W. B. McGOWAN, Dentist
65 Mansfield Street.

AMUSEMENTS

ACADEMY OF MUSIC.
HENRY THOMAS, Lessee & Manager.
GRAND OPENING OF THE SEASON.
One Week Beginning Monday Evening, Sept. 5th; Matinee Saturday.
The World Famous HANLON BROTHERS.
GRAND FAIRY SPECTACULAR
FANTASMA
Magnificent Transformations, Wonderful Mechanical Effects. See the Great Execution Scene.
Prices—$1, 75c, 50c; Gallery 25c.
Seats now on sale at Nordheimers.
Next week—"FRIENDS."

QUEEN'S THEATRE.
Week Commencing with Matinee, To-Day, Sept. 5.
Regular Matinees WEDNESDAY and SATURDAY
The Glorious Military Spectacle.
THE WHITE SQUADRON.
4— CAR-LOADS SCENERY —4
Wonderful Mechanical and Electrical Effects.
150— PEOPLE —150
Seats on sale at Sheppard's Music Store and New York Piano Co.
Coming—Lillian Lewis in "Lady Lill."

SPARROW & JACOBS' THEATRE ROYAL.
Every Afternoon and Evening, Week Commencing Monday, Sept. 5th,
TONY PASTOR'S
AMOUS COMPANY OF EUROPEAN AND AMERICAN STARS.
NO RIVAL IN THIS COUNTRY.
A Perfect Combination of Celebrities.
—30— ARTISTS —30—
Prices of Admission—10, 20 and 30.
Week following—DAN MCCARTHY.

LYCEUM THEATRE.
EVERY AFTERNOON AND EVENING.
Sam Dearin's
Big Specialty Company
DIRECT FROM NEW YORK.
Dixon vs. Skelly.
Should the fight be finished before the curtain drops, the result will be announced from the stage, otherwise the announcement will be made in the foyer of the theatre, which will remain open until 12 o'clock.

RED MEN vs. WHITE
—AT THE—
-CYCLORAMA-
THE GREAT INDIAN BATTLE OF
THE LITTLE BIG HORN
—AND—
DEFEAT OF CUSTER.
A moving and wonderful scene of forest and field, mountain and valley, hill and dale, peaceful flowing rivers and the horrors of war. Indian encampments, Indian trophies, flying cavalry and fighting men.
Admission - 25 cents.
Schools and Institutions special rates. Lectures in constant attendance. The Cyclorama open daily from 9 a. m., to 10 p. m.; Sunday, 1 p. m. to 10 10 p. m.
1981 ST. CATHERINE ST., (Cor. St. Urbain.)
The streetcars converge here from all parts of the city.

MONTREAL EXPOSITION COMPANY.
GRAND
PROVINCIAL EXHIBITION
Montreal, September 15th to 23rd, 1892
APPLICATION FOR PRIVILEGES.
Persons desirous of obtaining privileges at the Montreal Exhibition should make application for the same at once to the undersigned.
PRIVILEGES CONSIST OF
Dining Rooms, Restaurants, Refreshment Counters, Fruit Stalls, Cigar Stands, Confectionary Stands, Ice Cream, Soda Water, etc., Advertising, Photographing, Hairdressing, etc.
Specifications and plans may be seen at the office of the company.
The highest or any tender will not necessarily be accepted.
Parties wishing to secure any other privileges in the way of selling or otherwise in connection with the Exhibition should make application in writing without delay.
S. C. STEVENSON,
Manager and Secretary,
76 St. Gabriel Street, Montreal.

MONTREAL EXPOSITION COMPANY.
GRAND
PROVINCIAL EXHIBITION
—MONTREAL,—
Sept. 15 to 23, 1892.
NOTICE to EXHIBITORS.
Exhibitors are requested to have their stands erected without delay. The superintendent is in attendance daily to allot the spaces.
Intending exhibitors must send in their entry forms at once.
S. C. STEVENSON,
Manager and Secretary.
76 St. Gabriel street, City.

ART ASSOCIATION of MONTREAL
PHILLIPS SQUARE
Now on view the TEMPEST COLLECTION
—AND—
An Exhibition of Designs by Walter Crane.
Galleries open Daily 9 a. m., to 6 p. m.

SOUTHWESTERN -:- -:- CHAMPIONSHIP
PROTESTED MATCH.
—o—
HUNTINGDON vs. VALLEYFIELD
Saturday Next, September 10,
ON THE
SHAMROCK LACROSSE GROUNDS.
Ball faced at 3.30 p.m. sharp. Play rain or shine. Admission as usual.
L. J. McGUIRE,
President N. A. L.A.

PROVINCE OF QUEBEC, District of Montreal. No. 2771. Circuit Court. Marc Trudel, plaintiff, versus Dame Marie Louise Benoit and vir, defendant. On the fifteenth day of September, 1892, at eight of the clock in the forenoon, at the domicile of the said defendant, No. 43 Dubord street, in the city of Montreal, will be sold by authority of Justice, all the goods and chattels of the said defendant, seized in this cause, consisting of piano, household furniture, &c. Terms cash.
DAVID GARRICK, B.S.C.
Montreal, September 6, 1892.

SPORTING EVENTS.

The St. Lawrence Yacht Club's Handicap Race.

Saturday's Match Will Be Protested—Huntingdon vs. Valleyfield—Lacrosse at the Coast—Sheepshead Bay Entries and Results—Tried to Arrest Corbett—Montreal Polo Team Defeats Grand Trunk—Ball.

Fine weather, a large entry, and good handicapping made the St. Lawrence Yacht Club's race on Saturday a good one from start to finish. When the starter's gun was fired at 3.45 the eight yachts bore down on the line in a bunch, crossing almost together. On the beat up to Valois buoy the Molly Bawn, sailing closer than the others, got a good lead, which she kept but did not increase during the race.

The Coquette settled down to second place, followed by the Chaperon, Frolic and Viking close together, with the Eagle and Ellida a short distance behind. These positions were maintained throughout the race, with the exception that the Frolic drew slightly ahead of the Chaperon on the run to Chateauguay buoy, the Frolic being picked up by the Viking near the finish line.

The following is a summary:

	Start.	Finish.	El'sed, handi-cap.		Cor-re'td
Molly Bawn	3.45.15	6. 4.45	2.19.30	7	2.12.30
Coquette	3.45.20	5. 8.15	2.22.55	4	2.18.55
Frolic	3.45.40	6.13.30	2.27.50	7	2.20.50
Chaperon	3.45.25	6.16.15	2.30.50	7	2.23.50
Viking	3.46.50	6.11.45	2.24.55	..	2.24.55
Eagle	3.47.45	6.32.15	2.44.30	10	2.34.30
Ellida	3.46.00	6.36.00	2.50.00	12	2.38.00
Butternut	3.45.45	6.30.00	.....	12	.....

After the race the crews had dinner at the club house, with music and a moonlight sail in the evening.

The Molly Bawn is coming to the front in her class very quickly this season, and if she is sailed as she was in the handicap the Chaperon will have her work cut out to beat her next Saturday when they sail off their tie in the 29 foot class.

AQUATICS.

Montreal Polo Team Defeats Grand Trunk.

At seven o'clock last evening, in front of the Grand Trunk Boat club house, the above teams played a rattling game before a large crowd of spectators. It was somewhat dark, but nevertheless not enough so to deter the game seriously, and after the umpires and referee had taken their positions the game started. Davies obtained the ball and shot up, and Collins of the Montreals gradually worked it down again with the assistance of E. Irwin, but the Point boys are no mean opponents, and soon things began to look dangerous for Montreal, Bell, Forrester and Davies doing fine work, and Walter Irwin had his time taken up stopping several good shots. However, he didit well, and finally made a good throw to Jackson, who passed to Scanlan, he shot over to Carter, who scored with a hard drop shot.

Nothing more in the way of scoring occurred during this halt, but the ball was continuing round the Grand Trunk goal, which was now very difficult to see on account of darkness.

After five minutes rest the game was once more started with the Grand Trunk playing with wind, and what little stream there was, but practice told and with the exception of Davies, who is a first-class swimmer, and very tricky in the water, the Montreals opponents were apparently fagged. It was so dark that it was impossible to do any accurate passing and the shouting of the different men was the only indication of where they were, this, however, led to a good piece of play between Jackson, Carter and Irwin, who carried the ball up between them after Davies had got it well down, and by a long shot Irwin finally scored another goal, leaving the score Montreal 2, Grand Trunk 0, thus winning a hard fought battle.

The Grand Trunk club have fine material, and are determined to make an institution of the game as they have a splendid site for it, and as a matter of fact the "ground" was laid out perfectly, and they deserve great credit for the manner in which the match was carried out. The teams were:

Montreal.		G. T. R. C.
H.B.Carter(capt.) E. D. Irwin	Forward	D.W.Davis(capt) R. J. Kell
G. Jackson J. Collins	Back	J. Perrie A. Forrester
W. Irwin	Goal	E. Morrow

St. Anne's Could Not Muster a Team.

The match which was to have been played at St. Anne's, between the St. Anne's club and Montreal, was not played on Saturday last as the St. Anne's could not muster a team. It seems that they should give the Montrealer's a game sometime this year if possible, and it would be quite an attractive event as it is well known that St. Anne's have an excellent team.

There is talk of a challenge cup to be given for competition next year, and if anything comes of it there will no doubt be some enthusiasm hitherto unknown in Canada, in Aquatic Pole.

BASEBALL.

Yesterday's National League Games.

MORNING GAMES.

		R.	H.	E.
At Boston—				
Boston	0 0 0 0 0 1 0 0 0 0 1—	2	3	2
Lo'ville	1 0 0 0 0 0 0 0 0 0—	1	3	0
Batteries—Stivetts and Ganzel; Clausen and Merritt. Umpire—Gafney.				
At Brooklyn—				
St. Louis	1 0 0 3 0 0 0 1 0 0 0—	5	9	8
Brooklyn	0 0 0 3 2 0 0 0 0 0 1—	6	8	4
Batteries—Hawley and Buckley; Kennedy and Dailey. Umpire—McQuaid.				
At Pittsburg—Rain.				
At New York—				
New York	0 0 0 0 0 1 0 0 0—	1	3	5
Chicago	2 0 1 0 0 0 3 0 x	6	6	0
Batteries—Crane and Ewing and Doyle; Gumbert and Schriver. Umpire—Gaffney.				
At Philadelphia—				
Cleveland	0 0 0 0 0 0 0 1 6—	7	6	2
Philadelphia	1 0 0 0 0 2 0 0 0—	3	4	5
Batteries—Cuppy and Zimmer; Keefe and Clements. Umpire, Synder.				

AFTERNOON GAMES.

At Boston—				
Boston	1 1 0 0 3 0 0 0 0—	5	5	1
Louisville	0 1 0 0 0 1 0 0 0—	2	9	1
Batteries—Stivetts and Ganzell; Sanders and Merritt. Umpire—Gaffney.				
At Brooklyn—				
St. Louis	0 0 0 0 0 0 0 4 0—	4	7	3
Brooklyn	0 2 0 0 2 1 0 0 0—	5	10	4
Batteries—Gleason and Buckley; Stein and Kinslow. Umpire—McQuade.				
At New York—				
Chicago	1 0 0 0 2 2 2 0 0—7	5	0	
New York	0 0 0 0 1 0 1 0 0—2	5	7	
Batteries—McMahon and Robinson; Sullivan and Murphy. Umpire, Burns.				
At Philadelphia—				
Philadelphia	0 0 0 0 0 0 0 0 0—	0	6	1
Cleveland	0 1 1 0 0 4 0 0 x—	6	13	2
Batteries—Knell and Dowse; Young and Zimmer. Umpire—Snyder.				

TURF.

The Results at Sheepshead.

[Special to The Herald.]

Sheepshead Bay, September 5.—The races here to-day resulted as follows:

First race, ⅝ mile—Simmons, 1; Spartan, 2; Halcyon, 3. Time.

Second race, 1 mile, on turf—Emin Bey, 1; Wormser, 2; Jodan, 3. Time, 1.43 2-5.

Third race, futurity courses—Stonenell, 1; Anna B., 2; Acilogam, 3. Time, 1.

Fourth race, 1⅛ miles—Montana, 1; Strathmeath, 2; Tea Tray, 3. Time, 2.22 2-5.

Fifth race, ⅞ mile—Fred Taral, 1; Alcalde, 2; John Javanagh, 3. Time, 1.28 2-5.

Sixth race, 1 mile—Fair, 1; Candelabra, 2; Lowlander, 3. Time, 1.41.

Seventh race, 1 1-16 miles—Watterson, 1; Hy Dy, 2; Nomad, 3. Time, 1.50.

RACES AT RICHMOND.

Richmond, Que., Sept. 3.—The results of the races under the direction of the Richmond Driving Club, on Thursday and Friday, were as follows:

First Day.—J. R. Woodward's Darby won 1st money in the green race, E. Houle's Dick 2nd, and F. St. Vincent's Little Louise 3rd. D. Dearden's James E., Wilkie's Betsey and P. Lalonde's Coal Dust were all distanced. Best time, 2.56.

The stallion race was won by Sobol, W. H. Howrigan's Splitears 2nd, and Nicolet Boy 3rd.

The 2.45 class proved the most exciting race of all. John McLeod's Fred Mac took first money, James Boast's Blacksmith Boy, 2nd; Jas. Mairs' Ben Morril, 3rd, and J. U. Clement's Princess, 4th. Best time, 2.38½.

SECOND DAY.

In the 2.40 class there were six starters. Splitears, owned by Mr. W. H. Howrigan, of Bakersfield, Vt., won in three straight heats, Fred Mac 2d, Ben Morrill 3d, Rosemond 4th. Best time, 2.35.

A special race between Sutton, a 4-year-old colt, and Commissary, a 3-year-old, resulted in favor of Sutton in three straight heads. Best time, 2.46.

The free for all race was most keenly contested. Rockburn won 1st, Hyperthia 2nd, and John M. 3rd money, in four heats. Best time, 3.34.

To-Day's Entries at Sheepshead Bay.

[Special to The Herald.]

Sheepshead Bay, Sept 5.—The following are the entries for to-morrow's races:

First race, Futurity course:

Key West	98	Dagonet	102
Dalsyrian	98	Onward	102
Lord Dalmeny	98	Tormentor	108
Long Bounce	117	QueenieTrowbridge	114
Ben Strong	117	Ella	93
Dolly McCone	89	Rose H	105
Kirsch	92	Experience	105
All Black	102	Lizette	93

Second race, one mile, handicap:

Sallie McClelland	107	Faraday	105
Parveneu	107	Roquefort	100
Mary Stone	106	Sir Matthew	100
Estelle	105		

Third race, one-eighth of a mile, Sheephead stakes:

Leonawell	119	Julien	109
Pactolus	117	Count	103
Pickpocket	116	Sir Arthur	100

Fourth race—Futurity Course; selling.

Laura Gould, colt	108	Head or Tails	98
Liselg	95	Philanthropist	98
Industry	95	Podiga	102
Forest Rose	95	Eagle Bird	113
Phyllis T.	95	Courtship	105
Extra	98	Zornitza, colt	106

Fifth race—¾ mile, Flatbush Stakes.

Lady Violet	112	Elsino, colt	110
Miss Maud	112	St. Michael	110
Sir Francis	110	Freize	110
Dr. Rice	110	Rainbow	110
Ajax	110	Runyon	115
Prince George	110	Adee, colt	100
Comanche	110	Faithful	97

Sixth race—1 3-16 miles, on turf.

Trestle	119	Lizzie	115
Warpath	124	Ronald	115

Trotting Races at Ottawa.

[Special to The Herald.]

Ottawa, Sept. 5.—The Labor Day sports at Lansdowne park were slightly interfered with by rain this afternoon, and nearly all the foot races had to be postponed.

The one trotting event on the program was carried out without a hitch. It was captured by R. Stewart's Little Ida in straight heats with considerable ease. The summary is:

R. Stewart's Little Ida	1	1	1
A. Hamond's Lady Webb	3	2	2
W. Cunningham's Albert C	5	3	3
M. Burns' Rudolph	4	4	4
B. Cutler's Belle of Ottawa	2	5	5
M. Plouffe's Lena Kirkwood	6	6	6

Time, 2.59¼, 3.00, 2.59¼.

The Brand St. Leger Sweep.

The drawing of the Brand St. Leger sweepstake took place last evening with the following result:

11 Cellarer.	1587 Filly by Galliard-Songstress.
60 St. Woden.	1590 Palisandre.
82 Boyne Water.	1593 Pilot.
102 Catherine II.	1604 Garibaldi.
154 Pitochry.	1618 Bittyman.
107 White Cockade.	1620 Ben. Jonson.
112 Iona.	1639 Junior Carleton.
127 Vesta.	1644 Lucillen.
128 Prussian Monarch.	1645 Bonny Gall.
158 Kingston.	1661 Marksman.
170 Hyeras.	1698 Belle of Hampton.
178 Orontes.	1704 Orme.
210 Quidnunc.	1727 Indian Empire.
220 Certosa.	1737 Flyaway
226 c by Harvester, Queen Adelaide.	1762 Galmita.
262 Primrose Way.	1775 Monkish.
263 Lafleche.	1776 Criffel.
264 Kilkenny.	1795 Watercress.
267 Costania.	1796 Gloss.
293 Desdemona	1806 Rippington
302 Fantaria.	1824 Gayspark.
312 Double Event.	1841 Cumberland.
317, Lord Lieutenant.	1847, Pyx.
350, Marry.	1892, Holland.
359, Dragoman.	1899, Parsee.
365, Battle Abbey.	1902, Rochester.
375, Jupon.	1928, Bonavista.
379, Lectarion.	1943, Flankmarch.
387, Vampire.	1959, Magellan.
437, Danthony.	1967, Parisnia.
441, Thistledown.	1974, Rentpayer.
473 Exwick.	1981 Cottsmore.
502 Waterdale.	1985 Silver Throne.
519 Argentine.	1990 Jangler
524 Ambleside.	1997 O.K.
577 Whisperer.	2003 Malaga.
592 Lemonite.	2012 Colt by Muncast'r—Pink May.
612 Carmilhan.	2015 RoseberyTopping
613 Mansour.	2019 Toreador.
634 Angus.	2033 Slasher
657, Arise.	2056, Ruwenzora.
677, Marie le Rajois.	2066, Frescoe.
678, Sherbet.	2089, Cambusshine.
699, Endurance.	2094, Platoon.
703, Orontes, the 2nd.	2104, The Smew.
726, Rosalinda.	2105, Cerisette.
724, Saben.	2124, El Diablo.
731 Good Boy.	2155, Haymaker.
746, Delight.	2156, Alphonse.
770, Bar-le-Due.	2173, Collissie.
788 Hampton Lovette.	2191 Ace of Trumps.
793 Miss Simon.	2215 Rossidas.
796 Island Queen.	2215 Polyglot.
814 Silver Moth.	2219 Jullenne.
849 Canary Bird.	2225 Arlington.
857 Seaton Delavals.	2263 Somersault.
859 Dick Turpin.	2265 Herold.
875 Walnut.	2268 De Retz.
877, colt by Muncaster-Novitiate.	2270, filly by Hermit-Controversy.
885, Indian Chief.	2278, Jehan.
887, Garsberie.	2296, Bushey Park.
888, Golden Wings.	2302, Bella.
902, Pengwern.	2315, Colt by Exile, or Pall Mall, by Little Nell.
904 Queen of the Florin.	2320, Oville.
199 Lord Burleigh.	2330 Garnet.
921Ich Dien.	2343 Shinning Star.
955Thunderstruck.	2387 County Council.
958 Kossuth.	2396 Dunure.
961 Citronella.	2387 Curiv.
972 Salamander.	2418 St. Osythe.
996 Ben Gough.	2501 Golconda.
1002 Canobie.	2506 King Charles.
1028, Posie.	2508, Kingston Lisle.
1040, Buckthorn.	2515, Calvados.
1071, Gossoon.	2530, St. Angelo.
1075, Loafer.	2537, Rosalora.
1078, Mortgage.	2545, Vanguard.
1095, Arena.	2574, Pensoe.
1099 Dalmalie.	2587, Lady Hermit.
1116, Diogo.	2597, Braggadocio.
1135, Sisterhood.	2598, Accumulator.
1140, Barrow.	2602, Biddy Fowler.
1150, Gantley.	2605, Old Ded.
1184, Sir Hugo.	2613, Silverment.
1189, Beaurepaire.	2615, Cardsharper.
1197, Medallion d'Or.	2638, Orbend.
1214, Rosel.	2648, Dainty.
1220, Colt by Barseldine.	2638, Broad Corrie.
King Cup.	2678, Ben Avon.
1222, Conrad	2694, Mohican.
1226, Bellefontaine	2997, Pettifogger.
1232, Pampero	2715, May Duke.
1235, Clansman	2751, Crusoe.
1258, Cantyre	2755, Hatfield.
1265, Bold Hermit.	2765, Fugacity.
1276, Fitzgerald	2819, Galeopsio.
1310, Warcloud	2827, Lady Stella.
1312, Queen Glencoe.	2835, Reprieve II.
1329, St. Anthony.	2854, Residue.
1347, Avoca.	2857, Blood Royal.
1370, Fawn.	2888, St. Damien.
1387, Victoria Cross.	2894, King Oak.
1404, St. Mart.	2895, Amulet.
1436, Mascarelle.	2905, Flaxby.
1438, Ramsdale.	2907, Stuart.
1450, Priestess.	2908, Hunting Queen.
1466, Glen Dye.	2914, Rockhampton.
1492, Bellinzoni.	2925, Pyramid.
1499, Rioter.	1942, Mintleaf.
1519, Leaventhorpe.	2950, Lady Pauline.
1522, Adoration.	2974, Sanctissimona.
1531, Cypriot.	2975, Crompton.
1534, Islander.	2977, Wilfred.
1552, Persistive.	2994, The Liver.
2095, Rouge Dragon.	3000, Yseult.

The probable starters are held in the following places:

Orme, Winnipeg; Lafleche, Hamilton; St. Anthony, Montreal; Sir Hugo, Toronto; Watercress, Toronto; El Diablo, Montreal; Dunure Curio, London; St. Angelo, Toronto; May Duke, Montreal; The Lever, New York.

LACROSSE.

McNaughton Distinguishes Himself at the Coast.

The Victoria Daily Times gives a long account of the last lacrosse match between Victoria and New Westminster last Saturday. The Victoria team was a weak one, made so by the refusal of Van Allan to play at the last moment. The game, The Times says, was characterized by very heavy checking throughout, and at times it seemed as if there was unnecessary severity in this direction. Then the spectators allowed their emotions to overcome their discretion, and indulged in jeering the visitors and yelling insulting remarks at them.

The match resulted in a victory for Victoria by four goals to three. The Times speaks in the highest terms of Archie McNaughton's rapid and unerring play. It would seem that he was at his old tricks again, for, out of four games secured by Victoria, McNaughton scored three.

Huntingdon vs. Valleyfield.

Over two months ago Valleyfield and Huntington played a match for the southwestern Quebec championship. The result of the match was protested, and after an unnecessarily long delay, the executive of the N. A. L. A. ordered the match to be played over again, and selected September 10, and the Shamrock grounds for the match to take place. Huntingdon are playing the match under protest, for it is their intention to take the whole matter before the association at the next annual meeting. They contend that the reversing of an umpire's decision is a new step, and one that will establish a dangerous precedent. As there are no matches in the senior league next Saturday there should be a good crowd on the Shamrock grounds.

Saturday's Match to be Protested.

Saturday's match is not all settled yet. The Montreal Club have decided to appeal to the committee of the league. Their appeal is based on the incompetency and partiality of the referees. It is claimed that during the progress of the game, the referee called the members of the Montreal team some very uncomplimentary names, and besides his rulings throughout the game were not according to the rules under which matches are played.

Kindly Send Your Name?

An anonymous communication has been received commenting on the Herald's report of the Saturday lacrosse match. If the writer will send his name, not necessarily for publication, his letter will be published in full, and the public can draw its own conclusions.

A Disclaimer From Mayor McShane.

To the Editor of The Herald:

Sir,—I beg to state that no such language was used by me or Captain Polan, as stated in your yesterday morning's issue, at the Montreal-Shamrock Lacrosse match, on the Montreal grounds on Saturday afternoon last. JAMES MCSHANE.

Shamrock Jrs. Defeated at Ottawa.

[Special to The Herald.]

Ottawa, Sept. 5.—The event par excellence at the Labor Day sports here was the lacrosse match between the Junior Shamrocks, of Montreal, and Stars of this city. It rained little during the progress of the struggle, but the ground had previously been well soaked and was in a very slippery condition

The Shamrocks were considerably heavier than their opponents, but were outclassed when it came to playing the national game. The little Stars, and some of them are mighty small, played a magnificent combination game throughout, and won in three straights in 10, 15 and 20 minutes.

The visitors had the best of the first game, but were never in it afterwards.

By the victory the Stars won thirteen handsome medals.

The Captain of the Capitals Arrested.

Toronto, Sept. 5.—Stewart, the captain of the Capital lacrosse team from Ottawa, was arrested to-night on a charge of common assault on Waurbrick, one of the Toronto players, during Saturday's match. The fracas in which the blow was alleged to have been struck occurred in the seventh game during a scuffle between Waurbrick and Tommy Clown. Steward rushed between the two and dealt Waurbrick a terrific blow in the face with his fist. A free fight ensued in which players and spectators joined and members of the Capital team were only saved pretty rough handling by the interference of a force of police. Stewart was arrested by Detective Burrows on his arrival on the Cibola from Niagara to-night, but afterwards got bail in $200 for his appearance in the morning before the Police magistrate.

THE RING.

Wanted to Arrest Corbett.

Charlottenburg, N.C., Sept. 5—Jim Corbett and party arrived here at 5 o'clock this morning. Late last night, at Charlotte, it became known to one of the party that the fighter was to be arrested for desecrating the Sabbath. He had gone through his usual exercises, and had taken a run with his trainer about the city, which proceeding was held, by the Solicitor General, who is a lawyer, to be against the law.

The party was awakened, and when the night express came in, Corbett was stowed away in a berth on a regular sleeper, and another big man was put in bed in the Corbett car ready to stand arrest. This move took the officers by surprise, and the train pulled out just as the officials were about to make a search. During the morning, which was showery, Corbett went through with his usual exercise, and at 11 p.m. the party eft for Atlanta.

The Gladstone-Labouchere Incident.

London, Sept. 5.—Mr. Gladstone denies that he did not offer Mr. Labouchere an office because of certain incidents connected with Mr. Labouchere's position and occupation and that Mr. Labouchere's action in voting against the Royal grants was no bar to his holding office.

McAULIFFE WINS.

Myers Knocked Out After Fifteen Hard Rounds.

The Battle Shorter Than Expected and the Result a Surprise—A Large Crowd Witness the Event—Both Men Were of the Same Weight—There Was no Disturbance of Any Kind.

New Orleans, Sept. 5.—Although the first fight of the carnival was not to begin until after 9 o'clock the Olympic club house was besieged before 5 this afternoon by hundreds of men who live in this city and all parts of the Union.

It was not an agreeable day by any means, for the rain came down in torrents at frequent intervals, but that little thing had very little effect on the enthusiasm of the visitors to the city or the residents thereof. All day up to supper time the streets in the central part of the city were lined with people, who had but one topic to talk about. The fights and fighters alone constituted the subject of discussion while the fight of to-night caused the chief interest of to-day. There was also a good deal said about the biggest of them all—that of Wednesday night. It was considered nevertheless that the battle of to-night would be the longest and most stubbornly contested of the series.

Before nine o'clock the arena was uncomfortably full of men, who paid $15 for box seats, $10 for lower seats, and $7.50 for seats in the gallery, and when ex-Mayor Guillotte made the formal announcement that a contest for the lightweight championship of the world was about to take place, he received a rousing cheer. As the ex-mayor finished his brief speech, and Professor John Duffy, the official referee, climbed through the padded ropes, there was a howl of pleasure. Police Captain Barrett weighed the gloves personally on the stage, and, on finding that they pressed the scale down at full five ounces, tossed them into the centre of the ring. He then warned the crowd that order must be maintained, and that persons who made too much noise, or in any way misconducted themselves, would be ejected from the building.

The men weighed-in a few minutes before 9 o'clock. The limit was 138 lbs. Myers scaled at 137½, and McAuliffe at 137½ lbs. When this proceeding was told by Prof. Duffy it was made known that the timekeeper would be R. M. Frank, while Jimmy Colville, of Boston, would hold the watch for McAuliffe, and George R. Clark for Myer. It was 9.10 p.m. when McAuliffe entered the ring, accompanied by his handlers, and was only moderately applauded. Myers, who followed a minute later, was loudly cheered, showing that he was the favorite with the large majority. McAuliffe's seconds were Joe Choynski, Jack Sheehan, Jimmy Nelson and Prof. James Robertson, of Bay St. Louis. Myers was looked after by his brother Ed., John Eckert, Frank Hoxey and Alf. Kennedy.

Myer took his seat in the corner occupied by Jack Dempsey, Peter Maher and other losers, and it is called the unlucky corner.

The men, wearing only trunks, shoes and stockings, shook hands at 9.15 and returned to their corners. At 9.23 time was called.

First round—McAuliffe looks pale. He leads for the stomach twice, but slips and falls, and Myers lands lightly. Both spar carefully; McAuliffe led with his right, and Myer counters on McAuliffe's nose. Mac misses again; Myer backs him to his corner, and a clinch in the middle of the ring follows. Myer lands light wish his right. The gong finds both sparring. No advantage to either this round.

Second round—McAuliffe forces the fighting and lands his right heavy on Myers. McAuliffe feints with his right, and lands his left and right, and Myers counters with his right. Both clinch. Myers lands his right on McAuliffe's body. McAuliffe smashes Myers on the nose with his left, and then lands his right and left on Myers, and, with a heavy right-hand swing, knocks Myers clearly off his feet to the floor. Severe infighting followed. McAuliffe lands his left again and again on Myers. The round ends with McAuliffe punishing Myers severely. It is all McAuliffe's own way in this round.

Third round—McAuliffe rushes again, but Myers meets him gamely. They clinch, when McAuliffe lands a wicked left-hander on Myers. He attempts to return, but misses and McAuliffe leads and smashes Myers again. They clinch again, and Myers hit McAuliffe several times while they are clinched. Both slightly weakened now, and sparring for wind. McAuliffe again rushes, but Myers clinches; they break away again. Myers is freshening slightly. The round ends with honors even.

Fourth round—McAuliffe gets in with his left, and lands lightly with the right. Myers gets in a clean blow on McAuliffe's head which staggers him. A clinch saved him from falling. McAuliffe lands a right and slips. After a few exchanges McAuliffe rushes, smashing Myers with his right and left and knocks Myers down again. The fighting was now fast and furious.

Fifth round—Mac landed on Myers' head. Myers fell, but was on his feet quickly. Both are exhausted and sparring for wind.

Sixth round—Mac was hit hard on the face. Both landed on each others' stomachs, and clinched. Both men are tired.

Seventh round—Mac led three times and missed. Myers landed on McAuliffe's head and a clinch followed. Each landed on the other's body as the gong sounded.

Eighth round—It was anybody's fight in this round. McAuliffe rushed and landed a wicked left, but Myers returned two good ones. Mac got in on Myers' cheek, which started claret. First blood was claimed and allowed for McAuliffe. McAuliffe smashed again, but was met by a straight right hander which floored him. When he got to his feet it was only to be rushed viciously by Myers and landed right and left. Both men are very tired, although at this point Myers seems to be in better shape.

The ninth round was a hard one. McAuliffe rushed and landed light with his right. Myers gets in twice, but McAuliffe counters trickily with his right. McAuliffe jumps at Myers, and nearly knocked him off his feet with a right swing. Myers was forced clean across the ring, and McAuliffe landed right and left and fights Myers to the ropes. They clinch, and nothing is done at the breakaway. Myers staggers across the ring and is very groggy.

Tenth round—Myers landed with his right on McAuliffe's chin, and again landed a straight right on Mac's jaw. The effect is to thoroughly madden McAuliffe, who rushes and lands his right twice in succession on Myers.

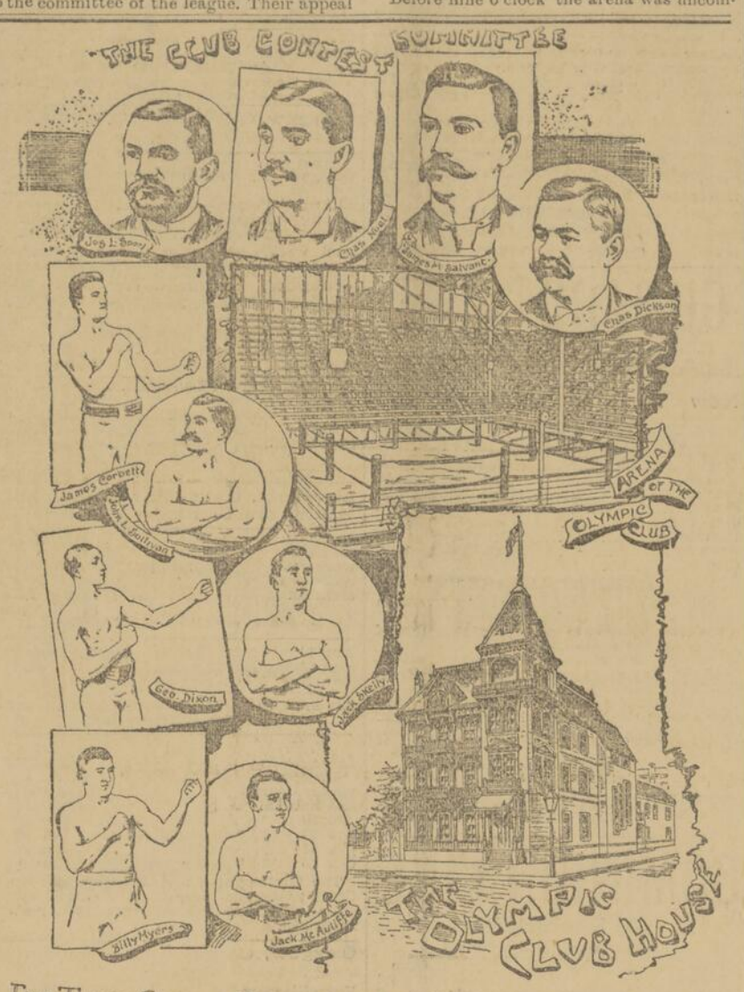
Eleventh round—McAuliffe forces the fighting, and forces Myers into his corner. In the ensuing rally, Myers got a trifle the best. McAuliffe then led, smashing Myers on the cheek and starting blood again.

Twelfth round—McAuliffe complained of Myer's gloves. The referee pronounced them all right. Myers landed with his right. McAuliffe rushed and landed a left-handed blow on Myer's stomach. Myer was forced to the ropes again, but McAuliffe kept away,

Thirteenth round—Mac landed two face blows.

Fourteenth round—Myers stepped quickly to the centre of the ring, and landed on Mac's neck with his left, but got a heavy right swing on the jaw in return. Another clinch and McAuliffe follows it by driving Myer to the ropes.

Round 15.—Both men came up, Myers rather weak and groggy. Terrific infighting, both men landing heavily. McAuliffe led and landed heavily on the neck. Myers went down. Then McAuliffe ran at his man and pounded him with left and right for stomach and face. Myers went down and stayed for six seconds. He arose very slowly and McAuliffe sailed into him again. Myers could make no defence and McAuliffe with left and right fmashed the Illinois chap on the jaw and Myers went down for the last time. He tried to get up but his strength was gone and he fell on the lower rope and then to the floor. a beaten man. The crowd gave a great yell as Referee Duffy gave the decision, and McAuliffe stood ready to shake his opponent's hand. Myers' seconds had to lift the Streator lad to his feet and take him to his corner. McAuliffe ran over to him, grasped the defeated man's hand. Then the happy victor shook hands with everybody. On the whole McAuliffe put up a great fight. He did almost all the leading from the start, but fought warmly withal. He was of the opinion that Myers' right hand was to be feared. Myers was clearly outclassed, and he had to depend altogether on his right. McAuliffe had him too weak too early in the fight to permit him to get in with effect. The fight was for $5,000 aside and $10,000 added by the club. After the battle Dick Roche challenged any man in the world to fight McAuliffe at 133 pounds, weigh in at the ring side, for $10,000 aside.



THE THREE GREAT FIGHTS AT NEW ORLEANS, SEPT. 5TH & 7TH

GRAND TOMBOLA

IN AID OF

NOTRE DAME HOSPITAL

Office: 1641 Notre Dame Street.

LIST OF DONATIONS:

Donations in kind.

E A. Genereux, Oil Painting	$1000 00
G. W. Parent, lot at Montreal South and 10 lots at Laval Park	1000 00
L. E. N. Pratte, "Pratte" Piano	700 00
" " "Dominion" Organ	400 00
Willis & Co., "Bell" Organ	320 00
H. & A. Allan, 1st class return ticket Montreal to Liverpool	180 00
R. Reford & Co., 1st class return ticket Montreal to Glasgow via Donaldson Line	150 00
Em. St. Louis, Gold Watch	100 00
Miller Bros. & Toms., No. 3 "Acme" Hot Water Boiler	80 00
E. B. Desmarteau, Gold Watch	70 00
H. R. Ives & Co., No. 11 "Buffalo" Hot Water Boiler	67 00
J. Grenier & Co., Bale of Cotton	65 00
Hudon, Hebert & Co., 5 bbls Granulated Sugar (Redpath)	65 09
H. P. Labelle & Co., Parlor Set	60 00
E. J. Barbeau, Kitchen Range	60 00
Hy. Birks & Co., Silver Fruit Bowl	50 00
Viau & Frere, Shetland Pony	50 00
Hochelaga Cotton Co., per A. F. Gault, president, Bale of Prints / " White Shirt'g / " Grey Cotton	50 00 / 50 00 / 50 00
O. McGarvey & Son, Baby Carriage	50 00
H. A. Nelson & Sons, 18 Assorted Dressing Cases	40 00
McClary Mfg. Co., Gas Stove	35 00
W. W. Ogilvie, 5 brls. "Hungarian" Flour	30 00
Canadian Dress Shield Mfg. Co., 1 gross "Serene" Dress Shields	27 00
Gendron Mfg. Co., Lady's Tricycle	25 00
Rev. Mr. Balle, Silver Watch	25 00
J. Rattray & Co., 500 Cigars	25 00
North American Glass Co., 10 dozen Engraved Goblets	25 00
Mrs. G. A. Nantel, black marble clock	25 00
Mongneais, Boivin & Co., mirror	25 00
J. B. A. Mongenais, Rigaud, 25 bushels Peas, 1st quality	25 00
Wm. Clendinneng & Son., No. 8 "Leader" cooking stove	25 00
Blouin, Desforges & Latourelle, gazalier	25 00
A. T. Wiley & Co., China tea set	25 00
Brayley, Sons & Co., 2 gross Turkish dyes	20 00
Thos. Doherty & Co., Chest of Tea	20 00
Cameron, Currie & Co., 3 framed engravings	20 00
J. Barsalou & Co., 5 boxes Imperial powder	20 00
T. Carli, 2 statues (Sir Geo. Cartier and L. J. Papineau)	20 00
Imperial Oil Co., Petrolia, Ont., 2 bbls. Silver Star coal oil	20 00
Imperial Oil Co., Petrolia, Ont., 2 boxes Paraffine candles	20 00
Watson & Dickson, lamp	18 00
A. Ramsay & Son, framed B.P. mirror	15 00
D. Ritchie & Co., tobacco and cigarettes	15 00
Normandin & Prance, brushes and dusters	15 00
Canada-Revue Publishing Co., 5 yearly subscriptions to *Canada-Revue*	15 00
P. D. Dods & Co., box of artists' materials	15 00
Wm. Evans, lawn mower	15 00
G. A. Holland & Son, choice wall paper	15 00
British American Waterproof Co., 2 waterproof garments	14 00
M. Laing & Son., 10 pails lard, Anchor brand	13 75
M. T. McGrail & Son, 10 pails Lard	13 75
Montreal Rolling Mills Co., 5 Kegs Cut Nails	12 05
F. D. Shallow & Co., 5 years subscription to *Moniteur du Commerce*	12 50
G. G. Gaucher, 2 Bbls. Flour (5 Roses)	12 00
Meagher Bros., Case Orange Quinine Wine	12 00
Lake of the Woods Milling Co., 2 Bbls. Flour	10 50
L. W. Telmosse, Case of Claret and Case of Sauternes	10 00
Hudon & Orsali, 2 cases St. Estephe	10 00
New England Paper Co., Wrapping Paper	10 00
Robt. Miller & Son, Fancy Stationery	10 00
Jas. Tester & Co., Bonbons in fancy boxes	10 00
Wm. Ewing & Co., Lawn Mower	10 00
G. Heuser & Co., Silver Tea Pot, "Sugar Bowl and Milk Jug and E Pope" Scissor Case	10 00
Lay Whip Co., Rock Island, P.Q., Whip	10 00
S. H. & A. S. Ewing, 20 lbs. Coffee	10 00
A. L. C. Merrill, Hearth Rug	10 00
Marlatt & Armstrong, 2 Satchels	10 00
Geo. Barrington & Son, Trunk	10 00
Cobban M'f'g Co., Framed Engraving	10 00
Montreal Waterproof Clothing Co., Waterproof Garment	10 00

New Donations.

B. Ledoux, sleigh	$150 00
James Baxter, diamond ring	100 00
Lavigne and Lajoie, cornet	100 00
W. L. Haldimand & Co., sundry articles	75 00
Wm. Sclater & Co., 6 "household" fire extinguishers	60 00
Turner, St. Pier

MARINE MATTERS.

The Allan Line Royal Mail Steamer Circassian Runs Aground.

Gossip on the Wharves—The French War Ships Leave Montreal—The Truth About the Rags for Valleyfield—Notes from the Ancient Capital—Items of Shipping News from River and Sea.

The depth of water in the ship channel is registered as follows: Montreal guage, Sept. 5, 28 feet 6 inches; Sorel guage, Sept. 4, 28 feet 10 inches; Cap a la Roche, high water Sept 4, 6.46 a.m., 30 feet 2 inches; low water Sept. 4, 6.40 p.m., 25 feet 3 inches.

The coal steamships Godolphin and Mesario, have arrived up from Glace Bay and Cow Bay respectively, and have cleared.

The schooner Minnie Bride has arrived in from Barbadoes, with a full cargo of molasses.

The steamship Pickhuken, Captain Spliedt, has cleared for Antwerp via Aberdeen, to which latter port she takes a shipment of cattle.

Nearly two million and a half feet of lumber came down the canal from Ottawa during Sunday and Monday.

The following vessels sailed last week with cattle: Pereril and Plessy for Bristol; Olympia for Newcastle; Grecian, Alcides, and Colina for Glasgow; Liddesdale, Storm King, and Fremona for Dundee; Lake Winnipeg for Liverpool and Monte Videan for London. The total was 4,261 cattle and 116 sheep.

The following vessels are expected to leave port this week for England with shipments of live stock: Indrani, Toronto, Pomeranian, Lake Ontario, Oxenholme, Dominion, Pickhuben, Cremon, Norse King.

The Allan line Royal mail steamship Circassian, which left Liverpool on Aug. 25, and was expected to arrive here yesterday or to-day, is reported aground about eighteen miles this side of Quebec, at a place called St. Antoine. The tug Lord Stanley went to her assistance, and when last heard from was hoped to get her off at the next high tide. On enquiry at the Allan line offices The Herald representative was informed that in all likelihood she would arrive up to-night.

It was erroneously stated in The Herald yesterday that the steamer Paul Smith was conveying the Cremon's rags up to Valleyfield. On further enquiry it would appear that the rags spoken of are ex-steamship Norse King, and have come from London.

A considerable crowd gathered on the wharves yesterday morning to bid adieu to the departing French warships, Arethuse and Hussard. Both officers and men were heartily unanimous in the expression of their appreciation of the welcome they had received at the hands of all Montrealers, from his worship the Mayor downwards; and seemed to quit the town where they had had such a good time with manifest reluctance.

Port of Montreal.

ARRIVED—Sept. 5.

Steamship Godolphin, 967, Millington, Glace Bay, coal; J. and R. McLea.

Steamship Messario, 600, Reddie, Cow Bay, coal; H. Dobell & Co.

Steamship Cremon, 1356, Mayerdieck, Hamburg and Antwerp, general; Munderloh & Co.

Schooner Ethel Blanche, 50, Cribb, Rose Blanche, Nfd., fish and oil; Stewart Munn.

Schooner C. G. Brydges, 77, Pye, Stone Haven, grinding stones; J. G. Brock.

Schooner Minnie Bride, 93, Loubert, Barbadoes, molasses; J. G. Brock.

Bark Clara, 837, Erickson, Dublin, light; Dobell, Beckett and Co.

CLEARED.

Steamship Hussard, 600, Krantz.

Steamship Arethuse, 2400, Bernier.

Steamship Messario, 900, Reddie, Cow Bay, light, H. Dobell and Co.

Steamship Godolphine, 967, Millington, Glace Bay, ballast, J. R. McLea.

Steamship Pickhuben, 2085, Spliedt, Antwerp, via Aberdeen, general, Munderloh and Co.

Steamship Miramichi, 491, Baquet, Pictou, general, J. G. Brock.

Vessels in Port.

STEAMSHIPS.

President Garfield, 1239, R. Reford & Co.

Chollerton, 1734, Whatley, Harling, Ronald & Co.

Pomeranian, 2831, Dalziel, H. & A. Allan.

Lake Ontario, 2880, Campbell, H. M. Murray.

Toronto, 2166, Davies, D. Torrance & Co.

Thorndale, 1970, Etherington, W. C. Goodhugh & Co.

Indrani, 2337, Taylor, R. Reford & Co.

Bonavista, 837, Fraser, Kingman, Brown & Co.

Dominion, 2011, Cross, D. Torrance & Co.

Sicilia, 1350, Simons, McLean, Kennedy & Co.

Oxenholm, 1755, Maxwell, Daniel Shaw.

Cremon, 1356, Mayorduck, Munderloh & Co.

BARKS.

Lizzie Ross, 1150, Vaughan, W. E. Boyd.

Spener, 272, Nilson, Gillespie & Co.

Clara, 837, Erickson, Dobell, Beckett & Co.

SCHOONERS.

W. J. B., 66, Belanger, Lockerby Bros.

Fearless, 80, Mabe, J. G. Brock.

Minnie Bride, 93, Loubert, J. G. Brock.

C. J. Brydges, 77, Rye, J. G. Brock.

Ethel Blanche, 50, Cribb, Stewart Munro.

SHIPS.

Ellen A. Reid, 1750, Perry, Harling, Ronald & Co.

Theodore H. Rand, 1171, Norris, Harling, Ronald & Co.

Esther Roy, 1481, McDougall, Harling, Ronald & Co.

Lachine Canal.

Down—Sept. 5.

Steamer Ocean, Hamilton, 6,000 bushels wheat; 1 ton oil.

Steamer Princess, Carillon, 20 barrels apples, 99 bags potatoes.

Steamer Paul Smith, Valleyfield, 47 boxes cheese.

Steamer Freemason, Westport, 350 boxes cheese, 10 cases eggs.

Steamer Garnett, Cornwall, general.

Grain from Kingston, per barges Duluth, 16,253 bushels wheat; Colborne, 8,806 bushels wheat, 17,118 bushels oats.

Lumber from Ottawa per barges Crombie, 263,000 ft; Alice, 271,000 ft; Gray, 285,000 ft; McKenzie, 257,000 ft; Dudley, 258,000 ft; Billingsley, 292,000 ft; Burstall, 265,000 ft; Perley, 280,000 ft.

Coal from Oswego per barges Grenville, 384 tons; Thurso, 335 tons; Muriel, 440 tons.

PORT OF QUEBEC.

ARRIVED—Sept. 5.

Steamship Beaver, Masson, Paspebiac and way ports, A. Fraser & Co., general.

Canal boat, John Clute, Beaudoin, Whitehall. Bruneau & Co., coal.

Steamship Valletta, Calvert, Sydney, for Montreal, coal.

Steamship Camperdown, Lamb, Glace Bay, for Montreal, coal.

Ship Trafalgar, Ross, Ilolio, for Montreal, sugar.

CLEARED.

Steamship Circassian, Moore, Montreal, Allans, Rae & Co.

Steam schooner Florence Richard, Anticosti, W. Brown.

Schooner Marie Eliza, Pinault, Rimouski, Renaud & Co.

Schooner Aristile, Vezina, St. Hilaire, Master.

Canal boat F. S. Dale, Godon, Whitehall, Hall & Price.

Canal boat A. Miller, Gourley, Whitehall, Hall & Price.

The Allan line steamship Buenos Ayrean, from Glasgow, and Dominion line steamship Sarnia, from Liverpool, have both arrived at Quarantine and are going through cholera discipline. All steerage passengers will be landed and the vessels' cargo and baggage thoroughly disinfected.

It was pilot George Dugas who brought up the steamship Thorndale from Bic. He gives as his reason for not stopping at Quarantine that the captain told him the vessel was from Sydney, which, of course, was literally true, as she put in there for bunker coal.

The steamship Thorneholme, which arrived yesterday has ten thousand five hundred rails for the Quebec Central railway company.

Steamships Valetta, at 10 a.m., and Camperdown, at 6 p.m., both passed up to Montreal.

Coasting steamship Beaver arrived this morning, and will leave for Montreal during the night.

Four-masted iron ship Trafalgar arrived in port this evening in tow tug Conqueror, and will leave for Montreal during the night in tow John Young.

Tug-steamer Traveller arrived from Kingston this morning with a raft of square timber in tow.

A cablegram from Liverpool confirms the arrival there of the ship Sardinian (Captain Lablanc), as announced in Saturday's despatch. The passage of nine days is a most remarkable one, and beats the record by several days.

Gulf Reports.

Noon—Sept. 5.

L'Islet—Dense fog; calm.

River du Loup—Dense fog; northeast wind. Inward at 7 p.m., Saguenay.

Father Point—Dense fog; calm. Inward Sunday at 6.10 p.m., Sarnia; 9 p.m., Buenos Ayrean. Outward at 9.30 p.m., Parisian.

Martin River—Dense fog; calm.

Cape Despair—Dense fog.

Point des Monts—Cloudy; east wind. Inward Sunday, Snow Queen and one bark.

Anticosti—Foggy; variable wind.

Meat Cove—Cloudy; southwest wind.

Low Point—Cloudy; southwest wind. Inward, Elloe and Louisburg. Outward, Victoria.

5 p.m.

L'Islet—Foggy, east wind. Inward 2 p.m. Conqueror with ship Trafalgar.

River du Loup—Dense fog, northeast wind.

Father Point—Dense fog, strong east wind.

Martin River—Cloudy, west wind.

Fame Point—Cloudy, northwest wind. Inward 11 a.m. Cabraon and one bark.

Anticosti—Clear, southeast wind. Inward off Heath Point 2 p.m. Lake Nepigon.

Inland Navigation.

Lime Kilns, Sept. 5.—Up—Cotterell, Gibbs, Parks, Foster, Marquette, Kelley, Kirby, Samuel Mitchell, Wawatum, Masaba, Tioga, German, Clyde, Africa, Langell, Arenac, George King and consorts, Choctaw, Gilbert, Iron Duke and consort, Nyanaza, Peckands, Marango, Wilcox, St. Lawrence, Oges, Williams, Seaton, Jenks, Ketchum and consort, Sophia, Forbes and consort, Wissahickon, Topeka, Boilin, Horne, Acadia, Vienna and consort, Shichluna, Woras, Munro, Rainey, Cobb, Kimball, Bulgaria, Northwest, Pandora, Tuscarora, Grand Traverse, Chicago, Stimson, Caledonia, Pittsburg, Egyptian and consort, Oceanic.

Down—Campana, Coron, Vulcan, Colson, and consort; Rose and barges, Bartlett and consorts, Olympia, Langdon, Canisheo and barges, Hartford, Christie, Camden, Fred Kelly and consort, Devereaux, Roby, Helena, Republic, Gladiator, Kate Winslow, George, Oselkirk, Lowell and barges, Lehigh, Whitaker, Kershaw, Moonlight, Ironton, Hecla, New Orleans, Paige, Manola, Forest City and consort, Baldwin, Hadley, Rhodes, Gogelic, Frontenac, Nepigon and consorts, Northerner.

Port Colborne, Ontario, September 5.—Down—Steamers John Rogers, Langdon Chicago to Ogdensburg, general cargo and oats, Walker and barges, Duluth to Kingston, wheat; Campana, Chicago to Kingston, wheat; schooners Mongnagon, Detroit to Cape Vincent, wheat; Erie Bell, Astabula to Hamilton, coal; S. H. Dunn, Toledo to Garden Island, lumber; D. Effort, Toledo to Oswego, corn; Mystic Star, Detroit to Ogdensburg, wheat; Columbia, Buffalo to Welland.

Up—McVittie, Ogdensburg to Chicago, coal; Tecumseh and barges, Collins Bay to French River; Atmosphere, Fairhaven to Detroit; yacht Bonita, Ogdensburg to St. Clair; Columbia, Welland to Buffalo, excursion.

Wind—Northwest, light.

Port Dalhousie, Ont., Sept. 5.—Passed up—Steamer Atmosphere, Fairhaven to Detroit, coal; Yacht Sanntay, Toronto to Buffalo, light; steamer Persia, Montreal to St. Catharines, general cargo, steamer W. J. Averill, Ogdensburg to Chicago, general cargo.

Passed down—Tug D. G. Thomson, Chicago to Kingston, light; barge John Gaskin, Chicago to Kingston, wheat; barge Kildonan, Chicago to Kingston, wheat; barge Regina, Chicago to Kingston, wheat; steamer Pueblo, Chicago to Kingston, wheat; tug J. A. Walker, Duluth to Kingston, light; barge Glenora, Duluth to Kingston, wheat; barge Minnedosa, Duluth to Kingston, wheat; schooner Monguagem, Detroit to Cape Vincent, wheat; steamer John Rugee, Chicago to Ogdensburg, oats; schooner Erie Belle, Ashtabula to Hamilton, coal.

Wind west, strong.

The Steamship Circassian Ashore.

[Special to The Herald.]

Quebec, Sept. 5.—The Allan line Royal mail steamship Circassian which left here shortly after 3 a.m. for Montreal ran aground at St. Antoine, about twenty miles above this port on the south shore. There was a dense fog at the time. When the Montreal boat passed her about 9 a.m. she seemed high and dry and was keeling over on her side. The amount of damage sustained has not been ascertained, but the locality is said to be a rough and rocky one. It was about the top of high water when the vessel took the ground. The tugs Stanley, Florence and Victor, with lighters, have been despatched to her assistance, and if circumstances are favorable an effort will be made to float her off at high water to-night. At the time of the accident Wilbrod Gautier, pilot, was in charge, and he has the reputation of being a careful and first-class man. There are a large number of cabin passengers on board.

Shipping Notes.

The Allan SS. State of Nebraska, from New York for Glasgow, arrived out on Sunday morning.

The Allan SS. Sarmatian, from Montreal for Glasgow, arrived out on Sunday morning with her live stock shipment of 446 cattle and 63 horses in good condition.

No Mention of Mr. Blake.

The members of St. Patrick's society held their usual monthly meeting. The chair was occupied by J. J. Curran, Esq., Q.C., M.P., and contrary to expectation no motion was made of any resolution regarding the return of the Hon. Ed. Blake for the County of Longford. After the usual fees and dues had been gathered in the meeting adjourned.

Railway Porters' Entertainment.

The grand concert given under the auspices of the Railway Porters' Union Lodge last evening was well attended, and the various selections on the programe were applauded throughout, more especially the cornet solo, "La Reve di Amore," which was rendered by Mr. J. W. Johnson. Amongst those who contributed to the evening's amusement were Messrs. R. Brown, F. Stone, W. Pleiffer, M. Watts, R. Wagner, J. Griffin, J. Williams, W. Hervey. M. A. Montuse and Percey Young, also Mesdames Durett, Brown, M. Watts, R. Brown and C. Porter.

Power too Powerful.

James Power, living at 104 Chenneville street, was arrested last night on a charge of damaging property and assaulting W. Dorion, J. Perrin and A. Depatie.

Power was in Dorion's saloon, Commissioners street, drinking, while a fiddler was doing what he could to amuse the company. Power wanted him to play an Irish tune, and when he refused, he lost his temper and made an attack on the piano, doing considerable damage. On being remonstrated with, he attacked the three men above mentioned, and somewhat severely bruised them. He will interview the Magistrate this morning.

SHIPPING

Notice to Consignees.

The Allans steamship Circassian, R.P. Moore, master, from Liverpool, is entered at customs. Consignees will please pass their entries without delay.

H. & A. ALLAN, Agents.

Richelieu & Ontario Navigation Co.

1892--SEASON--1892



The following steamers will run as under and all at the usual intermediate ports:

To QUEBEC—The Steamers QUEBEC and MONTREAL will leave Montreal at 7 p.m., week days and 3 p.m., on Sundays.

To TORONTO—Commencing on 1st June until September 15th, leave daily at 10 a.m., Sundays excepted, and thereafter three times a week, on Mondays, Wednesdays and Fridays, until 30th September, from Lachine at 12.30 p.m.; from Coteau Landing at 6.30 p.m.

To the SAGUENAY, MURRAY BAY, RIVIERE DU LOUP and TADOUSAC—Leave Quebec every Tuesday, Wednesday, Friday and Saturday at 7.30 a.m., until Sept 15 for Baie St. Paul, Eboulement, Murray Bay, Riviere du Loup, Tadousac, Ha Ha Bay and Chicoutimi.

To CORNWALL—Steamer BOHEMIAN will leave every Tuesday and Friday at noon.

To THREE RIVERS—Every Tuesday and Friday at 1 p.m.

To Chambly—Every Tuesday and Friday at 1 p.m.

To Boucherville, Varennes, Vercheres and Bout L'Isle—Daily (Sundays excepted) per TERREBONNE at 3.30; Saturdays at 2.30 p.m.

Laprairie Ferry—Until September 26th inclusive; from Laprairie, 6.00, 8.30 a.m., 12.30 and 3.30 p.m.; from Montreal 7.00, 11.00 a.m., 2.00 and 5.00 p.m.

Sundays and Holydays—From Laprairie, 7.00, 9.15 a.m., 4 p.m. From Montreal, 8 a.m., 2 and 5 p.m.

LONGUEUIL Ferry—From Longueuil 5 a.m., and every subsequent hour. From Hochelaga, commence at 5.30 a.m.; last trip, from Hochelaga 11.30 p.m. Sunday service leave Hochelaga 8.15, 8.45, 9.15 a.m., and every hour up to 11.30 p.m.

EXCURSIONS—Steamer TERREBONNE leaves every Saturday at 2.30 p.m. for Vercheres, and Sunday at 7 a.m., for Contrecœur, returning same evening at about 8 p.m.

For all information apply at Company's Ticket Office, 128 St. James street, opposite Post Office, Windsor Hotel, Balmoral Hotel, Canal Basin, and Richelieu Pier.

A. MILLOY, Traffic Manager. JULIEN CHABOT, Gen. Manager.

Montreal, May 31, 1892.

SS. POLINO

FOR

St. Johns, (Nfld.) North and South Sydney and Cow Bay, C. B.

Will sail for above Ports on or about Thursday, Sept. 8th. Good passenger accommodation.

Henry Dobell & Co. Agents.

SHIPPING

BEAVER LINE

The Canada Shipping Company's

LINE OF STEAMERS BETWEEN

Montreal and Liverpool.

Lake Ontario,	Capt H. Campbell,	5,300 Tons
Lake Superior,	" Wm. Stewart	5,000 "
Lake Huron,	" F. Carey,	4,100 "
Lake Winnipeg,	" C. F. Herriman	3,300 "
Lake Nepigon,	" W. H. Taylor	2,300 "

SUMMER SAILINGS

—:o:—

Between Montreal and Liverpool direct.

From Liverpool.	Steamships.	From Montrea
Sat Aug 20	Lake Ontario	Wed Sept 7
Sat Aug 27	Lake Nepigon	Wed Sept 14
Sat Sept 3	Lake Huron	Wed Sept 21
Sat Sept 10	Lake Superior	Wed Sept 28
Sat Sept 17	Lake Winnpeg	Wed Oct 5
Sat Sept 24	Lake Ontario	Wed Oct 12

Connection is made at Montreal with the different Railways for all points in Canada, Manitoba and the Northwest Territories and the Western States of America.

The steamers have superior accommodation for Saloon, Intermediate and Steerage Passengers, and carry Surgeons and Stewardesses.

Rates of Passage, Montreal to Liverpool.

Saloon $40 and $50. Round trip, $80 and $90 according to accomodation. The $40 and $80 rates are per Lake Nepigon only. Intermediate $30; Steerage $20.

All passengers land and embark at Montreal. Passengers from Montreal embark after 8 p.m. the day previous to the advertised sailing date, as steamers sail at daybreak.

Passengers can obtain through tickets by the Beaver line to and from all points in Canada and Great Britain and Ireland.

Through Bills of Lading are granted for freights to and from all points by most direct routes.

For freight and other particulars apply:—In Belfast to A. A. WATT, 8 Custom House square: in Queenstown, to N. G. Seymour & Co; in Liverpool to R. W. ROBERTS, 31 Water street; in Quebec, to H. H. Sewell, 125 Peter street; in Boston, to E. A. ADAMS & Co., 116 State-street.

H. E. MURRAY,
General Manager,
Custom House square, Montreal.

CUNARD LINE

LANE ROUTE.

New York to Liverpool and Queenstown.

FAST EXPRESS MAIL SERVICE.

Servia	Sept 3, 2	p.m.
Umbria	Sept 10, 8	a.m
Aurania	Sept 17, 2	p.m
Etruria	Sept 24, 7 30	a.m.
Servia	Oct 1, noon	
Umbria	Oct. 8, 7	a.m
Aurania	Oct. 15, 1	p.m.
Etruria	Oct, 22, 6 00	a.m.

RATES OF PASSAGE.

Cabin, $60 and upwards, according to accommodation. Second cabin, $35 and $40.

Steerage Tickets to and from all parts of Europe at very lowest rates.

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

For freight and passage apply at the Company's office, No. 4 Bowling Green, New York.

VERNON H. BROWN & CO., General Agents,
THOMAS WILSON, Agent,
30 St. Francois Xavier street.
Or to J. Y. GILMOUR & CO.,
354 St. Paul street,
Montreal.

DOMINION LINE

STEAMSHIPS.

Liverpool Service.

From Liverpool		From Montreal
Aug 19, Fri	Toronto	Wed Sep 7
Aug. 26, Fri	Sarnia	Wed. Sept 14
Sept. 1, Thurs	Labrador	Wed. Sept 21
Sept. 9 Fri	Oregon	Wed. Sept 28
Sept. 15 Thurs	Vancouver	Wed. Oct. 5

Steamers sail at daylight of sailing date, passengers embark the previous evening after 8 o clock.

The saloons are amidships, large and airy, and every attention is paid to the comfort of passengers.

Rates of passage from Montreal to Liverpool first cabin $40 to $80, second cabin $30, steerage $20.

Bristol Service for Avonmouth Dock

Dominion	from	Montreal	Sept 8th.
Ontario	from	Montreal	Sept 15th.
Texas	from	Montreal	Sept 22nd.

For tickets and every information apply to any agent of the Company or to

DAVID TORRANCE & Co.
General Agents.

INMAN LINE

ROYAL MAIL STEAMERS

FOR QUEENSTOWN AND LIVERPOOL—Carrying the United State Mail.

PROPOSED SAILINGS:

From New York, 1892.

City of Berlin	Wed Sept 7.	5 00 p.m.
City of New York	Wed Sept 14,	12 noon
City of Chester	Wed Sept 21,	5 00 p.m.
City of Paris	Wed Sept 28,	10 00 a.m.

Rates of passage, $50 and upward, according to steamer and accommodation, all having equal saloon privileges.

Children between 2 and 12 years of age, half fare. Servants, $50.

Tickets to London, $7, and to Paris, $15 and $20 additional, according to the route selected. Intermediate passage $35 and $40, prepaid $40. Special Round Trip Tickets at Reduced Rates —Steerage at very Low Rates

For freight or passage apply to INTERNATIONAL NAVIGATION Co. General Agents, No. 6 Bowling Green, New York, or W. H. HENRY, 143 St. James-street, or

J. Y. Gilmour & Co.,
354 St. Paul-street, Montreal

CANADIAN PACIFIC STEAMSHIP LINE.

Cheap Excursion during August and September to Sault Ste. Marie, Fort William and Duluth.

One of the Electric-Lighted Express Steamships

MANITOBA, ALBERTA AND ATHABASCA,

IS INTENDED TO LEAVE OWEN SOUND EVERY

WEDNESDAY AND SATURDAY

On arrival of the Steamship Express leaving Toronto at 11.10 a. m. for Fort William direct (calling at Sault Ste. Marie, Mich., only,) making close connection with the through trains of the Canadian Pacific Railway for Winnipeg, British Columbia, and all points in the Northwest and Pacific Coast.

W. C VAN HORNE, President. Montreal.
HENRY BEATTY, Man. Lake Traffic Toronto.

The Ottawa River Navigation Co.

(Sundays Excepted)

DAILY MAIL LINE

Montreal and Ottawa and Caledonia Springs.

Day Excursions by Palace Str. "Sovereign" to Carillon, and back down rapids. Daily, $1.00.

Passengers take 8.05 a.m. train daily for Lachine to connect with steamer for Ottawa and intermediate ports.

Afternoon Trips—Shoot the Rapids.

Take 5.05 p.m. train to Lachine. Round trip..... 50c.

Take 1.20 p.m. train daily (Saturdays, G.T.R., 2 p.m.; or 1.30 p.m. Saturdays, C.P.R.) to St. Anne's. Round trip..... 80c.

Hudson by 1.30 p.m. C. P. R., Saturdays only..... $1.00

Tickets at Grand Trunk office, 143 St. James street, and Windsor and Balmoral hotels, 184 St. James street, also 266 St. James street, Windsor Station and Bonaventure Depot.

Market Steamers—Steamer MAUDE for Hawkesbury, Brown's Wharf, Ottawa, etc., Tuesdays and Fridays, 6.30 p. m. Steamer PRINCESS for St. Andrew's, Carillon, etc., Wednesday and Saturday at 6 a.m.

For excursions charter to Sherringham Park Isle Perrott, the popular Saloon Steamer PRINCE OF WALES.

R. W. SHEPHERD, Jr., Manager.

SHIPPING

ALLAN LINE

ROYAL MAIL STEAMSHIPS.

Proposed Sailings, Subject to Change, 1892.

Liverpool, Quebec and Montreal Service, Calling at Londonderry.

From Liverpool	Steamships.	From Montreal	From Quebec
Aug. 18	Parisian	Sept 3	Sept 4
Aug. 25	Circassian	Sept 10	Sept 11
Sept. 1	Mongolian	Sept 17	Sept 18
Sept. 8	Sardinian	Sept 24	Sept 25
Sept. 15	Numidian	Oct 1	Oct 2
Sept. 22	Parisian	Oct 8	Oct 9
Sept. 29	Circassian	Oct 15	Oct 16
Oct. 6	*Mongolian	Oct 22	Oct 23
Oct. 13	Sardinian	Oct 29	Oct 30
Oct. 20	*Numidian	Nov 5	Nov 6
Oct. 27	Parisian	Nov 12	Nov 13
Nov 3	Circassian	Nov 19	Nov 20

And regularly thereafter.

* Steamships Mongolian and Numidian will only carry cabin passengers on the voyage to Liverpool.

Rates of first cabin passage, Summer Season, 1892, to Londonderry or Liverpool from Montreal or Quebec:

By Steamship Parisian, $60 to $100 single; $110 to $185, return. By steamship Sardinian or Circassian, $50 to $60 single; $95 to $115 return. By steamship Mongolian or Numidian $45 and $50 single; $95 and $100 return.

Children 2 to 12 years, half fare; under 2 years free. Second cabin and steerage at low rates.

Send for pamphlet of information.

London, Quebec and Montreal Service.

From London,	Steamships.	From Montreal to London on or about
24 Aug	Rosarian	14 Sept
7 Sept	Brazilian	28 Sept

And regularly thereafter.

These steamers do not carry passengers on voyage to Europe.

Glasgow, Quebec and Montreal Service.

From Glasgow.	Steamships.	From Montreal to Glasgow on or about
19 Aug	Pomeranian	7 Sept
26 Aug	Buenos Ayrean	14 Sept
12 Sept	Peruvian	21 Sept

And weekly thereafter. These steamers do not carry passengers on voyage to Europe.

Glasgow, Londonderry and New York Service.

Late State Line of Steamers From new Pier, foot of W 21st St., New York.

Glasgow.	Steamships.	New York.
Aug 19	State of California	8 Sep 11 am
Aug 26	*Corean	15 Sep 6 am
Sep 2	State of Nevada	22 Sep 11 am
Sept 9	*Norwegian	29 Sep 7.30 am
Sept 16	State of Nebraska	6 Oct 10 am

And weekly thereafter.

Steamers with a * will not carry passengers

Liverpool, Queenstown, St. John's, Halifax and Baltimore Mail Service.

Liverpool to Baltimore via St. John's & Halifax	Steamships	Baltimore via Halifax to L'erp'l.	Halifax via St. John's N F to Liverpool.
Aug 16	Nova Scotian	Sept 16	Sept 21
Sept 27	Nova Scotian	Oct 18	Oct 24
Nov 8	Nova Scotian	Nov 29	Dec 5

Liverpool, St. Johns, Halifax, and Montreal Service.

From Liverpool to Montreal via St. Johns and Halifax.	STEAMSHIP	From Montreal via St. Johns to Liverpool.
Aug 30	Assyrian	Sep 24
Sep 13	*Carthaginian	Oct 8
Oct 11	Assyrian	Nov 5
Oct 25	*Carthaginian	Nov 19

The Carthaginian and Assyrian will carry Cabin passengers only from Montreal to St. John's Newfoundlad, and from St. John's to Liverpool.

Glasgow, Galway and Philadelphia Service.

From Glasgow to Philadelphia.	Steamships	From Philadelphia to Glasgow on or about.
Aug 25	Manitoban	Sept 16
Sept 8	Hibernian	Sept 30

And fortnightly thereafter, *Via Halifax on voyages from Glasgow. These steamers do not carry passengers on voyage to Europe.

Glasgow, Londonderry, Galway and Boston Service.

From Glasgow to Boston	Steamships	From Boston to Glasgow on or about
Aug 17	Scandinavian	Sept 5
Aug 31	Prussian	Sept 19
Sept 14	Austrian	Oct 3

And regularly thereafter.

These steamers do not carry passengers on voyage to Europe.

For freight, passage or other information apply to any authorized agent of the line or to

H. & A. ALLAN,
80 State street, Boston,
25 Common street, Montreal.

HAMBURG-AMERICAN PACKET CO.

(HANSA LINE)

--SUMMER SERVICE--

The following first-class steamers will render a regular service between Hamburg, Antwerp and Montreal:

Sailing from Hamburg and Antwerp to Montreal.

Steamship Wandrahm.....Aug 25.
Steamship Steinhoft.....Sept 4.
Steamship Grimm.....Sept 15.
Steamship Baumwall.....Sept 25.

Montreal to Hamburg and Antwerp.

Steamship Cremon.....Sept 5.
Steamship Pickhuben.....Sept 5.
Steamship Wandrahm.....Sept 15.
Steamship Steinhoft.....Sept 25.
Steamship Grimm.....Oct 5.
Steamship Baumwall.....Oct 15.

Steamers of the above line will maintain a regular service between Hamburg, Antwerp and Montreal. Most of the steamers are new and specially adapted to the Canadian trade, being fitted up with all the modern improvements for carrying Live Stock, also Butter, Cheese, Flour, Grain and every description of general cargo.

Direct conveyance for passengers from the European Continent to Canada. Through tickets issued at lowest rates from Scandinavia, Finland, Germany, Austria, Belgium, Holland, Switzerland, Italy and France to all stations in Canada, Manitoba, Northwest Territories and the United States. The Steerage accommodation is unsurpassed.

Through bills of lading granted in connection with the Canadian and American railroads to all points in Canada and the Western States. Also in connection with the Hamburg-Calcutta Line to East India Ports via Suez Canal; the German-Australian Steamship Co. to Australian Ports; the Deutsche Levante Line to Black Sea, Greek and Levantine Ports; and the Woermann Line to West coast and Southwest Coast of Africa, calling at Madeira and Canary Islands, also Cape of Good Hope, Natal and East Africa in connection with the Union Steamship Co.

For further particulars apply to the undernoted General Agents, respecting passage, to the HAMBURG-AMERICAN PACKET CO., D. CONNELLY, GENERAL PASSENGER AGENT for the Canadian Service, 14 Place d'Armes square, Montreal; regarding freight and other particulars apply to

MUNDERLOH & CO.,
General Agents in Canada,
Montreal.

Kingston and Montreal FORWARDING CO.

LIMITED.

Through contracts for all classes of Freights, east or west, made on liberal terms.

Special attention given to receiving and forwarding Grain.

The Company have Floating Elevators at Portsmouth Harbor, Kingston, Ont., and a barge capacity of 400,000 bushels per trip between Kingston and Montreal.



THE ABOVE CUT REPRESENTS

—THE—

Beautiful - Wholesale - and - Retail - Furniture WAREROOMS

—OF—

OWEN McGARVEY & SON,

Wholesale and Retail Manufacturers of and Dealers in every styles of

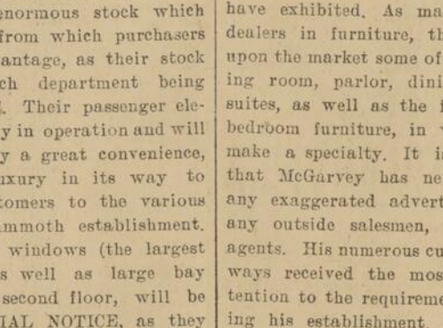
Plain and Fancy Furniture

1849 to 1853 Notre Dame Street, : Montreal.

XXXOXXX

This popular house has been actively engaged in the manufacture of furniture since 1843, in which year Mr. Owen McGarvey established himself in business, laying the foundation of what is now known as one of the finest furniture houses in the Dominion. Whilst so many other firms in this line have been less fortunate, success has followed him in all his operations. The premises occupied comprise a large six story building, 60x100 feet, which is largely used for show rooms. The entire establishment is a model one, neatness and order prevailing everywhere, all available space being taken up to accommodate the enormous stock which they carry, and from which purchasers can select to advantage, as their stock is classified, each department being complete in itself. Their passenger elevator is constantly in operation and will be found not only a great convenience, but a positive luxury in its way to convey their customers to the various flats of this mammoth establishment. Two large show windows (the largest in the world), as well as large bay windows on the second floor, will be worthy of SPECIAL NOTICE, as they contain many new styles of Parlor and Drawing Room Furniture, all their own make, the Upholstering being the very best in every respect, and finished during the past few months.

This firm enjoys the highest reputation in Canada for their reliability, cheapness, excellence of design and workmanship; and at the request and expense of the Canadian Government, Messrs. Owen McGarvey & Son forwarded a large exhibit to the Antwerp exposition (1886), for which they have received two bronze medals and diplomas, and a silver medal and diploma for their upholstery exhibit, part of which was of original design. This exhibit was afterwards placed in the Colonial and Indian exhibition, London, England, still at the Government expense. One result of this was that the firm received a commemorative medal and diploma. Speaking of this display the art critic of the London Cabinet Maker and Art Furnisher (Nov. 1, 1886) which is the highest authority in England in this line of business, says: "The Empire may well be proud of the fine Canadian exhibit, but unfortunately the furniture of these hardy colonists is too much affected by the American style to command the admiration of the artistic. It is, however, fair to say that in many cases the goods which are shown are free from such blemishes, notably those exhibited by Messrs. Owen McGarvey & Son, of Montreal. The chair and table here figured (referring to illustrations of these articles) are unique selections from the exhibit of this firm, and the designs will speak for themselves." They have been awarded medals, diplomas and other distinctive recognitions from the Paris, Belgian and late Indian and Colonial exhibitions, as well as from all the Dominion exhibitions where they have exhibited. As manufacturers and dealers in furniture, they have placed upon the market some of the finest drawing room, parlor, dining and library suites, as well as the finer grades of bedroom furniture, in which line they make a specialty. It is well known that McGarvey has never resorted to any exaggerated advertising, employed any outside salesmen, or canvassing agents. His numerous customers have always received the most respectful attention to the requirements of all visiting his establishment. He inherits all the well known proverbial straightforward qualities of a North of Ireland business man, studiously avoiding any publicity as a prominent citizen of Montreal, and declining many honors which he had been requested to accept. What he does as a philanthropist is done quietly and unostentatiously, and whilst attending strictly to his own business has not neglected to identify himself with any worthy object or institution. He has been for many years a life governor of the Montreal General Hospital; a life governor and vice-president of the Notre Dame Hospital; a director and vice-president of the Mutual Fire Insurance Company of Montreal; a director of St. Patrick's Orphan Asylum; a member both of the Board of Trade and Art Association, and vice-president of St. Patrick's Temperance Society for many years, being well known as a staunch teetotaller and an earnest advocate of the temperance cause during the last 40 years. The firmly established reputation of this well known house is a sufficient guarantee that outside show is only the last thing aimed at, and that stability and good value for money are found in this old established firm.



Subscribe to The HERALD

GEORGE W. REED.

ESTABLISHED 1852.

One of the very first to lay Slate Roofing in Montreal and the oldest house to-day in the business. Forty years of experience is worth something to a live house. Can we make it useful to you?

OUR HOUSE } BOTH SURVIVE.
OUR WORK }

FITTEST SURVIVE.

The Survival of the Fittest

Keeping Everlastingly At It Brings Success

ROOFING & ASPHALTING * *
George W. Reed, 783 & 785 CRAIG ST. Montreal.

ROSIN * CEMENT * ROOFING

Introduced over thirty years ago. Has been proved under every condition of Canadian climate.

Has more wear for the cost than any other roofing in the market.

Is a greater favorite to-day than ever before.

Is one that we can guarantee with confidence.

In another case Survival.

Remember, however, that this is true only of the genuine article.

ROSIN CEMENT ROOFING.

Doy ou want a roof combining beauty and durability? Try rolled copper.

Have you metal skylights? If not, why not?

Are you troubled with ice every winter? Try a double roof.

Do you want a metal cornice? We prepare from drawings as wanted. Does your roof need painting?

Use only pure Metalic Oxide. Remember only the

ASPHALTING!

Asphalte work is comparatively a new thing in Montreal. We have been studying it for the past eight or ten years. We don't know the whole thing, never met anyone who did. We know that for most places it makes the best floor that can be laid. We know that with your basement laid in asphalte, the family will be happier, stronger and in a better condition to "survive" than if laid with anything else.

783 & 785 Craig Street, - - - MONTREAL.

E. W. WILSON & CO.
Stock Brokers,
96 BROADWAY, NEW YORK.
E. W. WILSON. A. A. WATSON
(Members N. Y. Stock Exchange.)

J. TRY-DAVIES, AGENT,
54 St. Francois Xavier Street.
All Stocks and Bonds dealt in N. Y., bought or sold for cash or on margin for 1-8 COMMISSION.

TRADE AND COMMERCE

Dividends Payable.

Banque du Peuple 3 p.m. ½ yearly... Sept. 5.
Books closed Aug. 15 to 31.
Molson's Bank 4 and 1 p. c. ½ yearly.....Oct. 1.
Books closed Sept. 16 to 30.

The Stock Market.

Monday, Sept. 5th, 1892.

To-day being Labor Day, which is observed as a holiday both in Canada and the United States, there have been no sessions of the Boards in New York, Chicago and Montreal, consequently we are without our usual quotations.

LA MONTAGNE, CLARKE & CO.,
Members N. Y. Stock Exchange,
--BANKERS--
MONTREAL OFFICE—183 St. James street.
NEW YORK OFFICE—15 Broad street (Mills Building.)
Receive deposits subject to check at sight. Interest allowed on daily balances. Execute orders for the purchase of Stocks and Bonds for investment or on margin.
Connected by private wire with Chicago, New York and Toronto.

THE EUROPEAN BOURSES.

What Was Done in London and Paris the Past Week.

[Special Cable to The Herald.]

London, Sept. 5.—Discount if anything was easier last week, but there was no quotable change, The failures of the week did not appear to affect the market much. But they served as reminders of the heavy losees suffered in all departments of trade and finance. There is little likelihood of any revival of business in the near future The suspension of Sir Titus Salt, Sons & Co., the Bradford manufacturers, points to the stress laid upon several textile manufacturers while the failure of Redfern, Alexander & Co., the Australian and Newzealand merchants and bankers, it is feared reflects the condition of other Eastern houses. The failure of the London and General Bank has no special significance, but may retard the restoration of confidence. The bank was intimately associated with the Liberal or Building Society, which also suspended with total liabilities of £3,300,000, while other building and land companies are known to be seriously affected. Silver was very weak at the beginning of the week owing to sales in New York, but partly recovered on Wednesday, and thereafter was steady. No appreciable movement is now expected till the American elections are over.

On the Stock exchange the week was a most inactive one. The spread of cholera adversely affected prices. The market, however, manifested a better tone toward the end of the week, when British funds became stronger and foreign bonds firmer, owing to a deal of buying by continental buyers. Argentine bonds fell ½ owing to the rise of the Buenos Ayres gold premuim, and the uncertain political outlook in Argentine. British railway securities relapsed owing to bad weather and poor traffic returns, suffering an average decline of a point. In American railway securities there were heavy sales. This department of the market was extremely depressed, in sympathy with New York, and in fact no advance for any American railway security can be recorded. The Southern stocks were especially affected.

At Paris, on the Bourse during the week Rentes were stronger. The upward movement, which appears likely to continue, was chiefly due to cheap money. The cheapness of money also influences other international stocks in which there was nearly an all-round advance.

At Berlin prices were firmer, though there was little movement in international stocks.

Prices were steady at Frankfort.

COMMERCIAL.

To-day's Receipts in Montreal.

	G.T.R.	C.P.R.	Canal.	Total.
Wheat, bush.....	4500	7544	44675	56719
Corn.....	....	....	....	....
Peas, bush.....	1100	68	....	1168
Oats, bush.....	4900	4071	....	8971
Barley, bush.....	8700	8750	....	17450
Flour, bbs.....	1450	1475	....	2925
Ashes, bbls.....	....	....	....	....
Butter, pkgs.....	391	....	....	391
Cheese, boxes.....	5519	6955	....	12474
Eggs, cases	378	....	....	378
Ham, bacon, bxs..	69	138	....	204
Leather, rolls.....	165	409	....	574
Petroleum, bbls....	....	....	....	....
Lard, tierces.....	3	....	....	....
Meals, brls.....	150	....	....	150
Meats, pks.....	40	....	....	40
Whiskey, brls.....	50	....	....	50
Tobacco, pkgs.....	1	....	....	1

Exports.

Per steamship Plessey, to Avonmouth—P. H. Morton 16,000 bush wheat; James Carruthers 32,223 bush wheat; Roblin & Amloge 20,278 bush wheat; Crane & Baird 17,000 bush corn; Warrington & Co. 7,279 boxes cheese; J. Alexander 1,559 bxs cheese; Hodgson Bros. 1,971 bxs cheese; Thompson & Co. 66 bxs cheese; P. W. McLagan 2541 bxs cheese; Wm. Ware & Son 150 bxs do.; A. A. Ayer & Co. 1897 pkgs butter and 2664 bxs cheese; Hodgson Bros. 93 pkgs butter; A. J. Brice 2,698 pkgs butter; Kirkpatrick & Co. 50 pkgs butter; William Nivin 110 boxes cheese; Duckett, Hodge & Co. 1,760 boxes cheese; A. W. Grant 1,158 pkgs butter, 3,173 boxes cheese; D. Torrance & Co. 196 boxes cheese; G. T. R. 1625 brls flour and 1304 boxes cheese, 211 pkgs meats; C. P. R. 600 bxs cheese; 250 pkgs meats.

Per steamship Vancouver to Liverpool: H. McLennan, 18,980 bush wheat; A. G. McBean, 40200 bushels oats; Geo. McBean, 8464 bushels peas; J. Caruthers, 1410 bushels oats; Wm. Ware & Son, 100 boxes cheese; R. Cox & Co., 47,374 pieces lumber, H. G. Currie, 1648 pieces lumber; D. Torrance & Co., 14 barrels apples, 105 boxes cheese; G. T. R., 959 boxes cheese, 260 packages meats, 125 cases eggs; C.P.R., 3210 barrels flour.

GRAIN, FLOUR AND MEAL.

Montreal Wholesale Markets.

The grain market is steady and without change. Peas and oats are getting a fair demand. We quote values as follows:

No. 2 hard Manitoba.....	85c @ 87c
No. 3 hard Manitoba.....	74c @ 75c
Corn, duty paid.....	67c @ 69c
Peas, per 66 lbs. afloat.....	78c @ 80c
Oats, per 34 lbs.....	35½c@ 36c
Rye, per bush.....	70c @ 72c
Barley, feed.....	38c @ 40c
Barley, malting.....	48c @ 52c
Buckwheat.....	52c @ 53c

There is very little to report in flour. A very fair business is reported. Straight rollers remain steady at quotations. We quote as follows:

Spring patents.....	$4.50 @ $4.70
Winterpatents.....	4.20 @ 4.50
Straight rollers.....	4.00 @ 4.25
Extra.....	3.30 @ 3.40
Superfine.....	3.00 @ 3.15
Fine.....	2.56 @ 2.75
Strong bakers', city	4.25 @ 4.35
Strong bakers', Man.....	4.00 @ 4.20

The meal market at present is unusually quiet. The prices remain at quotations with a fair demand. We quote:

Granulated and rolled, per brl.....	$4.25 @$4.53
Granulated and rolled, per bag....	2.10 @ 2.15
Standard, per brl.....	4.00 @ 4.15
Standard, per bag.....	2.00 @ 2.05

A very fair demand is reported for bran and shorts at quotations, mouillie rules very quiet. We quote as follows:

Bran.....	$13.50@$14.00
Shorts.....	14.00@ 15.00
Mouillie.....	15.00@ 22.00

Toronto Markets.

Toronto, Sept. 5.—Spring wheat, white, 71c to 72c; red winter, 71c to 72c; goose, 60c to 61c; No. 1 hard, 93c to 95c; No. 2 hard, 86c to 88c; No. 3 hard, 72c to 73c; No. 1 regular, 59c to 60c; spring No. 2, 68c to 69c. Barley, No. 1, 52c to 54c; No. 2, 48c to 49c; No. 3 extra, 45c; No. 3, 42 to 43c. Peas, No. 2, 60c to 61c. Oats, No. 1, 33c to 34c. Corn, 56c to 57c. Flour, extra, $3.15 to $3.25; straight roller, $3.50 to $3.60. Market dull. Sales: Straight roller flour outside, at $3.50 to $3.65. Sales spring wheat outside, at 68c.

Prime's Report.

Prime's report from Dwight, Ill., has these references to wheat:

One of the largest winter wheat millers in Southern Illinois reports that they find the wheat this year makes more flour than it did last, and can only account for it from the fact that the bran on the wheat is probably thinner. It is a fact that wheat this year will yield five pounds of flour more than last year's wheat. Farmers in Southern Illinois have been busy plowing and the movement of wheat is light, but millers take all that comes along at present prices. Seeding will commence in fifteen days. Indiana reports that probably one-half of the winter wheat is now thrashed. The movement is falling off to some extent. Farmers up to date have sold more freely than they did last season. Thrashing is about all done. In northern Ohio thrashing is pretty well along. Farmers are not selling, as they have only a light crop. Little land has been plowed for wheat so far. This is owing to the dry weather and also the low price of wheat, Michigan reports that from 50 to 75 per cent. of the wheat is now thrashed. Farmers are not selling nearly as freely as last season. Wheat is not turning out as well as was expected from the amount of straw. The quality is not as good as last season, and a large percentage of it No. 3. Owing to the dry weather but a small amount of fall plowing has been done. Missouri reports that fully two-thirds of the wheat has been thrashed. Farmers have sold much more freely this season than usual. The large movement of wheat has fallen off. Millers are now generally well stocked with wheat, and are taking all that is offered them. Fully half or two-thirds of the land is plowed for fall wheat, and seeding of wheat will begin soon. Southern Kansas reports that about 75 per cent of the wheat has been thrashed. The movement has fallen off considerably. Fifty per cent of the fall plowing is done. The ground is in good condition for seeding, and farmers will commence sowing wheat about Sept. 10.

Kentucky reports that the wheat has been nearly all thrashed. Farmers have sold more freely than usual, but since the depression in price deliveries have fallen off greatly. Little land has been plowed for wheat on account of the dry weather, and seeding ought to commence about the 15th of the present month. Texas reports that the winter wheat is nearly all thrashed, but the crop is not moving anything like as freely as thirty days ago. Millers are taking all the wheat offered at ruling prices. About 25 per cent. of the land is ready for seeding, which will commence in thirty days.

Reports from South Dakota show that fully three-fourths of the spring wheat is in shock or stack and little thrashing so far has been done. Little can be said yet as to yields, but the quality will be much poorer than last year. There was considerable wet weather during the last few days, and fears are that the wheat still standing will be badly damaged. Harvesting the early varieties of wheat is now quite general in North Dakota. Wheat is more or less shrunken from the excessive heat. In Southern Minnesota farmers are just beginning to thrash. The yield and quality vary greatly. Reports from the Province of Ontario show that there is practically no wheat coming to market, and little is looked for for two or three weeks yet. The quantity promises to be the same as last year, but deficient in quality. Spring wheat will not equal the last crop in either. Oats make a fair crop, being more sown than usual. Peas will be light, as the hot weather injured them seriously.

PRODUCE.

Butter.

A very fair local trape is passing in butter. Real firm townships is scarce, and when arriving commands top prices. There seems to be very little doing in creamery owing to prices being above the market. We quote values as follows:

Creamery, new.....	21@22c
Townships dairy, new.....	18@19½c
Morrisburg and Brockville, new.....	17@18c
Western dairies, new.....	16@17c

Cheese.

We quote best quality cheese at 9¼c to 9¾c. There is very little demand, therefore very few sales are reported to have taken place. At different points west we hear of contracts going on for the last three months make at about 10c. Local business is very dull.

Eggs.

The demand for eggs has improved, and fresh stock is moving freely at 12c to 12½c.

The Continental Egg Co., of Grimsby, England, under date of Aug. 26 furnishes The Herald with the following weekly market report.

The following prices were realised approximately this week at ports of arrival: Fresh hen eggs.—Re-selected Austrians, 14 lbs per 120, 5s 9d to 5s 11d; ordinary Austrians, 12½ lbs per 120, 4s 9d to 4s 11d; large Danish, 15 to 15½ lbs 120, 7s to 7s 4d; Irish, 14 to 15 lbs per 120, 6s 4d to 7s; re-selected Canadians, 15 to 15½ lbs per 120, 5s 8d to 6s 2d; selected Canadians, 13 to 13½ lbs per 120.

Pickled eggs—Re-selected Austrians, 14 lbs per 120; re-selected Italians, 15 lbs. per 120; re-selected Danish, 15-15½ per 120; re-selected Canadians, 15-15½ per 120.

Arrivals are heavy; stocks are larger. The present tendency is dull. The market for next week's arrival will probably be unchanged. Canadians are arriving in somewhat better condition.

Ashes.

No particular change is reported in ashes, the receipt of potash is enough to supply the very light demand. We quote values as follows;

Pots, first sorts.....	$3 95 to $4 00
Pots, second sorts.....	3 60 to 3 65
Pearl, first sorts.....	5 25 to 5 40
Pearls, second sorts.....	4 75 to 4 90

PROVISIONS.

There is very little demand for hog products, and no new feature is reported. The late cholera scare keeps the Western markets weak. We quote as follows:

Canada short cut mess, per brl..	$16.50 @$17.50
Chicago extra clear, per brl.....	15 50 @ 16.00
Western short cut, per brl.....	16.50 @ 17.50
Western mess pork, per brl.....	15.50 @ 16.00
Hams, city cured, per lb.....	0.11 @ 0.11½
Bacon, per lb.....	0.10 @ 0.11
Lard, pure Canadian, per lb....	0.08½@ 0.09
Lard, com. refined, per lb.....	0.07 @ 0.07½

THE CATTLE MARKETS.

Conflicting Reports About the Prices Prevailing in Liverpool.

The state of the English cattle trade just now would appear to be a very uncertain quantity, and cables differ materially. From one very good source comes the news that Old Conntry prices are down as low as ever, and that no business is being done at a higher figure than 5d, or at the very most 5¼d for very choice steers. Should this be the case the trade is in a very bad way. One cattle dealer claims to have lost eleven shillings per head, during the last week, with freights at thirty shillings.

A well known steamship agent, however, has received a private cable from Ruddock, of Liverpool, saying: "Sharp advance in Canadian cattle; prices reach from 6d. to 6¼d." Such views coming from a reliable source is, of course, very encouraging, but it remains to be seen whether there is any stability in these prices, and whether they will lead to better things. It may, of course, only prove to be a result of some manipulation on the part of astute speculators.

The latest news from Mr. Eakin, of Port Arthur, is that he has over 700 head of cattle ready for for shipping this week, while over 6,000 more are on the sea. There are 35 carloads of export cattle on hand at Point St. Charles, of which 25 belong to Mr. Eakin.

At the Montreal stock yards, Point St. Charles, local business was dull. Hogs dropped from 5¼ to 5¼c. There were six carloads of butchers' cattle changed hands, of which the meat factory took four. Prices stood at from 3 to 4c per lb. Butchers were chary of buying, owing to uncertainty about what prices to give. There was a very good demand for lambs at about $3.50 to $4 a piece. Calves sold out at prices, ranging all the way from $3 to $6.

Receipts at Point St. Charles were: Cattle, 1,072; hogs, 847; sheep, 122; calves, 27; horses, 28.

At the East End Abattoir yesterday about 600 cattle changed hands; trade, however, was dull, demand being very slow. There were no first-class cattle on the market, and prices did rise above 4c. A few stockers were bought for export at 3¼c. Calves sold at from $3 to $6. About 900 to 1000 sheep were on the market, and prices ranged from $2.50 to $4.25 each. Lambs fetched from $1.75 all the way up to $3.75. Hogs were lower at from 5c to 5¼c per lb.

Receipts at the C. P. R. yards were: Cattle, 1031; sheep, 1055; calves, 30; hogs, 349; horses, 8.

The Montreal Stock Yards company, Point St. Charles, report: The receipts of live stock at these yards for week ending Sept. 3, were as follows:

	Cattle.	Sheep.	Hogs.	Calves.
	2745	349	780	188
Left over from previous week.....	450	....	60	....
Total for the week.....	3195	349	840	188
Left on hand.....	25	....	....	....

Lighter receipts of export stock for week and trade dull generally. The supply of butcher's cattle was sufficient for the demand, business fairly brisk and good prices realized. There was some inquiry for good beeves, the offerings for the most part consisting of medium class cattle.

Larger receipts of sheep. Fair trade for good calves and lambs. All hogs cleared at good prices. We quote the following as being fair values:

Cattle, export per lb.....	4c to 4¼c
Cattle, butchers' good per lb.....	3¾ to 4c
" " Medium per lb.....	3½ to 3¾c
" " Culls per lb.....	2½ to 2¾c
Sheep, per lb.....	3½ to 3¾c
Hogs.....	$5.30 to 5.65
Calves.....	2.00 to 5.00

The Montreal Horse Market.

At the Montreal Horse Exchange, Point St. Charles, the receipts of horses for week ending September 4th were 60:

Left over from previous week.....	36
Total for week.....	93
Shipped during week.....	58
Left for city.....	17
On hand for sale.....	21

As customary with the season the trade generally continues dull. We have a number of good horses, draft and driving, on hand for sale and good saddle horses.

The following imported horses were received per steamship Pomeranian for shipment per Grand Trunk Railway to points West.

Five horses consigned to Graham Bros., St. Mary's, Ont.; two horses consigned to J. Lipyter, Seaforth, Ont.

Beerbohm's Report.

Cargoes off coast, wheat and corn, quiet. Cargoes on passage and for shipment, wheat and corn quiet. French country markets mostly turn cheaper. Liverpool wheat spot, buyers hold off hoping to obtain some concession; do; corn, spot. hardly any demand. Mixed maize, 4s 6d, Canadian peas, 5s 6½d. Mark Lane English and foreign wheat, firmly held. American and Danubian maize, steady. English and American flour, steady. The Liverpool and public cable to-day says: Wheat, dull, demand poor, holders offer freely. Corn quiet, demand poor.

Liverpool Markets.

The following are to-day's quotations and comparisons:

	Sept. 3.				Sept. 5.			
	s.	d.	s.	d	s.	d.	s.	d.
Spring wheat.	6	1½ @	6	2	6	3 @	6	3½
Red Wheat...	6	0 @	6	0½	6	2 @	6	3
No. 1 Cala.....	6	5 @	6	5½	6	7½ @	6	8½
No. 2 Cala.....	0	0 @	0	0	0	0 @	0	0
Corn, new.....	4	6 @	0	0	4	8 @	0	0
Peas.....	5	6½ @	0	0	5	7 @	0	0
Pork.....	70	0 @	0	0	70	0 @	00	0
Lard.....	39	0 @	0	0	40	0 @	00	0
Bacon.....	41	0 @	40	6	41	0 @	00	0
Tallow.....	23	0 @	0	0	23	0 @	00	0
Cheese, wh.....	45	0 @	0	0	46	0 @	00	0
Cheese col'd...	45	0 @	0	0	46	0 @	00	0

Another Fruit Sale.

J. R. Clogg & Co. sold their seventeenth carload of fruit to-day at 146 McGill street. The following are the prices realized: Peaches $1.05 to $1.80, pears $1.35 to $2.00, plums $1.50 to $2.50, and grapes $1.50 to $3.37½.

The sale was successfully carried out by Mr. Potter. Another carload will be sold on Wednesday at 2 p.m.

Business Notes.

The partnership existing between Mrs. Robt. Cohen and Israel Cohen, clothiers, under the name of J. Cohen & Co., has been dissolved.

The partnership existing between Messrs. Wilfrid Champagne and Joseph D. Cote, provision dealers, under the name of Champagne & Cote, has been dissolved.

Edouard Cavanagh and Joseph V. Mongeau have formed a partnership as manufacturers of washing machines, etc., under the name of the Cavanagh-Mongeau Company.

Ludger Papineau and Emile Berthiaume have formed a partnership as bakers, under the name of Papineau & Berthiaume.

Declarations of the incorporation of the Dominion Electric Company, limited, and of the Packard Lamp Company, limited, have been filed in the Tutelle Office.

The partnership existing between Wilbrod Baril, Zotique Corbeil and Mrs. Joseph Lamarche, manufacturers of doors, sashes, etc., under the name of Baril, Corbeil and Co., has been dissolved.

Wilbrod Baril and Zotique Corbeil have formed a partnership as manufacturers of doors, sashes, etc., under the name of Baril and Corbeil.

Mrs. Robert Cohen and Jacob Franklin have formed a partnership as clothiers, under the name of D. Cohen and Co.

Mr. Wm. H. Tapley has registered as real estate broker and financial agent, under the name of W. H. Tapley and Co.

THOMAS HOCKING,
Successor to Charles Childs,
MACHINIST, MODEL AND TOOL MAKER
47 William Street,
Manufacturer of Cutting Dies of every description, Steel Shanks, Gaiter Springs, Glove Spring Fasteners, etc., etc.
Boot and Shoe Machinery a Specialty.
Machine Knives Ground by Automatic Process.

GEOFFRION, DORION & ALLAN,
ADVOCATES,
107 St. James Street,
IMPERIAL BUILDING,
PLACE D'ARMES.

RICHELIEU
—THE—
Prince of Table Waters.
For sale at the Clubs, Hotels and leading grocers. Those who wish for a pure and pleasant table water would do well to give it a trial. Endorsed by the leading physicians of Montreal. Telephone orders promptly filled. If your grocer does not keep it, send to
J. A. HARTE,
1780 Notre Dame street

SIR EDWIN ARNOLD

Montreal Visited by the Famous Writer.

He Now Devotes Most of His Time to Buddhism—To Restore the Temple—At the Sacred Shrine—A Clean People—He Likes the Ladies—Our Canadian West—A Compliment to the Captain.

"Sir Edwin Arnold, London."

This autograph on the register of the Windsor yesterday denoted the presence in Montreal of one of the foremost litterateurs of the modern world. The author of "The Light of Asia," and of "The Light of the World." Sir Edwin Arnold is also one of England's leading journalists, as well as one the first Oriental students of the age.

Of rather less than medium height, a few years from life's allotted span, with a slight stoop of the shoulders, full, short beard tinged with grey. and the kindest and most sympathetic expression in his clear, grey eyes—such was the gentleman who gave a Herald man the pleasure of a half hour's conversation yesterday afternoon. A thorough journalist, by years of training and thought, he has a liking for all members of the craft, and is always willing to give a newspaper man material for "copy."

The conversation naturally took the course to which Sir Edwin has devoted the later years of his life, the placing before the western world the inner life and actuating motives of the Japanese people and the Buddhist religion, of which he has become a devotee. He appears to have more entirely comprehended the spirit and assimilated the religious teachings of the eastern nations than any other European of the day.

TO RESTORE THE TEMPLE.

Buddhism was one of the first topics mentioned, and Sir Edwin gave a short outline of what he had tried to do for Buddhism. He began by saying that Buddhism was the underlying principle of Brahminism and Shintoism, the religion of Japan, China, Burmah, Assam, Hindostan and other smaller states, upward of 450,000,000 people. The Buddhists were now scattered throughout these people, and Brahminism prevailed. The sacred temple of Buddha Gya was situated near Patna, not far from Calcutta, and beside the everlasting tree, under which tradition says Siddartha, Lord Buddh, sat when he received the vision bestowing upon him all wisdom. It was built 300 years before Christ by King Asokie, but for many centuries has been in charge of the Brahmins, and controlled by the Mahunt or high priest, who obtains large revenues from the contributions of pilgrims. Sir Edwin now proposes to reestablish Buddhist worship there, and make it the centre of that religion. This would make it a grand resort for religious pilgrims from all parts of the east. He had to assure the Mahunt that his revenues would not be decreased, and that assurance given, no objection was offered to the restoration of Buddhist worship.

AT THE SACRED SHRINE.

Sir Edwin here related an incident which occurred on one of his visits to the temple. He asked the Mahunt to be allowed to pluck a leaf from the sacred Bodhi tree, expecting it would be refused, but great was his surprise to get the answer: "You may take all for what I care." On these leaves he wrote a Sanscrit verse. When making the proposition to the Buddhist priests at Kandy, Ceylon, they at once besought him for one of the leaves. He gave them five, and his devotion to Buddhism was rewarded by learning that the leaves had been enclosed in a golden casket and deposited in the Tooth Temple of that city. He interviewed Lord Dufferin and Lord Connemara about the matter, and they gave him every expression of good will; only the Government was determined not to interfere in religious matters, so he need not expect assistance in money. Everywhere throughout India the restoration of the Sacred Temple was hailed with delight.

BUDDHISM AND CHRISTIANITY.

In answer to the question whether this restoration of Buddhism to the leading religion of India would interfere with the advance of Christianity, Sir Edwin said he thought not, and followed it up with the remark that the writer would yet arise who would reconcile Christianity, Buddhism and science. He spoke a few enraptured words of the high ideal of that religion for which his respect almost reaches reverence. The taking of life is forbidden and consequently abstinence from flesh or fish, charity, and the inspiring belief that life recurs in endless circles till finally even the worst may attain Nirvana. "That is what I like about Walt Whitman," he added, "he believes the rake dying of his filthy disease is not utterly lost."

A CLEANLY PEOPLE.

Sir Edwin waxed enthusiastic over the public and private life of the Japanese, who are far superior to westerners in cleanliness. The nation was as clean as ivory, everybody from the Emperor to the poorest having their two warm baths a day. Tokio was the most beautiful city in the world They surpass us in their health arrangements; they burn nothing bnt charcoal and so in their cities preserve an air as pure as the Northwest breeze over the prairies of Manitoba. You notice at some roadside a tub with a notice such as this: "The illustrious stranger is requested to honor this tub," and you are conferring a much valued favor on the owner by so doing.

HE LIKES THE LADIES.

Sir Edwin's admiration of the character of the Japanese women is unbounded; he considers them perfect as mothers, wives, sisters or daughters. Their devotion to their parents is absolute, to their husbands they are most faithful, and as mothers none could be more gentle and affectionate, and in the play "Adzuma or the Japanese Wife," which he has just written these traits are brought out, and none too strongly, for the women of the present day are equally devoted. This play will be soon presented in London by Henry Irving, and may be seen in America next year. Sir Edwin regards it as his masterpiece.

OUR CANADIAN WEST.

Sir Edwin then turned his attention to modern subjects. In answer to a question for his opinion of the Canadian Northwest, he replied: "Countless leagnes of corn I have seen, and is this 'the Great Lone Land' which so short a time ago was deemed a desert? It is wonderful. I don't think the Government is generous enough to this country; they should be more liberal in their efforts to populate this land, prolific in possibilities, aye, and in certainties; they should not send out paupers, but every man should have £50 in his pocket. Manitoba and the Northwest should have twenty millions of people within the next fifteen years."

In conclusion, the visitor paid a compliment to Captain Lee, of the steamship Empress of Japan, for his conduct during the fire on board during the recent trip.

Sir Edwin Arnold is accompanied by Mrs, Kurokrwa; a talented lady of Tokyo, who is going to England under his escort to enter one of the ladies' colleges there, probably Girton. They leave this morning for New York, whence they sail for Liverpool. Upon his return to London, Sir Edwin will resume the editorial control of the Daily Telegraph, of which he was the ruling spirit for so many years.

TO-DAY'S HERALD.

To-day's Herald comprises twenty pages. Be sure and see that you get all of it.

FOUR ATTRACTIONS.

All the City Theatres Visited by Large Crowds Yesterday.

"Fantasma" has been seen in Montreal, and upon the former occasion it was much enjoyed. It is no wonder then that a very large audience greeted its reproduction at the re-opening of the Academy of Music last night. "Fantasma's" is one of those trick pantomimic productions which always amuses and is at all times pleasing from a spectacular standpoint. There can be no doubt, after seeing "Fantasma," that the Hanlon Bros. are masters of the spectacular art, and when the stage carpenters get accustomed to their present surroundings, a much smoother scenic performance may be expected; as it was last night, there were continual hitches, and even the calcium light operator seemed to know anything but his business. The really magnificent tableaux, which were many and varied, called out the heartiest applause from the audience, and particularly "The Mermaids" Revels," "The Grotto of the Magic Fountain," and the closing transformation were received with the greatest pleasure.

There is something about the performance, when you leave the scenery out of the question, that is monotonous; something that is hard to explain; perhaps it is the want of dialogue, perhaps the absence of vocal music, perhaps it was because of a first night's performance after a summer's rest; whatever it was it was there.

The cast of characters is fairly well chosen. Of course the star is Mr. G. Adams. His excellent work, and he has much to do, was at once recognized, and on all sides he was complimented, perhaps not in words, but in laughter, for the house was seldom dull when he was on the stage.

In the title role Miss Mynnie Burroughs scored quite a success. Her work is clever. Miss Ida Maussey shared the honors, and the dancing of the Misses Adams was appreciated.

SAM DEARIN'S COMPANY.

"Sam Dearin's Specialty Company" opened a week's engagement yesterday. The company is a half strong one, and Manager Moore is to be thanked for having brought with him from New York the artists who for three hours hold the audience and bring forth much applause. The performance opens with John Sheen, who sings a number of those songs that all the boys will be whistlIng in a day or two. They are made up for the occasion from the leading topics of the day. Mr. John Starr as a juggler needs a little practice. Sam Dearin is well-known in this city and is better than ever as the black face manipulator of comic instruments. Miss Amy Bowen made a big hit in her aerial ring performance. The star of the company Miss Mallie Thompson, was greatly missed, owing to her baggage containing h er stage costumes having missed the train. She, will, however, appear to-morrow. The program concludes with a farce comedy full of wit and humor.

TONY PASTOR COMBINATION.

Tony Pastor's company has always filled the Theatre Royal to overflowing, and the appearance of the company at the Royal yesterday was a repetition of the same old story. The theatre was crowded so that many could not procure even standing room. As far as variety goes, Tony Pastor's company is one of the best on the road. The performance commenced with The Nawns, in their comedy creation entitled "Wrinklets." They created lots of fun, and were followed by Miss Birdie Brightling, who sings sweetly and plays the banjo. She got several recalls. George F. Austin did good work on the slack wire. His performance contains much that is new. Ward and Vokes, in their skit entitled Percy and Harold, seemed to please many by their absurdities. Maggie Cline and Miss Bessie Bonehill are still great favorites with the Royal patrons. Their songs, however, bear the mark of time and are somewhat stale. A change in their repertoires would be very acceptable. The comic musicians, Deely and West, although their range of instruments is limited, are quite au fait on the instruments they do play. The Misses Daly are really dancing wonders and richly deserved their recalls. Little Venie is but a child, still her equal is seldom seen. The Detroit brothers hand balancing is good, and Glenroy Bros. in scientific boxing created lots of amusement. Tony Pastor's company is not any better than usual, but the Theatre Royal is sure to be crowded at every performance.

THE WHITE SQUADRON.

The White Squadron was last night presented at the Queen's. Rumors of a success in New York had reached Montreal, but there were a few people in last night's audience that were disappointed. To any one who is acquainted with the internal economy of the theatre, however, it was truly a triumph of scenic art. Most elaborate sets crowded with soldiers, sailors, brigands and monks afforded a picture seldom seen in the Queen's theatre.

The 'cast' is a heavy one, but like a strong cricket eleven, has no 'tail.' The plot is a deeply involved one, perhaps a captious critic would say too much so; but a strong story is maintained throughout, the interest of which is never allowed to flag for one moment, and each act ends with an effective and sensational 'curtain.'

Mr. Hilliard, as the hero Victor Staunton, secured the sympathies of the audience from his first entrance, and ably portrayed a manly and true-hearted sailor. Messrs. Eage and Douglas, as the villanous general and his aide-de-camp, supplied the rascality of the plot. Mr. Harcourt as Capt. Silviera was fair. Mr. Carr showed a careful and strong study of the slave Santos. The comedy was safe in the hands of Messrs. Sanger, Henderson, Barbour and Coleman, substantially assisted by Messrs. Pearson and Marshall. The other small parts were adequately filled. Miss Wheeler, as Onesta, appeared to great advantage and rose ably to all her opportunities. Her part was a most difficult one, but not too difficult for this clever actress. Miss Hayward as Theresa was satisfactory. It might be mentioned that the harmony of the evening was somewhat marred by what can only be explained as a drunken freak of one or two of the audience.

To hiss the American flag and to greet the representative of that country with plugs of tobacco was an act of discourtesy to an American visitor that would obtain no sympathy from any true Canadian.

TO-DAY'S HERALD.

To-day's Herald comprises twenty pages. Be sure and see that you get all of it.

St. Cunegonde Takes Action.

The St. Cunegonde Board of Health held a special meeting yesterday afternoon for the purpose of discussing the attitude which the town should adopt in the face of the present danger from cholera. The subject was thoroughly ventilated and a great many schemes discussed. The Board was unanimous, however, about one thing and that was to insist that every citizen keep his or her premises in a reasonable state of cleanliness. It was mentioned that at the back of some of the most respectable streets great carelessness prevailed in the disposal of garbage. The president of the Board, Mr. Joseph Thibert, was in the chair, and the following members were present: Rev. J. H. Lebrun, Jos. Luttrell, H. S. Delisle, and Hubert Morin. The medical adviser of the Board, Mr. Cyphiot, was also in attendance.

Excellent for Training.

I have found St. Leon water the very best thing to drink while in training and have used it every morning with the most satisfactory results during the last couple of seasons. It keeps the system in good condition and is superior, in my judgment, to all other drinks for the athlete. With best wishes, I remain, sincerely yours, W. M Carman, champion bicyclist of Canada, 16 Shelbournet street.

IT WAS LABOR DAY

Thousands Of Wage Earners On Parade.

Streets Lined With People—The Celebration Passed Off With Success At Every Turn—A Long List of Amusements, Together With Those Who Won The Prizes—The Lacrosse Match.

Labor day for 1892 was ushered in yesterday morning, so far as the atmosphere was concerned under the most auspicious circumstances. Up to midday all was joyous and gay, and in consequence thousands upon thousands of the hard working sons of toil turned out with their wives and little ones to participate in what proved to be a most enjoyable day's fun.

When the time for the procession drew near, the streets presented a lively appearance. The procession was late in starting, and it was not until 8.30 a.m. that the march began.

The most numerously represented unions were the Black Diamond Assembly K. of L. (coal shovellers) about 500 strong; the River Front Assembly, K. of L. (cargo loaders) about 400 strong; the Grand Hermine Assembly, K. of L. (cargo loaders), 300 strong: and the Cigar Makers' International Union, 400 strong. In all, the number of processionists was variously estimated at from five to eight thousand. There was no lack of bands and banners. In one of the places of honor was the omnibus carrying the K. of L. juvenile band, composed entirely of sons of Knights of Labor, ranging from ten to sixteen years of age, and all good amateur musicians. Scotchmen were represented by pipers Riddell, McKenzie and McInnis, of the 5th Royal Scots. Conspicuous among the banners borne at the head of each of the societies was that carried by one of the K. of L. Assemblies, on which was painted a life-size portrait of T. V. Powderley, the Grand Master of the Order in America. Every union, however, had its silken standard emblazoned with mottoes setting forth the objects of the union and its number or name. In this respect the procession differed little from that of other years. But there was one remarkable innovation—a prominent position in the ranks assigned to an assembly of youthful Knights of Labor, each one holding aloft a bronze-colored standard bearing a labor-legend. Michael Davitt's dictum, "The Land for the People," was one of the most significant of these inscriptions. "Sons of Organized Labor," "An injury to One is the Concern of All," "The Labor Question Must be Solved by Ballots, not by Bullets," "Labor is Noble and Holy," and "*A bas le Monopole.*" Of local application was the inscription, "Our fathers obtained the lowering of the water-tax," and "Raise all taxes from land values."

When the procession entered the grounds it was met by several thousands of fellow-workers, who received it with hearty cheers, and it is estimated that during the afternoon nearly 10,000 persons entered the gates. One noticeable feature of the mammoth picnic was the absence of intoxicating liquors. It was one of most orderly outings ever held in Montreal. In fact, there was one drawback to the day's sport, which was caused by Jupiter Pluvius putting in an appearance just as the lacrosse match began, but this did not damp the ardor of the votaries of Canada's national game, and despite the utmost endeavors of the enemy a very pleasant game was indulged in, but owing to the slippery state of the ground one or two of the players met with accidents of a minor character, such as sprains, etc. The match, which was between the Crescents and Glengarians, was won by the Crescents by three straight games.

The program of sports, although composed of many events, was brought off without a hitch thanks to the efficiency of the officials, who were as follows: Judges—Messrs. W. Snow, Norman, Fletcher (starter) D. Taylor, J. P. Clark, H. Brophy, M. P., J. Beland and A. T. Lepine. The Organization Committee also rendered valuable assistance during the afternoon, viz: Messrs. J. A Rodier, president; V. Dubreuil, secretary; P. J. Ryan, P. C. Chatel, P. Howard, L. Z. Bourdeaux, A. Blondin, W. Sandilands and D. Rochon. The results were as follows:

1. Throwing 56 lb.—T. Morrow, 23 ft. 2½ in., 1; J. Shorey, 22 ft. 8½ in., 2; J. Leduc, 21ft. 11 in., 3; S. R. Keiffe, 20 ft. 9 in., 4.
2. Putting the 16 lb. shot—T. Morrow, 37 ft. ½ in., 1; J. Whitty, 36 ft. 3 in., 2; H. Tracey, 35 ft. 10 in., 3; W. Spearman, 34 ft. 10½ in., 4.
3. Hop, step and jump—A. Phillips, 42 ft. 5½ in., 1; J. Whitty, 41 ft. 6 in., 2: T. Canniff, 29 ft. 1 in., 3; P. Canniff, 38 ft. 7 in., 4.
4. Boys' race (12 years and under), 75 yards—J. O'Neel, 1; F. Mahon, 2: H. Brachen, 3: H. Clark, 4; P. Hayes, 5.
5. Vaulting with pole—H. Smith, 7 ft. 3 in., 1; T. Tracy, 7 ft. 3 in., 2; W. Fowler, 7 ft. 3 in., 3; C. Carniff, 7 ft., 4.
6. 100 yards (open)—T. Moore, 1; J. Kerns, 2 W. C. Jenkins, 3; J. Lamb, 4.
7. Quarter mile open to members of labor organizations—W. Durkan, 1; A. Williams, 2; J. Murphy, 3; D. Dent, 4; T. Hazle, 5.
8. Girls race 75 yards, 12 years and under—Mary Kennedy, 1; M. A. Guy, 2; A. Parker, 3; J. Kilgour, 4; C. Gagnon, 5; L. Bradley, 6.
9. 100 yards, presidents of labor organizations—J. Carroll, 1; J. Bordeaux, 2; A. Findlander, 3; W. Darlington, 4.
10. Quarter mile open—J. R. Strathey, 1; A. J. Bowles, 2; J. Kirns, 3; E. Lamb, 4.
11. 75 yards, open to members of Juvenile Band—W. Darlington, 1; C. Parker, 2; J. Darlington, 3; J. Kennedy, 4.
12. 100 yards Three-legged race—Connolly and Paquet, 1: Kelly and Graham, 2; Stroker and Phillips, 3.
13. Half-mile open—A. T. Sykes, 1; F. Nosworthy, 2; W. Thomson, 3; R. J. McBride, 4.
14. 120 yards Hurdle—A. E. Courtemache, 1; L. Moore, 2; J. Lepage, 3; T. W. Matthews, 4.
15. 50 yards open to wives of members of Labor organizations—Mrs. Fraser, 1; Mrs. Power, 2; Mrs. Mooney, 3; Mrs. Rogers, 4; Mrs. Brown, 5; Mrs. Roche, 6; Mrs. Jackson, 7.
16. Half mile, open to members of Labor organizations—F. Nosworthy, 1; M. Durkan, 2; J. Murphy, 3; D. Dent, 4; E. Ellacott, 5; G. Ashby, 6.
17. Young Ladies' Race, 100 yards—Lizzie Hammond, 1; Katie Fraser, 2; Julia Bradley, 3; Emma Ralston, 4; Alice Hall, 5; Maggie Hammond, 6.
19. Egg race, young ladies, 75 yard—Katie Fraser, 1; Julia Bradley, 2; N. Hammond, 3; Julia Bell, 4; Emma Rolston, 5; Maggie Hammond, 6.
20. 1 mile, open to members of Labor Organization—H. William, 1; W. Durkin, 2; F. Nosworthy, 3; E. Ellacott, 4; D. Dent, 5; G. Murphy, 6.

THE LACROSSE MATCH.

These were the teams in the lacrosse match:

Crescent,		*Glengarry.*
Breslin	Goal	R. McLennan
Fraser	Point	Donnelly
Heuston	C. Point	McDonald
Brophy, 1st Defence		Lewis
Flynn, 2nd "		Sutherland
Blakely, 3rd "		C. Sutherland
Matthews	Centre	McAlear
Meehan, Skelly, Home		Tobin, Lafleur
McAnulty, Home		McPherson
Fairbairn	O. Home	J. McLennan
Wallace	I. Home	M. J. McLennan
Fisher	Captain	McPherson

Umpires—Wilkinson and Dr. Elder.
Referee—T. Brophy.

The games resulted:

Game.	Player.	Club.	Time.
1st game	Meehan	Crescents	8 min.
2nd "	Wallace	"	4 "
3rd "	Wallace	"	25 "

At the conclusion of the match the medals were presented to the victors, who gave three hearty cheers for the Glengarry boys, who returned the compliment.

During the afternoon the grounds were visited by His Honor Mayor McShane, Ald. Tansey, B. Tansey, Lieut.-Col. Houghton, Lieut.-Col. Stevenson, etc.

TO-DAY'S HERALD.

To-day's Herald comprises twenty pages. Be sure and see that you get all of it.

If you had taken two of Carter's Little Liver Pills before retiring you would not have had that coated tongue of bad taste in the mouth this morning. Keep a vial with you for occasional use.

THE PREMIER'S CONDITION.

He Looks To Be in Ill Health and Thoroughly Broken Down.

Sir John Abbott came to town from Ste Anne's yesterday morning, and about noon paid a visit to the Royal Victoria Hospital. He lunched at the St. James' club and in the afternoon left for home. His appearance was most pitiable. The old man erect, who used to tramp around Parliament hill in the coldest days of last winter, was now half doubled, and everybody who saw him must have been convinced that Sir John Abbott could not much longer retain hi position as Premier of the Dominion. It was rumored around the Windsor last evening that Sir John Abbott would formally resign this week, and that Sir John Thompson would succeed him before next Sunday. In that event Montreal politicians believe that the new Premier would ask Hon. W. R. Meredith to become Minister of Justice; that Lieutenant-Governor Angers would be called to the leadership of the Senate in place of Sir John Abbott, and that Sir Adolphe Caron would become the inhabitant of Spencerwood, even while the enquiry before the Royal Commission is in progress.

PERSONAL.

Senator McMillan, of Alexandria, was at the Hall yesterday.

Mr. and Mrs. A. Bellamy, of New York, are at the Windsor.

Mr. W. H. Heald, of Calgary, N. W. T., is a guest at the Windsor.

Mr. W. Fitzgerald, superintendent of insurance, is at the Windsor.

Dr. John Ferguson, ex-M.P., of Niagara Falls, was in town yesterday.

Mr. Everett, Managing Director of the Montreal Street Railway, is expected in town on Monday next.

Mr. R. C. Carter, manager of the Rathbun Lumber Company, Deseronto, was at the Windsor last night.

Capt. A. Benoit, Secretary of the Militia department, Ottawa, and Mrs. Benoit were registered at the Hall yesterday.

Chief Justice Sir William Ritchie and family, of Ottawa, were at the Windsor yesterday on their way home from the seashore.

Mr. Molyneux St. John, of the C.P.R., and Mrs. St. John are in Southern Manitoba on a trip, combining business with pleasure.

Montrealers at Toronto hotels are: R. A. Foster, G. Getty and wife, Mrs. Daniel, G. Williams, J. R. Williamson, A. R. Harmon, W. Sand, W. A. Clarkson and Wm. Hutchins.

The following gentlemen are staying at the Balmoral: T. A. Thompson, Toronto; Jos. Alexander, Campbellton; W. Walsh, Winnipeg; McCameron, Inverness, Me.; nine members of the White Squadron troupe; P. A. Margny, Ottawa.

The latest arrivals at the St. James Hotel are: T. A. Marr, E. Cameron, Halifax, N. S.; Rev. D. F. Leger, Moncton, N. B.; Rev. J. A. Ethier, Whitehall: Wm. O'Connor, Toronto; The Glengarry Lacrosse Club (14); E. Mack, Weldford, N.B.; E. A. Smith, Bracebridge.

Among those staying at the Albion are: N. Bucks, Hamilton; John Fully, Carillon; J. Cameron, Sunderland; W. F. Beach, Aultsville; W. M. Lynch, Quebec; P. F. Paton, Toronto; O. B. Ferguson, Buckingham, Que.; J. G. Miller, St. John, N.B.; J. Delahey, Cobden.

The following members of the Tony Pastor Company are staying at the Waverly Hotel: Messrs. W. B. Henry, manager; A. Nichols, E. Detroit, W. Detroit, K. West, Chas. Ludwig, Mr. and Mrs. Nawn, and Miss Birdie Brightling. Messrs. P. Clancey, of Hemmingford, and J. B. Elliott, of Carleton Place, are also guests.

Last arrivals at the Richelieu hotel include Herman Heller and wife, Berlin, Ont.; Samuel Dearin, George Austin, John Ward, William B. Glenroy, New York; Henry J. Sims, Buffalo; Donald Spencer, Ottawa; Rev. D. Howley, St. John, N.B.; E. Laumette, Fitchburg; Dr. Laurier, Arthabaskaville.

Among the latest arrivals at the Hotel Rienbeau are: G. P. Weber, Ashland; O. Mathieu, Boston, Mass.; G. E. Hoemer, Lowell, Mass.; J. S. Boivin and daughter, St. Jerome; B. Beauchamp, M.P.P., St. Hermas; E. Dugas, St. Jacques; F. Paquin, Fall River, Mass.; T. A. Lemieux, V.S., Worcester, Mass.; Louis Desy, Berthier, L. Gilbert, St. Ferdinand; A. Halifax, Louis Lacouture, M.P.P.

QUEBEC LIBEL CASES.

Mr. Chas. Langelier's Suit Against Attorney-General Casgrain.

[Special to The Herald.]

Quebec, Sept. 5.—The opening of the Courts after the long vacation has set going the numerous libel cases, results of the last bitter campaign. The Montreal Gazette, Le Matin and other newspapers are being prosecuted by Mr. Mercier, Mr. Pacaud and others. The most interesting, perhaps, is the one taken by Mr. Charles Langelier against Mr. T. C. Casgrain, Attorney-General. Mr. Langelier claims that Mr. Casgrain has damaged his reputation to the extent of at least fifty thousand dollars by defamation, first during the Montmorency election in which both were candidates and secondly as Attorney-General, when he swore before Judge Chauveau that Langelier had conspired to rob $25,000 from the province in the matter of the Sylviculteur Illustre. It will be remembered that the action was taken after the magistrate had declared that no prima facie case of conspiracy had been made out against defendant. Mr. Langelier, in his declaration, alleges that Mr. Casgrain ofttimes repeated on the hustings that Mr. Langelier would be arrested and sent to the penitentiary for seven years, whereas the decision of the courts tended to show that he had not violated the law. He furthermore sets forth the said Casgrain in lodging a complaint against him swore what he knew to be false, and did so maliciously and deliberately to injure plaintiff, who had in fact suffered serious injury therefrom. On Saturday last Mr. Casgrain filed his answering plea, which is an exception to the form. He states that as a public officer in the exercise of his functions he was entitled to one month's notice of the suit, which notice was not given. He therefore asks that the action be dismissed with costs against plaintiff. Mr. Langelier replies to this that the exception does not apply to the first part of the alleged libel, because defendant was not then acting in his capacity of Attorney-General; nor to the second part, because it was established by precedent that any public officer, acting in bad faith, was not entitled to a month's notice in cases of libel.

This case will be watched with much interest, as it is in some sort a test case.

BREVITIES.

Coroner Jones held an inquest yesterday afternoon at Montreal south on the body of a woman named Eliza Hill. A verdict of death from apoplexy was returned.

A full line of six, seven, and eight dollar pants all reduced to four dollars. All the best shades and colors. Inspection invited. M. J. Adler, 47 Beaver Hall Hill.

The usual monthly meeting of the Irish Protestant Benevolent Society was held last evening, but owing to many members being still out of town the attendance was small and in consequence only routine business was transacted.

A meeting of the W. C. T. U. was held yesterday, when the arrangements for the stall at the exhibition were discussed. Space has been granted for one booth, and it is expected that the Northern and Central Unions will unite in the work of supplying temperance refreshments.

To-Day's Amusements.

ACADEMY—Hanlan's "Fantasma," 8 p. m.
QUEEN'S THEATRE—"White Squadron," 8 p. m.
THEATRE ROYAL—Tony Pastor, 2 and 8 p.m.
LYCEUM—Davis' Variety Co." 2 and 8 p.m.
SOHMER PARK—The Three Judges.
ROYAL PARK—Entertainment.
VIENNA ROOF GARDEN—Hungarian Band, 8 p. m.
CYCLORAMA—Custer's Last Fight.
ART GALLERY—Tempest Collection.

All disorders caused by a bilious state of the system can be cured by using Carter's Little Liver Pills. No pain, griping or discomfort attending their use. Try them.

THE LOCAL SCARE

How It is Looked Upon by the Health Authorities.

Immigrants Absolutely Prohibited From Landing in the Province—The Thorndale Can Stay—C. P. R. Depots Criticized—No Hebrew Emigrants This Year—Sir Edwin Arnold Gives an Opinion.

The Herald yesterday morning was the only Montreal newspaper to announce the intention of the Provincial Board of Health to absolutely prohibit the landing of immigrants within the province.

The Board did so at a special meeting held here yesterday, when it adopted the following stringent regulations:

It is forbidden. until further orders, to bring. either by water or land, emigrants or the effects of emigrants within the limits of the Province of Quebec.

It is forbidden for any vessel coming from a port infected with cholera to touch at any place in the Province of Quebec. or to disembark either passengers, crew, baggage or merchandise.

It is forbidden for any vessel having had, during the voyage, any case of cholera on board, to touch at any place in the Province of Quebec, or to disembark either passengers, crew, baggage or merchandise.

It is reported that inspectors, under control of the Provincial Board, be appointed at Montreal, Sorel, Three Rivers. Quebec, Levis, Rimouski and other places where it may be deemed necessary; also at Metapedia on the Intercolonial Railway, and at Otterburn, on the Temiscouata Railway, and at any other railway station where it may be deemed necessary, in order to enforce the by-laws of the Provincial Board of Health respecting the landing of emigrants or their effects, or the landing of vessels coming from infected ports, or which have had cholera on board.

It is the duty of municipal councils to enforce these by-laws and cause them to be executed.

There were present at the meeting Dr. E. P. Lachapelle, who presided; Dr. Lemieux, Quebec; Dr. Fiset, Rimouski; and Mr. H. R. Gray, Montreal. Dr. Craik and Dr. Garneau were absent owing to illness. After routine, Dr. Lachapelle made a lengthy address, reviewing the health condition of the province and detailing what had happened during the recent visit of the international quarantine commissioners to the Grosse Isle station, the condition of which he thoroughly and scathingly condemned. He announced that the Provincial Secretary had promised to give the board every assistance in the power of the local government.

A letter was received from the Department of Agriculture, at Ottawa, announcing the action taken within the last few days to improve the apparatus at Grosse Isle, but these steps were considered as totally unsatisfactory. Accordingly the Board adopted the resolutions reproduced above, closing the province to all immigration.

THE THORNDALE CAN STAY.

The Department of Agriculture, having been assured that the steamer Thorndale had fulfilled all the regulations, has cancelled the order for the return of that vessel to Grosse Isle.

CONDITION OF THE C.P.R. DEPOTS.

Dr. Thayer has written to the Provincial Board of Health, drawing attention to the unsanitary condition of the Canadian Pacific railway stations between here and Quebec. He contends that their condition is a serious menace to the health of passengers who, in many cases, are unable to use the conveniences owing to their dirty state.

THE AFTERNOON SESSION.

In the afternoon the Board met again to further consider the best means of enforcing their determination. But they received a telegram from Quebec stating that several new members had been added to the Board, and an adjournment was made until this morning, when it is expected that a full meeting of the new Board will be held. The gentlemen added to the Board are His Worship Mayor McShane, Mayor Fremont, M.P., of Quebec; Dr. Germain, chairman of the Board of Health of this city; and the chairman of the Board of Health of Quebec.

No Hebrew Emigration This Year.

Mr. H. Vineberg, president of the Young Men's Hebrew Society, yesterday received a letter from the Russo-Jewish relief committee of London, stating that in consequence of the cholera outbreak no more Hebrew emigrants would be sent out this year.

THE PRICE OF PAPER.

The embargo upon the importation of rags from Europe is expected to result in an increase in the price of paper.

THE HEALTH DEPARTMENT.

The only portion of the City Hall that was open yesterday was the Health department, and there the entire staff was on duty. Dr. Coyle has been assigned to watch the incoming trams at the Windsor depot; Dr. Heroux, Bonaventure depot; and Dr. Nolan, the Dalhousie depot. The force of physicians will be augmented as occasion demands.

A CIRCULAR ISSUED.

The Provincial Board of Health have issued a circular giving instructions as to precautions to be taken against cholera. The circular, which is to be very extensively circulated, prescribes rules for personal and domestic cleanliness, and for care in diet and methods of life, as well as regulations for the treatment of the disease and methods of disinfection.

SIR EDWIN ARNOLD'S OPINION.

Sir Edwin Arnold, the famous Asiatic author and scholar, who was in town yesterday, was not at all alarmed by the cholera scare. To anybody who had lived in the East, the fuss being made on this continent seemed ridiculous. He believed the reports in the newspapers to be most exaggerated. "Why," said he, "any man that eats a couple of quarts of plums and then drinks four glasses of beer thinks he has got the cholera."

SEND IN YOUR VOTES.

The Lacrosse Competition Closes on September 30th.

The Lacrosse Competition which has been running in The Herald for some time concludes on September 30th.

THE BALLOT.

I vote for.....

.....

as the most popular lacrosse club, and for.....

.....

.....

as the most popular player.

The prize for the successful club is a handsome silver cup, standing 22 inches high, made by Simpson, Hall, Miller & Co.

For the lacrosse player getting the most votes, a valuable diamond pin made by Mr. Cochenthaler, of St. James street.

The prizes are now on exhibition in The Herald window, 1 Beaver Hall Hill, It will be worth while for all interested in the competition to have a look at them.

The ballots are counted every Friday evening.

The competition closes at the end of September, so that there is just a month for voting.

HELP WANTED.

Advertisements under this head not exceeding three lines will be inserted one week in the "Daily Herald" for 50 cents; additional lines, 10 cents each.

WANTED—Wanted a competent general servant. No washing; also day nurse for a baby. Address 2327a St. Catherine street.

WANTED—Agents, Ladies or Gentlemen, to sell those wonderful Christy knives, bread, cake and paring, readily sold and large profits. Call at once and enquire for E. E. Pease, at Webster House, 532 St. James street.

WANTED, by a Wholesale Clothing House, Travellers for Ontario and Manitoba. Experienced men with a connection only need apply. Address with references, P. O. Box 547, Montreal.

50 MEN WANTED for the Duluth and Western Railroad at Port Arthur; fares advanced. Wages from $1.50 to $1.75; board, $4, or can arrange to board themselves. Step Tuesday, 8.40, from Dalhousie square Depot. Men are signing at Contractors' Headquarters, 5 Place d'Armes square.

180 MEN WANTED, 650 miles west; fares advanced. Booking now at Contractors' Headquarters, 5 Place d'Armes square. Wages, $1.50 to $1.75. Two years' work.

WANTED—A practical young business man with a capital of $300, to manage a branch cash business. Good salary; permanent position. Work light, interesting and agreeable. Particulars at 5 Place d'Armes square.

WANTED—Meat and Vegetable Cook at the Turkish Bath.

ADVERTISEMENT—WRITER WANTED a bright, imaginative man to write advertisements for the daily newspapers. Apply by letter with samples of work to "Advertiser," Herald office.

WANTED—Cashier and manager, 4 dry good clerks, office boy and collector, hardware clerk, two agents, one express driver; also 100 stone cutters, $4 a day; and 500 railroad men at $1.25 at once at 2100 St. Catherine.

WANTED—A young man of good appearance speaking both languages, may get a situation as Book-keeper providing he has good references, by applying at No. 21 Bonsecours st.

TEAMSTERS, MACHINISTS, RIVETERS, Boilermakers, 60 carpenters, $2.50; cheap fares. 100 men for city labor work At Contractors' Exchange, 41 Chaboillez square.

500 MEN WANTED—100 FOR CORN wall; 100 for St. Faustin; 100 for St. Jerome; 100 for Ottawa; 50 stonecutters for Sault Ste. Marie; 100 men for Brantford. At Contractors' Headquarters, 41 Chaboillez sq.

1000 MEN WANTED FOR RAILROAD Work. Wages. $1.25. Cheap Fares, Season s work. Step every day. No office fees charged in advance for this class of help at No. 21 Bonsecours street. Open evenings.

500 MEN Wanted. Step every day but Sunday. After season's contracts are finished, we send over men to the woods, constantly keeping them employed at 41 Chaboillez square. Open evenings.

HORSES, CARRIAGES, ETC.

FOR SALE—A beautiful black mare, 15½ hands, 5 years next month; flowing tail and mane, one of the most handsome in the city; good roadster (go all day), suitable for a party who wants to sit behind something fancy. Appiy private stables. 1350 Notre Dame street.

FOR SALE—Chestnut cob, sound, young good in harness and saddle. Apply Maguires Dr ummond street.

BUSINESS CHANCES.

Advertisements under this head not exceeding three lines will be inserted one week in the "Daily Herald" for 50 cents; additional lines, 10 cents each.

A GENTLEMAN with $300 will get an excellent position as partner in a well-established business in the city. For particulars call at 21 Bonsecours street.

A GENTLEMAN of fair business knowledge with a capital of $300, can procure for himself a first-class position as office manager in a well-established business by applying at once to 21 Bonsecours street.

FOR SALE.

Advertisements under this head not exceeding three lines will be inserted one week in the "Daily Herald" for 50 cents; additional lines, 10 cents each.

FOR SALE—Signs, Show Cards and Cotton Streamers of all descriptions for exhibitors. Order your work right on the ground at once and save rush in the end. S. H. MARTEL, Main Building.

WELL-KNOWN PRIZE WINNERS—Three full pedigree black and tan terries "Kaiser," "Desdemona," and "Rochelle Grit," also five pups by above stock, six weeks old, and one beautifully marked fox terrier (dog), eleven months old. A rare chance to buy exhibition stock, cheap. Apply to John F. Campbell, 163 St. Maurice street, City.

TO LET.

FURNISHED Rooms to let, 7 minutes from Post Office; gentlemen preferred. Address T. F., care of Herald.

ROOMS—Two nicely furnished rooms, on bath room flat in a quiet family; no children; gentlemen only. 44 Latour St.

TO RENT—Comfortably furnished rooms single and double, with or without board 6 Desrivieres street.

ROOMS TO LET—Comfortably furnished for ladies and gentlemen. See our list. No cost. 21 Bonsecours street.

SITUATIONS WANTED.

PAGES 9 to 16.

Montreal Daily Herald

PAGES 9 to 16.

MONTREAL TUESDAY, SEPTEMBER 6. 1892.

MONTREAL'S COMMERCIAL HISTORY.

A Record of Wonderful Development Since the Foundation of the City.

"You are a grain of mustard seed, that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land."

So spake Vimont the priest, standing upon the site of Montreal, before the altar wreathed with flowers by the deft hands of Madame de la Peltrie and Mademoiselle Mance, and illuminated, not by lamp or candle, but by fireflies imprisoned in a glass jar; Montmagny, of Quebec, scowling jealously, near by, and Maisonneuve, the last Crusader, erect and sternly happy among the attendant few, that memorable 18th day of May, 1642. And as the priest predicted, so has it come to pass. Thirty-four years younger than its sister town upon the heights of Cape Diamond, from which it is still more or less politically governed, the city of Montreal, despite commercial, political and even ecclesiastical repression, has burst, long since, by the inherent strength of natural advantages, and energetic, fearless citizenship, all bonds of tutelage, and has become the metropolitan city of the Dominion, a position it holds to-day, unapproached, and perhaps unapproachable.

The city was christened Ville Marie de Montreal, the last, and ultimately the sole name, being a corruption of that bestowed by Jacques Cartier upon the mountain at whose foot the city clusters. The purpose of the founders of Montreal was far removed from trade, and care was taken in granting them their charter to debar them from participating in the fur trade, while in fishing they were restricted to a limit of two leagues from the shores of the island. The site chosen was near the junction of the Ottawa and St. Lawrence rivers, and as the key to the inland navigation of the country, was prized for its advantages for mission purposes. Yet although the town owed its conception and birth to religious zeal alone, fate made it



THE CUSTOM HOUSE IN 1839.

within a brief period a commercial centre, and by 1659 Argenson was able to complain that the Montrealers already wanted to monopolize the fur trade.

If we except agriculture, to which, of course, every settlement has to turn for sustenance, dealing in furs may be regarded as having been the first commercial venture of the Virgin City, as it was the most important industry throughout New France at that time and for a period long subsequent. There is little reason to doubt that while the original settlers, or at least the leading spirits among them, kept steadfastly to their missionary purpose, there were many additions from Quebec and elsewhere of daring adventurers, who, notwithstanding the terrors of the law and the Church, launched their frail canoes, stemming the rapids of Lachine, or, as these have been styled, the Falls of St. Louis, and mounting the St. Lawrence or the Ottawa in pursuit of profitable intercourse with the Indians.

That general commerce grew but slowly in those early days may be attributed to the hostility of the natives as well as to the commercial policy in force in New France. Monopoly was the end and aim of all, while the habitant, accustomed to lean upon the strong arm of the Church in religious affairs, was predisposed to look to the State for all manner of help in matters secular. "Not a new enterprise was set on foot," says Parkman, "without a petition to the King to lend a helping hand." And rarely did the King refuse. One Hazeur, having erected a sawmill at Mal Baie, and finding his output exceed the demand, asks the King to send vessels to take the surplus to France; and the King does so. Some merchants freight a vessel with colonial produce, and the Governor requests that the royal commissaires at Rochefort be instructed to buy the cargo. Denonville naively tells the King that a monopoly has put a stop to a certain fishery, and requests that the same be handed over to another monopoly. These petitioners were insatiable. The Sieur Vitry, seeking to establish a fishery for white porpoises, asks the King for 2,000 pounds of cod line and 2,000 pounds of one and two inch rope. His request being granted, he asks for 500 livres, and, obtaining this, demands a renewal of the gift in the following year. The fisheries languishing, in spite of all assistance, the Intendant proposes a monopoly, with the saving clause that the monopolists shall purchase at a fixed price all fish brought them by the habitants. The monopoly was not granted, but two, respecting the beaver and wood ashes, were established on the same lines and resulted badly for all parties.

Restrictions were imposed on all hands, as though the colonist was not to be trusted to manage his own affairs. The Intendant Raudot, thinking that Montrealers were too fond of horse-flesh, and neglecting the raising of sheep and cattle, passed a law requiring them to sell all their surplus horses beyond two horses or mares and one foal, and, failing a sale, the surplus was to be destroyed by the close of the sowing season of 1710. Merchants non-resident in the country were forbidden to trade with the Indians directly or indirectly, while they were permitted to sell by retail only during August, September and October of each year, and then only at points below Quebec. They might not sell clothing or domestic articles ready-made, lest they should compete with the habitant. So far did these restrictions upon foreign trade ultimately go, that, in 1719, when a new company took over the fur trade, its agents were permitted to enter and search any house for foreign goods, which were burned when found, while the possessor of such was heavily fined. Vessels engaged in foreign trade were treated as pirates, and taken by force of arms, while even French merchants had the value of their goods fixed by a Council, and had to sell them at the set price when offered. Resident merchants, on the other hand, might charge as much as they chose, and at Montreal the commissary Varin and Marlet, the storekeeper, were so greedy of gain that they managed by heavy tolls to prevent competitions from passing beyond the town, and their store was known as La Friponne, or the Cheatery. Religious intolerance added its baleful effects to the discouraging condition of affairs. The Huguenots of the colony were ordered home each winter, to the detriment of their business at the insistance of the hierarchy, and sometimes against the better sense of the Governor.

Amid all this blind torturing of commerce it is pleasant to encounter even one name which shines with the lustre of good sense. The efforts of the Intendant Talon for the commercial prosperity of Canada merit recognition from everyone interested in the history of our industries. His instructions, tending towards ameliorating the condition of the colonists, were followed with tact and enthusiasm. All that one man could do to encourage trade under then existing circumstances, Talon did. Twice he built a ship to show the people how it could be done and in the endeavor to promote the industry. He despatched engineers in search of coal, iron, lead, copper and other minerals, and important discoveries were made, but not followed up. He made tar, and induced some of the colonists to make woollen clothing. The girls in the nunneries were set to spin. He encouraged the establishment of a tannery and factories for making hats and shoes. The Sieur Follin was given a monopoly to induce him to begin soap-making. The 100,000 livres spent annually by the settlers for wine and brandy he tried to keep in the country by establishing the first brewery. He investigated the agricultural situation and essayed to teach the colonists what crops could be most advantageously grown. Nor did he confine himself to establishing industries. He sought to open up new markets for Canadian produce, and the efforts of the present Government are but distant echoes of his own. Realizing the advantages of distant and foreign trade he tried to make a road to Acadia, through miles of wilderness, binding together with bands of commerce the limits of his realm, as we Canadians have done to-day on a larger scale by means of the Canadian Pacific, Grand Trunk and Intercolonial Railways. He established trade with the West Indies, sending thither a vessel laden with salt cod, salmon, eels, pease, fish oil, staves and planks, about 1667, to receive in return sugar and other articles suitable for use in Canada. By 1680 this trade was practically dead, although it was somewhat revived in subsequent years. Montreal being the metropolitan city of Canada, mention of Talon and his efforts could not well be omitted in a study of its commercial history.

Both before and after Talon's time, as we have seen, causes were at work to impede trade and distort or choke it. All that commerce requires, an authoritative writer has said in effect, is liberty and justice at the hand of the state, and under the old regime in Canada it was granted neither the one nor the other. It might have been said of Canada commercially, as was said of it by La Motte-Cadillac, founder of Detroit, in matters religious, "neither men of honor nor men of parts are endured in Canada; nobody can live here but simpletons and slaves."

The stagnation of trade made agriculture languish. There was no inducement to raise crops beyond the requirements of the family. Church festivals, which still handicap this province, were so numerous that, says Catalogne, not ninety days were left during the whole working season. Further to distress commerce, the Government was so insanely jealous of popular meetings that it forbade merchants to meet together to discuss their affairs; and it was not until 1717 that the establishment of a bourse of exchange was permitted at Montreal or Quebec. On every hand and at every step the habitant was hemmed in by State and ecclesiastical jurisdiction, and to this may largely be ascribed the growth of the fur trade, in which alone, among the primeval wilderness, enterprising, independent spirits found the liberty of thought and act for which, in all ages, the robust body and mind strive mightily. And, it must be said, it was not always for liberty that the habitant took to the woods. Lawlessness, the code of ethics of the savage, had charms for many, especially the youths of the colony, and on each return to civilization they found less tolerable the stern morality of the priest and flock. They infected every community with which they came in contact, and the evil became greater and greater, notwithstanding the anathemas of the Church and the most rigorous laws.

The peltry trade was one of great profit. The Indians desired a few gaudy trinkets, or a gun or knife, and would barter for these furs of great value, while the bargain was generally made the easier for the white men by the distribution of brandy among the savages, who, when besotted, were entirely at the mercy of the trader. These profits were frequently shared by the very officials whose duty it was to enforce the observance of the laws against the courrier du bois. One of the governors of Montreal, whose salary was only 1,000 crowns per annum, accumulated some 50,000 crowns within a few years from this source. It availed nothing that not only were these ordinances against the couriers de bois, but also against all who furnished them with supplies, or who, knowing their occupation, failed to betray them to the local judge. It is ever futile to legislate contrary to public sympathy, and in this case public sympathy was with the voyageurs. Seigneuries were abandoned, farms allowed to return to forests, even wives and children were forsaken for the wild wood life. Out of a population of 10,000 nearly ten per cent. had at one time vanished into the forest fastnesses, according to Duchesneau, nor did the edict of the King, that the first offence should be punished with a whipping and branding, and the second with the galleys for life, avail to arrest the exodus.

Montreal, as might have been anticipated from its position, was one of the foremost towns in the fur trade, and in the vain attempt to arrest the exodus a fair was established in the hope of bringing the Indians to the colonists, and dissuading the latter from seeking the former. Every summer a host of savages came down from the great lakes in their birch canoes and debarked at a place assigned to them a short distance from the town. Here they erected their wigwams or tepees, slung their kettles and encamped for the night. The next day was a gala day for the town. A grand council took place on the common between St. Paul



CITY OF MONTREAL AS IT APPEARED FROM THE MOUNTAIN SIXTY YEARS AGO.

street and the river, and complimentary speeches were made amid the solemn smoking of pipes. The Indians ranged themselves in a ring about the Governor-General, who was usually present, in the order of their tribes. The first day having been given to State ceremonials, the day following was devoted to barter. The Indians spread their skins, and merchants of every degree having brought their goods up from Quebec, a brisk trade was plied, while every habitant of Montreal of any substance sought a share in the profit. The nights were given up to bacchanal orgies, the Indians being shut without the city gates for fear of injury to the citizens. The streets were usually alive all day with picturesque figures, couriers de bois in guady dress, nude Indians, and sometimes French voyageurs, impregnated with the savage life, in a state of complete nudity save for a daub of paint or a tuft of feathers.

But the very success of the annual fair defeated the intention of its promoters. There was a constant tendency among the most hardy traders to establish posts above Montreal and intercept the Indians, and by making them drunk obtain their furs at rates more advantageous than were to be had at the fair. This practice was openly carried on in the face of severe edicts to the contrary, the audacious trader being frequently the secret agent of some high protecting official.

The profits of the peltry trade were more certain, perhaps, than those accruing from any other branch of industry in Canada, as by the terms of charter of the West India Company that corporation was bound to purchase at a fixed price all beaver skins offered to it. This company was, at its inception, granted a monopoly of the fur trade, but relinquished the right about 1668, reserving only the right to levy duty of one-fourth of all the beaver skins and one tenth of all the moose skins brought to it. It also retained the trade of Tadousac and the right to transport furs exclusively in its own ships. Being compelled to receive at a fixed price, according to quality, all beaver skins brought in, the company shortly found itself embarrased by a surplus, and in 1674 its career in Canada closed. It was succeeded by one Oudiette and asociates as farmers of the revenue, and they met a like fate. The hatters of France refused the bulk of the skins, and would pay for what they took only in hats, which might not be sold in France. Still the beaver was hunted by ever-increasing numbers of couriers de bois, and the skins accumulated. Oudiette became bankrupt, and his successors ultimately found themselves in the same straits. In 1700 the policy was slightly changed. A number of Canadian merchants were compelled by force of threats to form a new company. They had to take off the hands of their predecessors some 600,000 skins, paying, however, only half the usual price, and, as France still refused to purchase, found themselves under the necessity of burning three-fourths of the valuable commodity. The national animal of Canada, and one whose intellectuality was in advance of that of its murderers, was ruthlessly slaughtered on the altar of a false commercial policy. By 1707 the Canadian company had run its course, and gave way to another, and in 1721 the New West India Company was granted the doubtful privileges, but this time a faint ray of common-sense had penetrated the obtuse minds of the King's councillors, and it was determined that

Such, in brief, is the history of the early fur trade of Canada, a large proportion of which, and ultimately the major part, was transacted in Montreal. Its chief value was the spread of Europeans throughout the length and breadth of the country. Distance nor danger set a bound to the wanderings of the courier de bois. His bark canoe threaded the amber pools of shy woodland streams, stemmed the tumult of a hundred battling rapids, swept the calm surface of the mighty inland lakes and overcame the swift currents of far western streams. The voyageur's song, the report of his rifle, and the leaping flames of his camp fire, became known as far West as the Saskatchewan, 2,500 miles beyond existing civilization, and in those bygone times, wherever the foot of the white man was set on virgin soil, it was either that of the pious priest or hardy pioneer of commerce. If I may be permitted a quotation from my own verse I would say that the voyageur might well sing as he bent to his paddle in some battling sault:

Our mother is the good green earth,
Our rest her bosom broad;
And sure in plenty or in dearth
Of our six feet of sod.
We welcome fate with careless mirth
And dangerous paths have trod,
Holding our lives of little worth
And fearing none but God.

The war which terminated in handing over to England the possessions of France in the northern portion of America prostrated the fur trade for several years, and ended in revolutionizing it. The Hudson Bay Company, which had been established in 1670, with a capital of £8,420, now found itself without an organized competitor in Canada. It had been given supreme authority over the territory from Hudson's Bay to the Pacific and north to the Arctic Ocean. During the little more than eighty years of French rule in Canada that company progressed but little, but shortly after the conquest began to flourish and pay high dividends. The history of this British corporation is one of the most interesting in the annals of commerce, but I shall only refer to that portion of it which more or less directly concerns Montreal.

The inhabitants of Canada retained after the conquest the old voyageur spirit, but insensate competition and feuds among themselves rendered their efforts against the growing Hudson's Bay Company of little effect. But in 1783 or 1784 a party of sixteen leading fur traders, with head office at Fort William, banded themselves together as the North-West Company of Canada. This powerful organization, afterwards numbering twenty partners, soon made itself felt in its competition with the Company of Hudson's Bay, and in the fifth year of its existence exported £120,000 worth of furs. Its employees were imbued with a most active spirit. In the year 1789 Alexander McKenzie, of this company, had penetrated the continent to the mouth of the river which bears his name, and by 1792 this pioneer of commerce was able to inscribe upon a rock overlooking the Georgian Gulf, opposite the island of Vancouver:

"A. McKENZIE,
Arrived from Canada by Land,
22nd July, 1792."

By 1806 the company had spread over the continent from the Great Lakes to the remote side of the Rocky Mountains, establishing a trading post on the Columbia river. About 1812 it had 50 agents, 70 interpreters, and over 1,100 voyageurs; and at the annual meeting of the partners at Fort William on the shores of Lake Superior, these potentates were wont to appear, surrounded with all the pomp of feudal barons.



VICTORIA SQUARE, THEN THE H Y MARKET IN 1839.

The energy of the North-West Company induced a like activity in that of Hudson's Bay. While for 80 years the latter had not had more than four posts, all on Hudson's Bay, it now pushed its way into the interior, and by 1812 had established a colony at Red River. So keen became the competition between the two corporations that hostile encounters grew more and more frequent, while the Indian tribes were decimated by liquor lavishly distributed by the voyageurs to gain their allegiance, and notwithstanding stringent laws against selling liquor on Indian territory. Between 1808 and 1814, so deadly had the competition of the two companies become, the Hudson's Bay Company, which had become accustomed to dividends of 25 and 50 percent, paid none whatever, and the North-West Company suffered in like manner. Incursions by employees of the one upon territory claimed exclusively by the other, led to what in more modern times are called "strained relations." Sanguinary feuds took place not less fierce than are recorded in the annals of the Scottish border, and in 1816 the settlers at Red River were driven away, and Governor Semple killed.

Extermination stared the rival companies in the face, but founded as they had been for profit, they soon realized that friendship was necessary to their continuance, and, in 1821, amalgamated under the name of the older company, which enjoyed the privilege of a perpetual charter. Upon their union the Government gave as dowry to the impoverished couple the exclusive trade of the territory which, under the names of the Hudson's Bay and North-West Territories, extended from Labrador to the Pacific, and from the Red River to the Arctic Ocean. These were the halcyon days of the Hudson's Bay Company. It held Prince Rupert's Land by perpetual charter, and the rest of the territory, including Vancouver Island granted it in 1848, by special license until 1859, maintaining under its supreme rule about 4,000,000 square miles. In 1860 it employed 5 surgeons, 87 clerks, 67 postmasters, 1,200 permanent servants and 500 voyageurs, making, with temporary employees, about 3,000 men on its pay rolls, while about 100,000 Indians were actively engaged in supplying it with furs. Its profits were enormous, being from May 31, 1852, to May 31, 1862, an annual average of £81,000 on a paid-up capital of £400,000.

In 1863 the company was reorganized with a capital of £2,000,000, and Sir Edmund Head as Governor. But in 1869, the Dominion of Canada laid the grasp of civilization upon the present North-West Territories and Manitoba, indemnifying the company by the payment of £3,000,000. Shorn long since of its feudal rights, the company is now a mere trading corporation, but still powerful and successful, peopling the inhospitable, barren wilds that fringe the Northern ocean with hardy hunters, whose traps and guns help wrap in costliest furs the inhabitants of most distant climes. In the days of Oudiette beaver skins averaged 3 francs each; to-day they are worth six times as much.

A twofold cause was at work to force the establishment of fur-trading posts farther inland and northward. Where the plough of the farmer has turned the sod the wild beast is no longer at home, and throughout Canada, with the passage of years, astute commercial Jacob was supplanting the hunter Esau, and finally won the blessing of the first-born. It is difficult to discover dates and facts in the commercial history of Canada, but the broad path of general progress is well marked. In 1776 Montreal passed through the humiliation of a foreign occupation, though, to do the ill-starred Montgomery justice, his conduct in that short hour of triumph became the soldier and the man. He left us, as a legacy, one who had come with him to Canada to induce the inhabitants to revolt, and who, finding his occupation gone, established in 1778 the Montreal "Gazette," the third paper in Canada in order of foundation, and the oldest at present in the Dominion. If the shades in hades patronize the press there must be one whose purification is being accomplished by regular courses of editorials breathing loyalty to Great Britain from the pages of this Tory of Tories. How strangely turn the whirligigs of time!

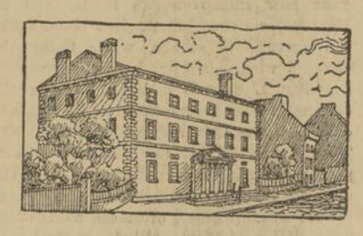
About 1792 Montreal was annexed to the neighboring states by the feeble tie of a fortnightly mail, increased by the close of the century to once a week. There was in 1792 a weekly mail to Quebec, and far as Detroit. The city was already in the van of commercial progress, yet had not water works, light nor drainage. In 1801 a fifty years monopoly was granted the proprietors of the Montreal Water Works, with a capital of £8,000, and power to increase it to £12,000. This company proposed to obtain a supply of water from a source behind the mountain, in wooden pipes, but the supply proved quite inadequate, while the piping lacked the strength to prevent bursting. The company finally sold out, and reservoirs were made, and in 1856 a service capable of throwing a stream to a height of 110 feet was inaugurated. Montreal now possesses two reservoirs on the mountain capable of containing 15,000,000 gallons.

In ante-British days the priests had a large stone windmill at which the inhabitants of the town were constrained to have their grain ground, the priests retaining one-quarter as their portion. This mill may be regarded as the beginning of Montreal's manufacturing development, a development whose extent may be estimated to some degree by the knowledge that the city in 1890 contained 43 mills, employing 757 hands, 227 factories employing 2,996 hands, 77 manufactories with 1,084 hands, and 36 foundries employing 1,028 hands. The mills include seven flour mills, eleven coffee and spice mills, 20 saw and planing mills, three rolling and two woollen mills. There are six rubber factories employing nearly 1,000 hands; 28 cigar and tobacco factories, employing over 2,000 hands; 53 boot and shoe factories, employing nearly 900 hands; two cotton factories, with about 1,400 employees, and other extensive industries of a similar nature. The completion of the Lachine Canal placed at the disposal of commerce water power estimated at 4,500,000 horse power, and, as a walk along the Canal basin will readily discover, Montreal has not failed to avail itself of this magnificent supply of force.

The inauguration of the National Policy, whatever may have been its influence upon the general progress of the country, gave a great impetus to the manufacturing industries of Montreal and all the Dominion. In view of the present tariff it is interesting to note the reception accorded the Jails Act in 1805, by which, for the purpose of accumulating funds to erect jails at Montreal and Quebec, a tax of 2 1-2 percent was placed upon all goods, etc., sold at auction; a duty of 2d. to 6d. per pound upon tea; 3d. per gallon on wines and strong liquor, and 2d. upon each gallon of syrup and molasses. The taxes were strenuously opposed by the commercial community, which gave a dinner to its representatives who opposed the bill in the House. The antagonism was so bitter that the chairman of the dinner and the editor of the "Gazette," which had published the toasts, were ordered to be taken into the custody of the Sergeant-at-arms, which worthy failed to find them. Among the toasts, none of them objectionable to modern eyes and sense, was one worthy still to be drunk at every gathering of public-spirited men. "Prosperity to the commerce and agriculture of Canada, and may they aid each other, as their true interest dictates, by sharing a due proportion of advantages and burdens."

The war of 1812 shed a lustre over Canadian arms that will never be forgotten, but, with the exception of a depression in trade and an experience of war prices, Montreal had little to do with the war. Bread, which at ordinary times was sold at 11d. for the 4lb white and 1s. for the 6lb brown, advanced to 1s. 6d. and 1s. 8d. for these loaves respectively. About this period the city was enriched by the immigration of a number of families from the United States, whose heads established themselves in business under firm names, in some cases still well known to the commercial world. The city was lighted by lamps for the first time in November, 1815, and in 1818 a night watch of 24 men and a system of lighting were established by legislative enactment. In 1822 the Board of Trade was founded by a number of gentlemen who called themselves "The Council of Trade." In 1831 the city became a port of entry and applied for a charter which was granted, and was renewed in 1841, nearly two centuries after the foundation of Montreal. In the same year, 1831, at a public meeting at York, now Toronto, resolutions were drawn up in favor of the extension of the boundaries of Ontario to include Montreal, on the grounds that Ontario required a seaport and that the trade of Montreal was more clearly related to that of Ontario than that of the remainder of the Province of Quebec. It was also stated that there was difficulty in obtaining from Montreal customs' collectors the duties due on imports for Ontario. What would have been the consequence had the union been consummated is difficult to calculate.

Science, the tireless servant of mankind, having not many years previously tamed steam to do its master's bidding, now bound the lightning to the thoughts of man and bade it carry them. The invention of the telegraph dates from about 1844, and three years afterwards, July 28, 1847, the Montreal Telegraph Co. was organized. By 1849 it had connected Montreal with Toronto and Quebec, the messages sent to the Toronto office being received by H. P. Dwight, the present President of the Great North-Western. A message from Toronto to Montreal cost 3s. 9d. Halifax currency for ten words, and 4s. 6d. to Quebec. Yet the average daily earnings were only $50 against $1,750 thirty years later under a far lower rate. In 1847 the Gas Co. was established.



BANK OF MONTREAL IN 1839.

The year 1850 was not commercially satisfactory, but remains bright in the annals of trade on account of a most successful fair opened in Bonsecours Hall, Oct. 17th, and attended by from 20,000 to 30,000 people. This fair was held in order to prepare for the great International Exhibition in London in the following year, and resulted in 200 packages being sent forward, by which the attention of Great Britain was called to Canada in a most practical manner. The war between Great Britain and Russia in 1854, while improving the demand for cereals, injuriously affected commerce in Montreal through stringent European money markets, etc., while American tourists, upon whom the retail trader then as now relied for no small portion of his summer trade, were deterred from visiting the city through the prevalence of cholera. This, coupled with the unusually late arrival of the spring importations, resulted in leaving large stocks on hand.

An improvement in business characterized the following year, while the city was thronged in March with visitors to a fair held in anticipation of the Paris Exhibition, and which was very successful. In the same year also the Redpath Sugar Refinery was established, and Montreal was visited by a French admiral to arrange for closer trade relations between Canada and France. In 1858 a torchlight procession of about 20,000 souls (including spectators), a general illumination and a military parade, expressed the jubilation of Montreal over the successful laying of the first Atlantic cable. The procession, composed of tradesmen and handicraftsmen, was a mile long and marched six abreast.

Two years later the city car service was established, perhaps the only record of those times which exists to-day, in all its early simplicity, among the creations and advances of the past thirty-two years. If some home-loving ghost should revisit the city, some Rip Van Winkle awaken from vinous slumber, it would scarcely be our street railway which would convince him of the fact that he was not still in a city of 91,000 inhabitants. In the direction of suburban development Montreal cannot much longer delay moving, and with satisfactory transportation facilities the tide of population at present dammed up within narrow limits will inundate surrounding districts, increasing the value of land therein, and bringing down to a more reasonable figure rents and values in the city proper.

The reciprocity treaty of 1855, followed by the American Civil War, led to increased activity of trade in Montreal, her citizens, as well as those of other Canadian cities, supplying many of the needs of the army of 1,000,000 taken from pen and plough in those days of trial. The confederation of the provinces in 1867 set the crown of commercial supremacy upon the brow of Montreal. Through her passes the commerce of east and west, a commerce which from year to year has constantly augmented, drawing closer in a bond of unity the divers sections of the Dominion. Some idea of the amount of commerce of this nature centering in Montreal can be formed from the fact that the inland craft entering the port in

1890 numbered 5,162, while 720 freight and cattle cars arrived daily during the same year, to say nothing of the 252 gulf, lake and river steamers which tied up at our wharves.

The abrogation of the Reciprocity Treaty and the substitution of a policy of high tariffs on the part of the United States, coupled with a counter tariff on the part of Canada, have resulted in impeding intercourse with our southern neighbor which it is the policy of this paper to advocate, and which, with certain restrictions, I am as anxious to bring about as the staunchest Liberal in the country. The natural result of these hostile tariffs is to compel Canadians to seek markets more accessible than the United States. Our established manufacturing industries are, I believe, in most cases fully up to the requirements of the home market. Our farm produce, especially butter, cheese and eggs, and our cattle, are abundant, and have obtained a name in the British markets. It would appear that a continuance of the present commercial policy of the Dominion must result in ever-increasing exports, and in this department Montreal cannot but have the lead. She is the hub of Canadian commerce, and, like the hub, progresses with the revolution of the wheel of trade. Through her by far the largest portion of our exports and imports must pass to and from the sea, as well as by land, and the development of our shipping interests as well as the growth of railroading must of necessity occupy a large portion of this review. In the years gone by, when, for instance, Cartier visited the town then upon the site of Montreal, he was compelled by the shallowness of the river to abandon his larger vessel and approach the town by means of his pinnace. In the year 1805 the Trinity House was established by act of Parliament, with important powers relative to the navigation of the St. Lawrence, and twenty years later we find the merchants of Montreal and Quebec petitioning Parliament for a channel, particularly through Lake St. Peter, which would permit the passage of vessels of 250 tons! In 1830 an Act was passed providing for the improvement of the harbour of Montreal, pursuant to which our stone wharves were constructed. In the following year the city was at last made a port of entry,and by 1841 the Board of Works was authorized to begin operations for deepening the channel between this city and Quebec. At that time there was only eleven feet in Lake St. Peter during low water, but by 1851 the Harbour Commissioners began dredging, and in November of the same year it was deemed a wonderful advance when the "City of Manchester" passed down the river, drawing 14 feet. In 1853 the depth was increased to 16 feet 2 inches, and the breadth of the channel to 150 feet. Every year saw improvements made, and by 1869 vessels drawing 20 feet could make the passage in safety, while today the channel will permit navigation by vessels drawing 27 feet 6 inches. To sink the channel to 20 feet cost over $1,250,000, of which the Government paid $900,000. This deepening of the channel accompanied and caused a vast expansion of the shipping of the city, made more important by the establishment of steam navigation. To a citizen of Montreal belongs the honor of launching the second steam vessel which navigated the waters of America. In 1809 John Molson launched the "Accommodation," a steam vessel of eighty-five feet length, and which with ten passengers made the trip to Quebec on Nov. 3rd, arriving at its destination some sixty-six hours after it left Montreal, of which time thirty hours were spent at anchor in Lake St. Peter. As might have been expected, this vessel created a great deal of excitement. In the following year Mr. Molson applied for a monopoly of the steam navigation of Canada, as well as for that in steamboat building, and on the 20th of August, 1812, he launched the "Swiftsure," acknowledged by a contemporary the fiuest of her class in America, in the presence of the Governor-General, who seemed as much in demand for events of all kinds in those days as he now is. This ship made her first voyage on May 4th, 1813, seventy-nine years ago, and was of great value during the war in transporting troops from Montreal and Quebec. Mr. Molson was not the only person who desired a monopoly n this branch of commerce. In 1817 one Joseph Page petitioned for the exclusive right to construct and navigate vessels propelled by steam, after a pattern of his own, and not a fortnight after his petition was presented John Goudie asked for the monopoly of the commerce by steam power of the Canadian portion of Lake Champlain, desiring to oust the United States vessels which at times invaded the locality. By 1819 there were no fewer than seven steamers plying between Montreal and Quebec, the "Malsham," "Swiftsure," "Lady Sherbrooke" (the finest boat on the line), "Quebec," "Telegraph," "Car of Commerce" and the "Caledonia." With the deepening of the ship channel, which may be considered a submarine canal of unusual extent, ocean traffic became possible, and in 1853 the first company to run a regular line of steamers between Montreal and Great Britain was chartered, and granted a subsidy of $19.000 per annum by the Government to carry a fortnightly mail, and $4,000 by the St. Lawrence and Atlantic Railway, as well as $1,000 by the city of Portland as an inducement to call there. The "Genova," of 350 tons (save the mark), the pioneer of ocean commerce to Montreal, arrived in port on May 10th, 1853, being followed by the "Lady Eglinton," of 335 tons, while the "Sarah Sands," consigned to Messrs. Gillespie, Moffat & Co., arrived in October of the same year. In 1856 the Canadian Steam Navigation Co. having proved an unsatisfactory venture to all parties concerned, the Allan Line tendered for and obtained the Government mail contract, and began its regular trips. During the seven years following, and including 1857, this line met with disaster after disaster to its vessels, losing nine, with considerable loss of life as well, but at the present date no line is more safe nor any in Canada more satisfactory than this Nestor of Montreal ocean traffic. It would occupy too much space to refer to the numerous lines now making Montreal their goal. Lovell's report of the Census for 1890 gives 20 vessels to the Allan fleet, six to the Donaldson line, six also to the Thompson line, five to the Ross Steamship Co., 10 to the Dominion line, seven to the Hansa, two to the Bossiere and five to the Beaver line, making in all 61 ocean vessels, while the number of tramp or consigned steamers considerably swells the list. During 1890 some 624 steam ocean-going vessels were consigned to Montreal, of an aggregate tonnage of 889,189. Statistics show that while the number of vessels has tended to decline, the aggregate tonnage has largely increased, indicating the arrival of a class of larger vessels. The average tonnage of vessels arriving in port in 1830 was only 218, while that in 1891 was 1,295. In 1850 there arrived in port 211 vessels of 45,156 tonnage, bringing $7,174,180 worth of goods and taking away $1,744,772, while the customs dues were $1,009,256. In 1891 there arrived 725 vessels of the same class (ocean-going), which brought $44,408,670 of goods and took away $39,464,783, while the customs duties were $7,297,228, or about $2,000,000 less than in 1890, owing to the removal of the sugar duties.

While the deepening of the channel between Montreal and Quebec has led to a wonderful development in ocean traffic from this port, other causes have been at work to increase the inland shipping. The growth of interprovincial trade has brought an ever-increasing number of coasters to the port. While the number of coasting vessels arriving in 1881 were only 212, registering 99,378 tons, these had increased by 1890 to 295, registering 239,606 tons, indicating here also an increase in the size of the vessels arriving in port. Only Halifax and Victoria excel Montreal in the number and tonnage of vessels arriving in their ports, and both these cities are upon the ocean shore. But in the matter of British shipping Montreal stands easily first in importance.



JACQUES VIGER, FIRST MAYOH OF MONTREAL.

The shipping trade with the upper provinces by way of the St. Lawrence river was early appreciated, and steps were taken, at an enormous cost, to remove all impediments to it. The first sod of the Lachine Canal was removed by the Hon. John Richardson in 1821, the scheme having had among its most ardent supporters the Hon. John Young. The canal system overcoming the difficulties of navigation between Lake Superior and Montreal, cost originally about $15,000,000, with a further cost for enlargement of $26,500,000, while to secure a uniform depth of 14 feet throughout will require a further sum of $14,500,000 (including $2,500,000 on the Sault Ste. Marie Canal). This Sault canal is designed to pass vessels drawing 19 feet. Up to 1876 the Government contemplated action upon the lines of the Commission of 1870, making the canals 12 feet in depth; but in the latter year it was induced by numerous representations on the part of the commercial community to revise its plans and devise a 14 feet system. The Welland Canal, when completed, had cost $16.000,000, and while the foundations of the Lachine Canal have been sunk to the required depth there are still some 6 1-2 miles of the channel to be dredged, which will cost about $1,250,000. There are several shoals in Lake St. Louis to be removed, which will cost another $1,250,000, while it will require about $2,100,000 to complete the Cornwall Canal, and the Williamsburg Canal and river work between Cornwall and Prescott will require $2,770,000. It will be seen that to accommodate shipping trending towards Montreal about $56,000,000 will have been expended to bring the channels to a depth of 14 feet. For a country of less than 5,000,000 inhabitants this is a pretty heavy expenditure, yet there are not lacking many who desire to see our canal and river system beyond this depth. There is no doubt that, theoretically, perfection will not be attained in this matter before ocean vessels can pass from Lake Superior to the sea.

But situated, as is Montreal, within the winter zone, and subject to the closing of river navigation for several months of the year, her citizens do not rely entirely upon vessels for transportation facilities. She has been in the van in the development of a system of railways which is the admiration of the world, and which at all seasons of the year places her in communication with the ends of the earth. La Salle, who erroneously regarded the St. Lawrence as the highway to China, fossilizing his mistake in Lachine, came nearer the truth than he has been given credit for. From our depots trains run daily through historic Quebec province, through Ontario, made sacred by the U. E. Loyalists, through Manitoba, not long since the haunt of the fur trader, and into and beyond miles upon miles of prairie, over the towering crags of the Rockies to where the calm waters of the Pacific Ocean lave the utmost shores of Canada.

The first railway in Canada, the Champlain and St. Lawrence, was chartered in 1831 to run from Laprairie to St. John's, P.Q., and opened for traffic in 1836. The road was afterwards extended to Rouse's Point and a branch run into St. Lamberts, in 1852. In the preceding year the opening of the St. Lawrence and Atlantic road, from Longueuil to Richmond, Que., had been celebrated by the city with procession, ball and dinner, as seemed the usage of that time. But imposing as were these ceremonies, their glory paled before those which attended the early development of the Grand Trunk Railway, now so conservative, quiet and unostentatious in its progress. The line from Montreal to Portland, opened in 1853, was feted; that to Brockville in 1855 was gloriously celebrated, while the proceedings which attended the opening of the road to Toronto, which took place on the 12th and 13th November, 1856, brought over 15,000 visitors to the city. Four thousand persons attended the commemorative banquet at Point St. Charles. In 1860, however, Royalty itself was brought into requisition, the Prince of Wales opening that most wonderful structure, the Victoria Bridge, on May 25th. The C.P.R. itself could no further go in advertising. The bridge is one of the most noble of engineering triumphs and marks, perhaps, the acme of the tubular class. The designer was Robert Stephenson, the builder James Hodges, and Sir Samuel Morton Peto, Thomas Brassy and Edward Ladd, contractors. The first stone of Pier No. 1 was laid on the 20th July, 1854, and the first train with passengers traversed the bridge 17th Dec., 1859. The structure is 9,184 feet long, of 23 spans of 242 feet and one, in the centre, of 330 feet. This last is 60 feet above the river. Before being accepted the bridge was subjected to a most severe test. A train of flat cars 520 feet long, loaded with stone to almost the breaking limit of each car, and requiring three locomotives to draw it, was sent through the tubes, yet the deflection of the centre of the tubes durng the passage of the cars was only 7-8th of an inch. Wonderful as this bridge was, and is, another engineering triumph just accomplished on this same road equals, if it does not excel it. I refer to the tunnel at Sarnia. It would occupy too much space to mention the present ramifications of the Grand Trunk system. It has under its direct control 4,000 miles of railway, and extends from Portland to Chicago, a distance of 1154 miles. It has also a double track for most of the distance between Montreal and Hamilton, which is not included in the above mileage. It employs close upon 3,000 hands in this city alone, and its depot receives daily about 125 passenger cars and 625 cars of freight.

Montreal also is the goal of the Canada Atlantic, Central Vermont and Delaware and Hudson, while it is the headquarters of the Canadian Pacific system, which joins with bands of steel the Atlantic port of Halifax and the Pacific port of Vancouver. It is 3,660 miles in length, from ocean to ocean, and employs in this city about the same number of hands as the Grand Trunk. This railroad was chartered in 1880, and completed to the Pacific slope in 1886. It has its own steamers upon the great lakes and the Pacific Ocean, and affords the shortest route from Asia to Europe across the American continent through Montreal. An offshoot of this company, the C.P.R. telegraph system, has over 25,000 miles of wire, while the Commercial Cable Company, in which several of its principals are interested, is one of the most successful extant, under the able management of Mr. Chas. Hosmer. The Great North-Western Telegraph Company has about 300 employees in this city, and operates the lines of the Montreal, Dominion and Canada Mutual Co.'s.

Montreal, as the commercial centre of Canada, is, perforce, also the financial centre of this country, and the stability of its monetary institutions challenges the admiration of the world. The development of the financial strength of Montreal is an interesting and instructive study, and one which of necessity includes in many of its phases the general development of the whole Dominion. Many of the commercial laws of Canada, and not a small portion of its currency system, were conceived in this city, which has been ably seconded in all movements towards desirable reform by its sister cities in other provinces. The present excellent currency of Canada was not obtained without many mis-steps, and while I have no desire to credit Montreal with all the honor of its inception, this city has, in its misfortunes and its successes, played so important a part in bringing about the present state of things, that a brief reference to the history of Canadian currency can scarcely be omitted in this review.

When the French arrived in Canada a species of shell called wampum was current among the Indians as money. The growth of the fur trade led to the use of beaver skins as the unit of exchange, while, in 1669, the development of agriculture led to the acceptance of wheat as a legal tender at 4 francs "le minot." In 1774 moose skins at the market rate were created a legal tender. The substitution of these various commodities for money was not at all strange in view of the fact that beaver skins were by law accepted by the trading company at a fixed rate, and also in view of the circumstance that it was impossible to keep coin in the colony, against which the balance of trade with France was very heavy. In the attempt to improve matters in this respect the country was plunged into confusion and disaster. A currency inferior to that of France was struck for Canada, the colonial livre or franc equalling only three-quarters that of the mother land. It was thought that this would check the export of coin, but the Government failed to realize the fact that coin when exported goes out as bullion, that is to say at its intrinsic and not its face value, and the only result of this issue was a fictitious rise in the value of commodities proportionate to the inferiority of the colonial to the Imperial coinage; and the coin fled the country as before.

Even this error in finance would have led to no actual hardship, but it was followed by one far more absurd and vastly more serious in its results. For lack of coin, bills of exchange payable in some colonial product, such as furs, were issued, and in 1685 the Intendant Meules, finding himself pressed for funds, issued "card money," which was made redeemable in bills of exchange. He raised the



SIEUR DE MAISSONEUVE, FOUNDER OF MONTREAL.

wind, and the colony reaped the whirlwind. The system was so simple, and the results for a time so satisfactory, that governors and intendants gladly followed it until, by 1714, there were 2,000,000 livres of this card money in circulation, and confidence failed. The Government offered to redeem the cards at half their face value, but, after accepting a small portion, discontinued the redemption. In 1717 a new issue took place, which was declared to be the last, but this strange currency, like a prima donna, was not content with one positively last appearance, and another was on the cards in 1725. At the close of the French regime the colony was hopelessly floundering in an ocean of worthless paper, and "while the British were capturing Canada by force of arms, the French monarch was destroying the commerce and prosperity of his subjects by dishonoring the bills of exchange of the Intendant, to whom he had granted absolute power; thus involving in ruin not only the holders of 12,000,000 livres (£500,000 stg.), but also those who possessed any paper currency, which at the Conquest amounted to £4,000,000 stg., and the only compensation received for which was four per cent. on the original value." Four millions of pounds sterling amounts to nearly $20,000,000, or the limit of issue permitted in these days to the Government of Canada, an issue not yet reached by about $4,000,000. The quotation is from "Illustrated Canada," and as I have not been able to verify the statement of figures I give it for what it may be worth.

The habitant had learned a bitter lesson, but he learned it well, and to this day is quick to take fright at the faintest breath of suspicion against any bank whose notes he may hold, as bankers too well know. And his general ignorance of finance increases the trouble. If a bank, reaching the limit of its circulation, should issue notes of a confrere, for which it has had to pay in legal tender, proving its solidity, the habitant has been known to grow fearful. When the Bank of Montreal was in its childhood it had to combat such fears very assiduously, and it was not a rare occurrence for the Molsons or other well-known firms to have to endorse the notes of this bank before their customers would be satisfied to accept them in payment. Even during the discussion upon the new Bank Act shallow financiers, not all of French origin, showed the lingering fear of paper money in an attempt to destroy the elasticity of our currency and withdraw from use about $36,000,000, a withdrawal which would have seriously affected the commerce of the country and have sent rates of interest to a point far in excess of those ruling to-day. Taking into



HON. PETER M'GILL, FIRST ENGLISH MAYOR OE MONTREAL.

consideration only capital and circulation, the one based upon the other, the Banks of Canada have at their disposal, for commercial purposes, about $120,000,000, or twice their capital. Had the circulation been placed upon the National Bank basis, the banks would have had to withdraw from use sufficient to redeem their circulation and place it with the Government. The bank note issue is a first lien upon the assets, and it is calculated that each dollar of this issue has behind it, not one dollar in the Dominion treasury, but nine dollars of assets in the banks, while there exists a fund deposited with the Government to guarantee the prompt redemption of the note issue of an insolvent bank.

The first bank established in Canada was the Bank of Montreal, with a capital of £87,500 old currency, or $350,000, the intention of its promoters being to increase the sum to $1,000,000, a modest ambition in view of the subsequent development of this gigantic institution. The City Bank followed in 1821, with a capital of $1,200,000. I am, of course, confining myself to banks established in Montreal, as the next bank in Canada was, I believe, the Quebec Bank, established in 1818, in which year the Bank of Montral received its charter. The second oldest existing bank in Montreal is La Banque du Peuple, established in 1835 as Viger, Dewitt & Co., and still "en commandite." Its original capital was $300,000, increased in 1844 to $800,000, and in 1861 to $1,600,000. The Bank of British North America, under Royal charter, was established in 1836 with a capital of £1,000,000, and in 1853 the Molsons Bank began operations under the Free Banking Act of Sir Francis Hincks, a charter being substituted in 1855. The Free Banking Act was almost identical with the National Bank system and preceded it by ten years. The present capital of the Molsons Bank is $2,000,000. In 1861 the Merchants Bank of Canada was incorporated, with an authorized capital of $2,000,000, but its promoters, finding it impossible to raise the $200,000 necessary to begin operations, petitioned Parliament for permission to begin upon $100,000, which was accorded in the following year. It seems strange to note the names of the petitioners in that instance. They were Sir Hugh Allan, Harrison Stephens, William Edmonstone, Andrew Allan, Ira Gould, John Smith and Robert Anderson, any one of whom could, in later days, have given his individual cheque for the deficit. The Banque Jacques Cartier was established in 1862, beginning with $700,000 of its authorized capital of $1,000,000 paid-up. The capital was subsequently increased to $2,000,000. Ten years later the Ville Marie Bank was established, and in the following year the Hochelaga Bank, since which time the increased demands of commerce for accommodation in Montreal has been met, not by the organization of other institutions, but by the expansion of those already extant. I have neglected mention of several unfortunates whose names are now a memory, but will return to them in a moment. In 1871 the Bank of Montreal had a capital of $6,000,000, and in that year authority was given to increase this to $12,000,000, which was done in the following year, the profits from the sale of the new stock (which was given to shareholders at 25 per cent premium, the balance being sold in open market) being carried to swell the Reserve Fund, which is now $6,000,000. The profits in question amounted to about $1,500,000. In 1871 the Savings Bank obtained its charter. A peculiar item in respect of this bank is that it is permitted to loan on bank stocks, and does so to a large amount, so that at times it becomes really a question of interest whether a deposit receipt in that institution is as good value as a note of another bank, since the notes of the banks are a first lien upon the assets, while the stock is subject to the double liability.

The advance in banking in Montreal has been very great, as will be apparent from the following table:

	Capital	Deposits	Circu'tion	Discounts
1858.	$13,457,904	$ 6,123,958	$ 6,205,866	$26,803,031
1868.	18,781,283	20,388,171	2,462,317	28,167,554
1878.	33,895,111	30,718,571	10,147,426	58,746,757
1883.	27.554,396	43,489,428	13,503,531	53,245,210
1891.	27,555,016	58,882,336	14,312,143	74,738,880

The decrease in the circulation between 1858 and 1868 was due to two causes, both of which bring us to a further consideration of Canadian currency. In 1796 the Canadas made the United States coinage legal tender at five shillings currency to the dollar. The coinage of the latter country was at that time based upon the old Halifax currency, which bore to sterling money the proportion of nine to ten; that is, ten pounds currency equalled nine pounds sterling, so that the sterling pound equalled four dollars and forty-four cents of United States money. In 1834 the United States reduced the weight of its coinage so that it required 9 1-2 per cent to be added to the old par of $4.44 to express the value of the sovereign in the new coinage. Canada followed the same course in the Act of 1841, and we find in this the explanation of the quotations of sterling exchange, which are so mysterious to the uninitiated. In January, 1858, the Government began to keep its accounts in dollars and cents, pursuant to the Act of 1857, and its example was generally followed by merchants, who up to that date had used the British system. In 1866 the Government essayed a note issue, an Act being passed providing for a note issue of $5,000,000, and a further issue of $3,000,000 for purposes relative to the surrender by all or any of the chartered banks of their power to issue notes. The issue in question was managed by the Bank of Montreal, which abandoned its own circulation for a time, but the other banks declined to assist, and the Bank of Montreal resumed its own circulation in 1871, which rose from $182,683 to $3,116,037 by April, 1872.

The other cause for the decrease in circulation during the decade ending 1868 was the "Silver Nuisance."

The susupension of specie payment in the United States in 1862, incident to the American Civil War, caused a large influx of United States silver coin into Canada, which passed at par in payment of wages and retail transactions, but was not bankable. Merchants were compelled to exchange their holdings of this silver at a discount for bankable funds with the brokers, suffering heavy aggregate losses. To a Montrealer belongs the honor of taking the leading part in removing this incubus from the shoulders of commerce. For two years my father, William Weir, agitated the question of removing the depreciated coin from the country, and during that period he exported by his individual efforts some $2,000,000, the Government exporting $1,000,000. In 1869 he attempted to export a further $2,000,000, but failed to do so through lack of adequate support. He laid his plans once more before the Government and succeeded in winning the support of the Finance Minister, Sir Francis Hincks, who in 1870 threw himself heartily into the undertaking and entered into a contract with Mr. Weir to remove the silver. In pursuance to an Act passed by Sir John Rose, a proclamation was issued making United States silver legal tender in Canada to the amount of ten dollars, but at a discount of 20 per cent on the face value of the coin, the proclamation to take effect on April 1st, 1870. The Government, however, undertook, through Mr. Weir and his agents to receive the silver at a discount of five per cent for the first $1,000,000, five and a-half per cent for the second $1,000,000, and six per cent for the remainder. As a natural consequence holders of the silver were soon eager to dispose of it, and during the three months of April, May and June $5,000,000 of the silver was exported from the country, at a cost to the Government of $118,000. Mr. Weir was assisted in this work by seventy banks and bank agencies from Quebec to Sarnia, and in addition exported at his own risk some $500,000 of the smaller coins. The Government had its own silver coinage struck, using in the meantime a temporary issue of a fractional note for twenty-five cents. In the same year the decimal currency was definitely adopted by the reception of the penny and halfpenny token at two cents and one cent. To recoup itself for its expenditure the Government took over the monopoly of the note issue of $1.00, $2.00, and subsequently the $4.00 note, leaving to the banks the $5.00 note and its multiples.

Where so much capital is employed it is natural to find losses, and the history of banking failures in this city has been a sad one. Since 1878 the Mechanics and Exchange Banks have failed, and the Metropolitan and Consolidated wound up, causing a loss to the shareholders of nearly $5,000,000. The depression from 1874 to 1878 resulted most disastrously to the banking community. The Merchants Bank, which had increased its capital to $9,000,000 by 1876, was forced by losses upon the assets of the Commercial Bank which it had taken over, to reduce its capital one-third, which was done in 1878. This was not so much an outcome of the depression as a mistake in valuing the assets in question. But the Jacques Cartier Bank had to reduce its capital three-quarters, the Ville Marie one-half, and the Banque du Peuple later on one-quarter, the three institutions wiping out a total of $2,300,000, while the intrinsic value of the stock of the banks almost without exception was materially decreased, and was some years in recovering its position. There has been a change of administration in every case so far as the then crippled banks are concerned, and some of them have risen into the first rank among Canadian institutions, while there is not one which has not now a full share of public confidence. A comparison of the banks in Montreal and Toronto may be made in no carping spirit, for both centres may well be proud of their financial institutions. The Toronto banks seem under the necessity of working at somewhat higher pressure than their Montreal confreres, and it may be supposed that in the event of serious financial crises the country would have to look chiefly to Montreal for support in the hour of trial. There are few banks in Canada of any magnitude which are not represented in Montreal by an agency, and every day sixteen banks or agencies discharge their mutual obligations through the Clearing House, which was established in 1889. During that year the clearings amounted to $454,529,700, rising in the ensuing year to $473,984,000, and in 1891 to $514,607,000. As the clearings of the local stock exchange are not included in these figures it is impossible to compare Montreal with the leading American cities in respect of Clearing House transactions. Even at this disadvantage, however, this city stands tenth among American financial cities.

As indicating the amount of business transacted by or through the banks in Montreal I may state from the speech of the general manager, Mr. George Hague, that during 1890 the Merchants Bank of Canada paid at its various offices cheques amounting to $200,000,000, discounted $100,000,000, received $100,000,000 of deposits, and received and transmitted to the United States and Great Britain another $100,000,000. These amounts were not, of course, all current at the one time, but show the volume of business transacted during a comparatively dull year.

The earning power of our city banks is very great. They had in March, 1892, terest, a circulation of $13,000,000, a about $25,000,000 on deposit without incapital of $27,500,000, and a reserve fund of $12,000,000 (about), making a total of $77,500,000 of non-interest bearing funds with which to pay dividend upon $27,500,000, to say nothing of the profits accruing from the judicious investment of interest-bearing deposits, amounting to $35,057,693.

Much have I written of the commerce and finance of Montreal, and as much more could I write if accorded the space to do so. In our midst, in magnificent buildings earnest of stability within, are numerous home and foreign insurance companies. The extensive New York Life Building, the Standard with its sturdy Atlas, the Imperial, Sun Life, and Royal buildings, are as well known to our citizens as the companies themselves are known throughout Canada, and it is a pleasure to state, while acknowledging the merit and welcoming the presence of foreign institutions, that Canadian Life insurance companies are in equal, if not greater favor here. I might also have touched upon old lumbering days, the floating islands of logs which daily swept down the rapids at Lachine, and whose titanic oars one finds at times far inland as fences on fertile farms.

The advancement of Montreal in the past is a certain indication of progress in the future, and we may expect her to grow even more rapidly now from year to year than ever before. She is the commercial maelstrom of Canada, drawing to her the wealth and brawn and brains of the country with ever-waxing power. She possesses advantages enjoyed by no other centre in the Dominion. As far back as 1859 Sir William Dawson, the esteemed principal of McGill University, referred to her in words as apropos to-day as they were then to the point: "In its situation at the confluence of the two greatest rivers, the St. Lawrence and Ottawa; opposite the great natural highway of the Hudson and Champlain valley; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where the great river, for the last time in its course to the sea, affords a gigantic water power; at the meeting point of the two races that divide Canada, and in the centre of a fertile plain nearly as large as all England: in these we recognize a guarantee for the future greatness of Montreal, not based on the frail tenure of human legislation, but in the unchanging decrees of the Eternal, as stamped on the world he has made. We know from the study of these indications that were Canada to be again a wilderness, and were a second Cartier to explore it he might wander over all the great regions of Canada and the West, and, returning to our mountain ridge, call it again Mount Royal, and say that to this point the wealth and trade of Canada must turn."

ARTHUR WEIR.

Montreal.

Dakota Girls Are Not Slow.

Fargo *Republican:* The scene was not a thousand miles from Fargo. As they sat on the steps on a moonlight evening he claimed the right of a kiss for every shooting star. She first demurred as became a modest maiden, but finally yielded, as usual. She was even so accommodating as to call his attention to the flying meteors that were about to escape his observation, and got to "calling" him on lightning bugs, and at last got him down to steady work on the light of a lantern that a switchman was swinging about in the Northern Pacific yards in the distance, where the boys were making up trains. Farm girls are up with the times.

Men Must Protect Themselves.

There are usually two versions of every story, and not infrequently, itappears, there is another side to the tales of assault told by unprotected females travelling in British railway carriages. Recently at Durham, England, where a guard was on trial for misusing a woman passenger on the Northeastern Railway, the jury were so convinced of the falsity of the accusation that they stopped the case. Again, at the Berkshire Quarter Sessions a clergyman was acquitted, amid loud applause, of assaulting a girl who was travelling on the Newbury line. The outcome of the latter case will be gratifying to believers in clerical virtue, but it would seem to indicate the necessity for unprotected male travellers on the railroads of the tight little isle to conduct themselves with all possible discretion or to travel with chaperons.

OIL BATHS FOR WOMEN.

They Make the Skin Soft, Smooth, and Glossy.

One of the fads of the day is an oil bath. Cottolene or cotton-seed oil is the most approved medium. A woman accustomed to the business makes engagements at one of the fashionable cottage colonies to officiate as rubber for a considerable consideration. For giving softness to the skin and also that firmness of texture so much to be desired, there is nothing better than oil. The quantity needed for the exploit is very small, for no one takes a sponge bath in the lubricant, unless it be one of the Persian young ladies anxiously fattening herself to be fair in the eyes of her Mustapha-ruc-adub-keli-khan.

But the independent young woman who is her own bather and rubber has the best of it, for she can choose her own time for the process, and, by saving the cost of a professional rubber, she can afford to use a more expensive ungent, i. e. that famous mixture of lanotine and cocoa-butter which is so readily absorbed by the skin as to underline it with fat and give it the texture of a magnolia petal.

Bandeaux and Tinras for the Hair.

Hardly a woman wears her hair entirely plain. She may not be given to puffing and waving and curling the locks themselves, but she is very apt to introduce some sort of ornament into it. Bandeaux are very popular, and come in gold, silver, and tortoise shell, as well as in ribbon to match the gown. Then there is an especially elaborate piece of network of gold and pearls, called the Mary Stuart coif, which is worn over the loosely coiled hair, but it is rather expensive for the woman of moderate means. Very pretty braids in silver, with high, crown-like fronts cut in long, slender points, and either furnished until they shine like diamonds or left dull are becoming to all faces, need no special arrangement of the hair, as they sit well on the head whether it is arranged high or low.

With the fluffy knot of curls at the back of the head the diamond dagger is really the prettiest thing to stick through it carelessly. Bow-knots in blue, pink, and pale green in enameled silver look most coquettish. Strings of pearls drawn through the strands of the fluffy hair make the nineteenth century girl a picture from ancient times. In fact all sorts of hair ornaments hold good, but too much adornment suggests barbarism.

Western Humor.

St. Paul *Globe:* Carnegie's workmen have some literary tastes. They have that eminent author's "works."

Rheumatism Does Not Bother Him Now.

George Unverzagt, of Cincinnati, has eaten 930 lemons in the last sixty days. He had heard that lemons would cure rheumatism, and the prescription which he followed was to eat one lemon the first day and increase the dose one each day for thirty days, and then decrease at the same rate for thirty days more. He is now too ill to tell whether he has the rheumatism or not.

THE GRAND TRUNK.

One of the Great Railway Systems of the World.

A RECORD OF ITS DEVELOPMENT

Sketches of the Men Who Manage It.

RAILWAYS have been laid clear across continents—spanning rivers and valleys and girding mountains — uniting nations in daily communion, and interweaving them into great common bond of interest, and yet not one of them has done more for the land which gave it its existence than the Grand Trunk has for Canada. Many times have the newspapers told the story of the inception of the road in 1849. Pessimists argued that the country was in no hurry for a railway, but the passing of an act by the government of Earl Elgin gave an impetus to the idea, and even before the Grand Trunk proper was granted a charter in 1851, the following roads sprang into a healthy existence: Great Western Railway, the Northern and the St. Lawrence and Atlantic line from Longueuil to Island Pond. The importance of fostering a home industry was forced upon



L. J. SEARGENT.

Mr. Lewis James Seargeant, who succeeded Sir Joseph Hickson as general manager of the Grand Trunk, as president of the Chicago and Grand Trunk, the Midland, the St. Clair Tunnel company and the other offices attached. to that position, is a native of Trowbridge, Wiltshire, England, and received his early training upon the Great Western and other English railways. He came to Canada in 1874 upon the invitation of the president and directors of the Grand Trunk, when he was appointed vice-chairman of the Canadian executive council of the railway. At this time also he assumed the duties of traffic manager, being the first gentleman to hold such an office on the continent. While holding that position, Mr.. Seargeant was instrumental in forming the Central Traffic Association of Western railways, an organization of which he afterwards became vice-president. When Sir Joseph Hickson retired from active work in 1890 the directors naturally chose Mr. Seargeant as his successor, and he assumed his duties in January, 1891.

the government and the substantial assistance rendered to the promoters warranted them in issuing the prospectus of the Grand Trunk Railway in 1853. Among the names attached to this document were Hon. Messrs. John Ross, Francis Hincks, E. P. Tache, J. Morris, R. E. Caron, Thos. Barny, M. P., G. C. Flynn, M. P. Sir C. P. Rooney was the general director, S. B. Biggar general manager; A. M. Ross, Chief Engineer.

OPENINA OF THE LINE.

The progress of the undertaking was rapid in the extreme, and success attended the efforts of the directors at every turn. In 1854 the line between Richmond and Quebec was opened; in 1856 between Montreal and Toronto and in 1859 between Toronto and Point Edward. Early in the history of the road it was seen that in order to consummate the great plans which had been laid out, it would be necessary to span the St. Lawrence. To the majority of people in this country at that period, this scheme was quixotic in the extreme. At a cost of between $7,000,000 and $8,000,000 the bridge was built and in December, 1859 it was formally opened.

A CHANGE OF MANGEMENT.

In the tremendous outlay necessary for the completion of the enterprise, it is not to be wondered at that a shadow



W. WAINWRIGHT.

Mr. Wm. Wainwright, the assistant general manager of the road, is an Englishman out and out. He was born in Manchester in 1840, and at the age of 18 years he commenceed what has turned out to be a brilliant railway career. He was first secretary to the assistant manager of the Manchesteer, Sheffield and Lincolnshire railway, and in 1862 he accepted a position as secretary to the managing director of the G.T.R. in Canada. He afterwards became the general passenger agent, and the ability with which he filled this important position proved him capable of assuming a still more important office—the assistant general management. From one end of the road to the other Mr. Wainwright is popular with the employees, and in commercial circles his skill as a business man is looked upon with the greatest respect. He is a director of several affiliated lines of the company, as well as being director in the following companies: The Richelieu & Ontario Navigation company, the Guarantee Company of North America, the Accident Company of North America.

overcame the prospects of any dividend for the time being. It was necessary to at once take steps towards a better financial management, and in this connection the name of Mr. C. J. Brydges will always be remembered. Hard work and the hearty co-operation of the directors soon put the concern on the track towards prosperity. In 1874 another change was made, and Sir Joseph Hickson (then Mr. J. Hickson) took hold of the management. It was not long after this that it was seen that the gauge of the road required changing in order to bring it in harmony with the American lines, and though this was a costly move, it was successfully effected. In connection with this came the great fight for an entrance into Chicago, and with the attainment of this object, in spite of the stand taken by the American railroad kings, Sir Joseph Hickson took a place as a master of diplomacy and tact.

THE ROAD AS IT IS TO-DAY.

If a Rip Van Winkle could awake from a long slumber—beginning half a century ago—and gaze upon the whole G. T. R. system, with its scores of depots, its offices, its thousands of miles of track, its nearly 20,000 employees, its immense number of cars, which carry more people annually than the entire population of Canada, how utterly incomprehensible it would be to him. He had fallen asleep thinking of the stage coach and saddle horse, and did he awake now to behold that same country traversed by a vast system of railways, moved by some unseen energy, and not dependent upon animal strength for its power. Be it evolution or development—call it what you will—no man could make him believe that he had awakened in the same land in which he fell asleep only fifty years ago.

The Grand Trunk to-day has no less than 3,499 1-2 miles of track on which there is constant traffic; there are 365 1-2 miles of double track and 671 1-2 miles of siding, making a grand total of 4,536 1-2 miles.

THE ROLLING STOCK.

The rolling stock necessary for the immense freight and passenger work of the company is so large, that to those who are uninitiated into the wonders of such a great concern, the truth seems incredible. Seven hundred and ninety engines are required to draw the 901 passenger cars, and 22,486 freight cars. During the year 1891 there were no less than 6,555,172 passengers carried, and the freight amounted to 4,383,233 tons. In conversation with one of the heads of the G. T. R., a Herald representative said:

"Some one must make a neat sum out the building of rolling stock?"

The reply was: "We build it all ourselves. We have car shops at Portland, Montreal, Toronto, London and Brantford. Our locomotive shops are at Gorham, Point St. Charles, Stratford and Toronto."

With the exception of car springs, tubes and tyres, everything used in the construction of the engines and cars is made by the company.

HANDS EMPLOYED.

The total number of people employed by the G. T. R. is 19,270. The traffic department, which includes the officers, agents, clerks, and all those required to look after the freight and passengers, requires 6,670 people. Under the heading of the engineers may be mentioned the entire staff of men who have charge of the tracks. There are 6,200 hands employed in this department. The mechanical departments numbers 6,400. It would be well just here to give the names of the officers of the company:



SIR HENRY TYLER.

Sir Henry Tyler's life has been devoted to railroad work. For many years he was government inspector of railways in England, and was knighted for his distinguished services in this connection. He is the eldest son of the late John Chatfield Tyler, born 1827, married 1827, Margaret, daughter of General Sir Charles Pasley, K.C.B., R.E. He was educated at the Military Academy, Woolwich, and entered the Royal Engineers as lieutenant in December, 1844; became captain in 1853; retired 1867; appointed inspector of railways (Board of Trade) 1853, chief inspector 1870; retired 1877, on which occasion he was knighted by patent; was M.P. for Harwich, April, 1880, to November, 1885; and for Great Yarmouth from that time until 1892.

L. J. SEARGEANT, General Manager, Montreal, P.Q.
W. WAINWRIGHT, Assistant General Manager, Montreal, P.Q.
C. PERCY, General Manager's Assistant, Montreal, P.Q.
N. J. POWERS, General Passenger Agent, Montreal, P.Q.
J. BURTON, General Freight Agent, Montreal, P.Q.
J. J. CUNNINGHAM, Assistant General Freight Agent Montreal, P.Q.
J. BROUGHTON, Freight Claim Agent, Montreal, P.Q.
H. WALLIS, Mechanical Superintendent, Montreal, P.Q.
J. STEPHENSON, Superintendent (all lines except Southern and Welland Divisions), Montreal, P.Q.
CHARLES STIFF, Superintendent Southern and Welland Divisions, Hamilton, Ont.
E. P. HANNAFORD, Chief Engineer, Montreal, P.Q.
JOSEPH HOBSON, Chief Engineer, Hamilton, Ont.
J. G. MACKLIN, Engineer, Peterboro, Ont.
E. WRAGGE, Local Manager, Toronto, Ont.
H. W. WALKER, Accountant, Montreal, P.Q.
ROBERT WRIGHT, Treasurer, Montreal, P.Q.
J. FRED WALKER, Traffic Auditor, Montreal, P.Q.
W. H. ROSEVEAR, Car Accountant, Montreal, P.Q.
H. K. RITCHIE, Stationery Agent, Montreal, P.Q.
JOHN TAYLOR, General Storekeeper, Montreal, P.Q.
A. WHITE, District General Freight Agent, Montreal, P.Q., and Toronto, Ont.
JOHN EARLS, District General Freight Agent, Toronto, Ont.
A. BURNS, District General Freight Agent, Montreal, P.Q.
A. H. HARRIS, District General Freight Agent, Hamilton, Ont.
CHAS. J. HAIGH, Through Traffic (Freight) Agent, Detroit, Mich.
ROBERT QUINN, European Traffic Agent, 25 Water street, Liverpool, Eng.
F. P. DWYER, Eastern Passenger Agent C. & G. T. Ry., 271 Broadway, New York, N.Y.
N. J. GRACE, New England Passenger Agent, 260 Washington street, Boston, Mass.
G. B. OSWELL, Central Passenger Agent, 62½ Ford street, Ogdensburg, N.Y.
T. D. SHERIDAN, Northern Passenger Agent, 277 Washington street, Buffalo, N.Y.
D. S. WAGSTAFF, Michigan and South-western Passenger Agent, cor. Jefferson and Woodward avenues, Detroit, Mich.
R. F. Armstrong, General Agent for Maritime Provinces, 134 Hollis street, Halifax, N.S.
M. C. DICKSON, District Passenger Agent, Toronto, Ont.
D. O. PEASE, District Passenger Agent, Montreal., P.Q

OTHER ROADS OVER THE G. T. R.

In the days long since past, when the G.T.R. was in its infancy; when the people said that it would monopolize; when some declared that it must fail, there was still another class who said that it would one day be necessary that other companies should be allowed by the G.T.R. to run over their lines. When this time arrived, they said, the great monopoly would not listen to it. These people were wrong.

There are to-day no less than four distinct roads which have acess to

Continued on Page Sixteen.

THE C.P.R. ROAD.

Its Marvellous Growth in the Past Decade.

STATISTICS OF ITS TAFFIC AND MILES

The Story of Mr. Van Horne's Rapid Rise.

It has, ever since the earliest days of Canada's history, been the desire of her leading men in politics as well as business to secure across the northern portion of the American continent, a route by which all the riches of the Orient might be transported to the old world. Readers of history will remember how the project had its ups and downs, eventually becoming the plaything of politicians, leading to the overthrow of a government, and at that time filling the heart of the patriot with forebodings that the idea of a transcontinental line across British territory would never be realized. In the darkest hour, however, brave spirits came to the front and courageous business men undertook that which politicians had tried and failed. Montreal's leading capital came to the rescue, invested their all in the undertaking, and came out successful. Fifteen years since a project laughed and ridiculed, the Canadian Pacific railway is to-day one of the wonders of the world.

Thus, it has happened that the enterprise, which barely a dozen years since was considered but a chimerical dream, has become one of the greatest transportation systems in the world,—a system which now reaches, directly or indirectly, every part of the known world, and which uniting east and west, by bonds of steel and modern steamships, has fulfilled the dream which Jacques Cartier entertained when, three hundred and fifty years since, he beat his way up the St. Lawrence to what is now Montreal, in the hope of finding a new route to China and the kingdoms of the far east.

Commencing early in the last decade with the railways from Quebec to Montreal and from Montreal to Ottawa—built by the Quebec Government, and then known as the Quebec, Montreal, Ottawa and Occidental Railway, the old idea of it being a part of the road to the far west being seen then, too, and the short piece of line called the Central aCnada Railway, the Canadian Pacific Railway has, by the exercise of energy and enterprise, unexcelled even in this enterprising age, built up a system which now nearly reaches the 7,000 mile mark. C. P. R. system now has the enormous The C.P.R. system now has the enormous total of 6,679 miles, and is constantly—it might almost be said daily—adding to it. Only within the last few weeks it has secured leases of the Montreal and Lake Maskinonge and the Montreal and Western lines—now short in themselves, but destined to add hundreds of miles and thousands of tons of freight to the working of the transcontinental system.

The main line of the C. P. R. from Montreal to Vancouver covers 2,904 miles, just a little over half of the system included in the traffic returns of the road, for there are nearly 900 miles of road worked by the company on various conditions, the result of the operations of which do not appear in the weekly or monthly returns. The eastern division of the road covers the following branches:

Quebec to St. Martin's Junction,	159.8
Piles Junction to Grand Piles,	26.9
Joliette Junction to St. Felix,	16.8
Berthier Junction to Berthier,	2.0
Hull to Aylmer,	7.5
St. Therese to St. Jerome,	13.6
St. Lin Junction to St. Lin	15.0
St. Therese to St. Eustache,	6.0
Carleton Junction to Brockville,	45.0

The western division, which covers 654 miles, includes the Emerson, Selkirk, Stonewall, Gretna and Pembina branches as well as the Manitoba Southwestern and the Souris branch and extension to the coal fields. The Pacific division includes branches to New Westminster, Coal Harbor and the Mission, and totals up 19 miles. The Ontario and Quebec Railway, which includes the new short line to Toronto and the extension to Windsor, which gives the Canadian Pcaific through connection to Chicago, and which includes the old Toronto, Grey and Bruce and various important branches throughout Ontario; the Guelph Junction railway the Atlantic and Northwest railway, which is the short line to the Maritime Provinces, the St. Lawrence and Ottawa, the New Brunswick and the Columbia and Kootenay systems, increase the mileage by 1,728.8 miles. Then there are the South-Eastern, from Montreal to Newport, Vt., giving through connection to Boston and the New England States, 230 miles; the new line from Regina to Prince Albert, 249 miles; and the system just inaugurated between Calgary and Fort Macleod, 801 miles. These bring up the total mileage of the system to 6,679 miles, of which it may be said that practically the whole system has been constructed and put in operation within the past ten years.

To work and maintain this enormous railway system naturally requires the services of a vast army of employees, as well as the expenditure of large sums of money. But the C. P. R. is fortunate in its employees, who, be they high official or humble trainhand, are all embued with the same spirit of enterprise which has made the road such a success under the guidance of President Van Horne.

The actual working expenses of the road last year amounted to $12,231,436.11, of which $3,032,475.80 was for conducting transportation; $2,519,825.13 for maintenance of way and structures; $4,217,975.09 for motive power, and $704,446.52 for parlor and sleeping car expenses. (And here it might be mentioned that the C. P. R. is the only railway on the continent which has its own parlor and sleeping cars, and that this branch of the service is a profitable one, for the receipts therefrom were practically last year five times as much as the expenses.)

The equipment required by so large a railway system is naturally immense. It comprises no less than 530 locomotives, 517 passenger, baggage and colonist sleeping cars, 73 sleeping and dining cars, 28 parlor and official cars, 14,077 freight and cattle cars, 253 conductors vans; 390 board, tool and auxiliary cars, and some dozen snow ploughs. In addition to the above, which has cost no less than $13,877,211, the company owns the fine steel steamers Alberta and Athabasca, each 2,300 tons burthen, and the Manitoba, 2,600 tons, used on the upper lakes between Owen Sound and Fort William. This completes the equipment of the actual system from Atlantic to Pacific, but notice of the company's rolling stock would not be perfect were not mention made of the three magnificent new steamships which the company yet form a system direct from London to The system of the C. P. R. now practically extends from Halifax to Hong Kong, and the steamships Empress of India, Empress of Japan and Empress of the western link in the chain which will

western link in the chain which will yet

form a system direct from London to the Orient and to Australasia.

INDUSTRIES IN MONTREAL.

The management of the Canadian Pacific railway has always done its duty by Montreal. Beginning by the construction of the extension along the wharves westward from Hochelaga to the old Quebec Gate barracks, the old landmarks were speedily demolished to make room for the substantial Dalhousie square depot, which will ever be memorable to Montrealers as the spot from which the volunteers left for the Northwest in 1885, and as that wherein they were welcomed home after that now historic campaign. Large workshops were at once erected at Hochelaga, which became one of the largest railway centres in the Dominion, and these are being constantly added to it. It is true that the company has workshops also at Perth, Carleton Place, Winnipeg and Fort William, but it is in the Montreal shops that the most of the original construction is done. The company's workshops in all represent an expenditure of considerably over a million and a quarter of dollars. Their locomotive shops on DeLorimier avenue are among the most complete on the continent, while the car shops at Hochelaga give employment to hundreds of men in the construction of these cars, be they sleepers, first-class or colonists, which have made the name of the C.P.R. synonomous with comfort. The growth of traffic upon the road especially in the Montreal division—and more particularly due to the development caused by the opening of the company's magnificent steel bridge at Lachine—has necessitated the purchase and laying out of extensive yards at Outrement, which have entailed an expenditure of over $94,000. This additional accomodation brings up the total yard mileage in and around Montreal to something in the neighborhood of 15 miles. The large elevators on the harbor front are already overtaxed by the grain from the West, and it is not improbable that the company will yet have to show further enterprise in this direction.

The new Windsor depot on Dominion square, from which all the Western trains of the company, save the transcontinental express, depart, is in itself a monument of the enterprise of the company, and admired by both resident and visitor. Its construction and the building of the road into the city from the West End was a work of considerable magnitude, but has already repaid the company and satisfied even those Montrealers who complained at the demolition of old residential properties involved in its extension.

The Canadian Pacific railway company has now upon its pay rolls about 28,000 men.

The total cost of the Canadian Pacific has been $159,488,722, of which



W. C. VAN HORNE, PRESIDENT.

$130,499,104 was for the main line; but this does not include the portion of the line built by the Government, the cost of which is estimated at $35,000,000. The capital stock of the company was $65,000,000; mortgage bonds, 000, and a land grant which has to been issued to an amount of $47,956,686; the four per cent consolidated debenture stock amounts to $19,770,492; the land grant bonds to $18,426,000. It is, of course, well known that the company received a cash subsidy from the Dominion Government of $25,000,000, and a land grant, which hhas to date brought in an amount of $19,558,781.

The earnings for the year 1891 amounted to $20,241,095, of which $5,459,789.46 was derived from passengers; $12,665,540.26 from freight; $516,098.45 from mails; $288,633 from express service; $303,545 from parlor and sleeping cars; and $1,007,489 from telegraph and miscellaneous. The working expenses were as before stated, $12,231,436, leaving the net earnings $8,009,659. The working expenses were 60.43 per cent of the gross earnings, while the net earnings were 39.57 per cent. The earnings per passenger per mile were 1.70 cents, and per ton of freight per mile 0.91 cent, each showing a steady increase over the preceding year. The progress of the road can best be stated in the significant fact that the net earnings have grown from $3,504,118 in 1887, when the main line was first in full operation, to $8,009,659 last year, while for the current year they are expected to reach nearer twelve millions.

The motto of the C. P. R. is ever "onward," and while it is even now engaged in enterprises which will increase its mileage and add to the value of its system, such as the extension of the Soo

THE OFFICERS OF THE ROAD.

The directorate of the company is composed of the Rt. Hon. Lord Mount Stephen, Montreal; Sir Donald A. Smith, K.C.M.G., M.P., Montreal; Mr. William C. Van Horne, Montreal; Mr. Richard B. Angus, Montreal; Mr. T. D. Shaughnessy, Montreal; Mr. Edmund B. Osler, Toronto; Mr. Sandford Fleming, C.E., C.M.G., Ottawa; Mr. George R. Harris, of Messrs. Blake Bros. & Co., Boston; Mr. Richard J. Cross, of Messrs. Morton, Bliss & Co., New York; Mr. Wilmot D. Matthews, Toronto; Hon. Donald McInnes, Senator, Hamilton; Hon. Geo. A. Kirkpatrick, M.P., Kingston; Mr. Thos. Skinner, London; Gen. Samuel Thomas, New York; Mr. John W. Mackay, New York.

The executive committee consists of Sir Donald A. Smith, Mr. Van Horne, Mr. Shaughnessy and Mr. R. B. Angus.

The officers of the company, who all deserve a share in the credit due for the success of Canada's great transcontinental railway, are: Mr. W. C. Van Horne, president, Montreal; Mr. T. G. Shaughnessy, vice-president, Montreal; Mr. Chas. Drinkwater, secretary, Montreal; Mr. G. M. Clark, chief solicitor, Montreal; Mr. George Olds, general traffic manager, Montreal; Mr. I. G. Ogden, comptroller, Montreal; Mr. Hy. Beatty, manager lake steamship lines, Toronto; Mr. W. Sutherland Taylor, treasurer, Montreal; Mr. Mr. D. McNicoll, general passenger agent, Montreal; Mr. W. Whyte, general superintendent western division, Winnipeg; Mr. C. W. Spencer, general superintendent eastern division, Montreal; Mr. H. Abbott, general superintendent Pacific division, Vancouver; Mr. Thos. Tait, general superintendent Ontario & Quebec division, Toronto: Mr. H. P. Timmerman, genera lsuperintendent Atlantic division, St. John, N.B.; Mr. C. R. Hosmer, manager of telegraphs, Montreal; Mr. L. A. Hamilton, land commissioner, Winnipeg.

THE BUSY PRESIDENT.

Mr. W. C. Van Horne, the president and general manager of this great company, whose features are here reproduced, has been engaged in railway work ever since he

Continued on Page Sixteen.

RAILWAYS.

CANADIAN PACIFIC RY

REDUCED RATES FOR EXHIBITIONS

—TO—

SHERBROOKE AND RETURN

On Sept. 6th, - $3.35.
On Sept. 7 and 8 $2.25.

Good to Return until September 10th, 1892. On September 8th, Boston train from Windsor St. Station 9.00 a. m., will connect at Farnham with special train arriving at Sherbrooke 12.5 p. m.

--TO - TORONTO - AND - RETURN--

On September 11, 13, 14, 15 and 16, $10.
On September 10 and 12 - - $7.

Good to Return until Sept. 19, 1892.

Tickets and all information on application to Canadian Pacific Railway Agents.

MONTREAL TICKET OFFICES:
266 St. James St., (corner McGill,)
AND AT WINDSOR STREET STATION.

GRAND TRUNK RAILWAY.

Reduced Rates for Exhibitions.

MONTREAL
TO SHERBROOKE AND RETURN
—ON—
Sept. 6, - - - $3.35
On Sept. 7 and 8 - 2.25
Good to return until Sept. 10, 1892.

MONTREAL
TO TORONTO AND RETURN
—ON—
Sept. 11, 13, 14,15 and 16, $10
On Sept. 10 and 12, - 7
Good to return until Sept. 19, 1892.

For tickets and information apply at Grand Trunk Ticket Offices, Bonaventure Station and 143 St. James street.

"The D. & H." DELAWARE AND HUDSON R.R.

New York and Montreal
AIR LINE.

Lake Champlain and Lake George Steamers
SHORTEST LINE
—TO—
NEW YORK
—AND TO—
Saratoga, Troy, Albany, Boston Philadelphia, Baltimore and Washington,
AND ALL POINTS SOUTH AND EAST.
QUICK TIME. NO DELAYS.

TRAINS LEAVE MONTREAL

7.15 a.m.—Day Express, Daily except Sunday, arriving in New York at 9.20 p.m. Through Drawing room car Buffet Montreal to New York.
4.30 p. m.—Local Express Daily. Sleeping car Montreal to Albany, in which passengers can remain till 7.00 a. m.
7.20 p. m.—New York Limited, Daily. Wagner's Buffet Vestibule Sleeping Car runs through to New York without change, arriving in New York at 6.45 next morning.
☞ These trains make close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 10.50 a.m.
New York Through Mails and Express carried via this line.
Information given and Tickets sold at the Company's Office.
143 St. James street, Montreal.

J. W. BURDICK, General Pass. Agt., Albany, N. Y.
W. H. HENRY, Agent, Montreal.

Central Vermont Railroad

IMPORTANT CHANGES IN TRAIN SERVICE.

Taking Effect June 26th, 1892.

Trains Leave Grand Trunk Station as follows

For New York.

8.30 a.m. Except Sun.	Fast train, Via. Rutland, Troy and Albany, ar New York	9.20 p.m.
8.30 a.m. Except Sun.	Express via White Jc. and Springfield arr. New York.	10.00pm
7.30 p.m. Daily.	Fast Night Train, via Troy and Albany, arriving New York.	6.45 a.m
8.35 p.m. Daily	Night Express via Springfield & New Haven arr. New Yk.	11.30a.m

For Boston.

8.30 a m Ex'pt Sun.	Day Express via Rutland and Fitchburg arriving Boston,	7.35 pm
8.30 a m Ex'pt Sun.	Fast train via White River Jc and Lowell, arriving Boston.....	7.15 p m
7.30 p m Ex'pt Sun.	Fast train via Bellows Falls and Fitchburg, arriving Boston.....	6.00 a m
8.35 p m Daily	Night Express via Concord and Lowell, arriving Boston.....	8.15 a m

For White Mountains.

8.30 a m	For Montpelier, Bethlehem, Profile House, Fabyans, Mt. Washington, Portland and Old Orchard Beach..	

Wagner New Vestibule Buffet Palace Drawing Room and Sleeping Cars on all through trains.
For Tickets, Time-tables and all information, apply to the Company's office, 136 St. James-street.

A. C. STONEGRAVE, Canadian Passenger Agent.
S. W. CUMMINGS, General Pass. Agent, St. Albans, Vt.
F. W. BALDWIN, Gen. Supt.

PATENTS

Caveats and Reissues secured, Trade-Marks registered, and all other patent causes in the Patent offices and before the Courts promptly and carefully prosecuted.
Upon receipt of model or sketch of invention I make a careful examination and advise as to patentability free of charge.
With my office directly across from the Patent Office, and being in personal attendance there, it is apparent that I have superior facilities for making prompt preliminary searches for the more vigorous and successful prosecution of application for patent and for attending to a business entrusted to my care in the shortest possible time.
FEES MODERATE, and exclusive attention given to all patent business. Information, advice and special reference sent on request.
J. R. LITTELL,
Solfcitor and Attorney in Patent Causes.
Washington, D.C.
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INSURANCE.

ESTABLISHED 1865.
G. Ross Robertson & Sons
11 HOSPITAL STREET,
NORTH BRITISH CHAMBERS,
GENERAL INSURANCE BROKERS AND SPECIAL AGENTS

For the following well-known Companies, having total Cash Assets of over $247,000,000.

North British & Mercantile	$ 52,000,000
Royal	42,000,000
Alliance	18,000,000
Liverpool & London & Globe	42,000,000
London Assurance Corporation	18,000,000
Commercial Union	17,000,000
Western	1,600,000
Scottish Union and National	20,000,000
Insurance Co., of North America	9,000,000
Caledonian	8,000,000
Lancashire	10,000,000
Sun Fire	10,000,000
Total	$247,600,000

The above shows our great facilities for placing large lines of Insurance, in addition to which we have a connection with several other leading Companies in Montreal and New York.

Liverpool London and Globe
INSURANCE COMPANY
Canada Board of Directors.
The HON. HENRY STARNES, Chairman;
Ed. J. Barbeau, Esq., W. J. Buchanan, Esq.,
A. F. Gault, Esq., Saml. Finley, Esq.
Sir Alex. T. Galt, G.C.M.G.
Amount invested in Canada - - 1,350,000
Assets over $42,000,000
MERCANTILE RISKS accepted at the best current rates.
Churches, Dwelling Houses and Farm Properties insured at reduced rates.
Special attention given to application made direct to the Montreal office.
G. F. C. SMITH,
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Sub-Agents.
FRED. C. HENSHAW, FRED. NASH
GEORGE C. HIAM, I. G. R. DRISCOLL.
Special Agent French Department,
CYRILLE LAURIN.

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Insurance Company
Of Hartford, Conn.
CASH CAPITAL - $2,000,000
Canada Branch Head Office
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A share of your fire insurance is solicited for this reliable and wealthy company, renowned for its prompt and liberal settlement of claims.
CYRILLE LAURIN,
G. MAITLAND SMITH,
Montreal Agents.

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WILLIAM DOW & CO.
Brewers and Malsters,
CHABOILLEZ SQUARE.
India Pale, Pale, XXX and XX ALE.
Crown, Extra Double and Single STOUT in Wood and Bottle.
FAMILIES SUPPLIED.
Bell Telephone 359. Federal 1575.
The public are cautioned against dealers who re-use our labels on bottles filled with other ales.
The following City Bottlers are alone authorized to use our trade mark labels, viz.:
W. BISHOP, No. 53 Dorchester street.
T. FERGUSON, No. 162 St. Elizabeth street.
T. J. HOWARD, No. 683 Dorchester street.
T. KINSELLA, No. 241 St. Antoine street.
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For prices and particulars apply to our agent:
JAMES COOPER.

OUR SHIPPING INTERESTS

The Great Development of Montreal as a Seaport.

STATISTICS OF ITS GROWTH DURING THE PAST SIXTY YEARS.

A Record of the Steamship Companies Belonging to the City.

It is necessary, in order to understand and appreciate properly the present position of Montreal as a harbor, to consider from what a small beginning, and with what rapidity, despite its manifest disadvantages it has risen to its present rank among the ports of the world. Occupying, as it did previous to 1832, the position of merely an outport of Quebec, its progress was naturally slow. Most of the shipping trade between Canada and other countries was done through Quebec, which place, as far back as 1800, was quite an important harbor. In that year no less than 64 vessels cleared at Quebec, with a total tonnage of 14,293 tons. Sixteen years later the number of vessels cleared from Quebec had risen to 288, with a tonnage of 61,211 tons. Montreal at that time occupied a poor position as far as shipping was concerned.

With its promotion to the position of a port of entry in 1833, however, it began to advance. The subject of Montreal's growth is closely connected with that of harbor improvement and the removal of obstructions in Lake St. Peter channel. Although in 1809 the late Hon. John Molson made the first attempt to utilize steam as a motive power on the St. Lawrence, more than 40 years intervened between that and the establishment of a regular line of steamers to ply between Montreal and Europe. Once this was fairly under way the progress made was extraordinary, and now Montreal's great ocean lines are among the finest, most trustworthy and best equipped in the world.

MONTREAL'S EARLY DAYS.

In 1833, the first year of Montreal's existence as a port of entry, 133 vessels, of 30,769 tons burthen, cleared. In the six years succeeding no increase was recorded. In 1840, however, the trade showed an increase to 137 vessels, with a tonnage of 31,266 tons.

In 1860, so rapid and extensive had been the growth of its shipping trade, that nearly half the trade of Britain with the British North American provinces, was with Montreal. In 1861 the number of vessels was 3.7 times as many as in 1833, and the tonnage eight times as large. The number of vessels clearing from this port in 1880 was 710, an increase in numbers of only 5.3 from 1833. So greatly had they increased in size, however, that their total tonnage was no less than twenty times as large as in 1833. The still greater enlargement of the ships engaged in the Montreal trade presented 10 years later, in 1890, the contrast of barely an increase of 5.2 in the number of vessels employed in 1833, while having increased in capacity more than 26 times.

The customs duties collected in Montreal amounted in 1868 to $1,673,503; in 1859 to $2,635,130; in 1862 to $2,490,025; in 1882 to $8,395,654; and in 1889 to $9,321,892, or an increase of 45.7 per cent. in 31 years. Last year the customs duties collected amounted to $9,068,888.

SOME PRINCIPAL EXPORTS.

The receipts of flour at this port varied but little from 1845 to 1860. The smallest quantity received in one year was 433,011 barrels, in 1865, and the largest in 1858 was only 69,064 barrels. In 1861, however, the quantity reached 1,095,339, nearly double that of the previous year, which was about 577,196. Although for two succeeding years the quantity increased, in no subsequent year up to 1870, did it reach one million bushels. From 1871 to 1875 there was an annual receipt of 1,020,661 barrels, against 858,839 shipped. Since that time, however, the export trade in flour has declined, while grain in bulk has been shipped in increasing quantities. The total exports in grain in 1887 were 11,512,789 bushels.

The export of sawn lumber from Montreal to South America, which was previously small, reached 1,412,128 feet in 1867, and 31,592,960 feet in 1873. Since that time it has diminished because of the unsettled state of affairs in that part of the world.

The cattle trade of Montreal has reached great importance. The following figures show the exports for the four years stated.

1888.—There were exported to Europe during the season 61,003 head, and 46,223 sheep, a decrease of 3,904 head of cattle, and an increase of 11,051 sheep.

1889.—Cattle shipped, 85,053 and sheep 58,983, showing an increase of 24,050 cattle and 12,760 sheep.

1890—Cattle shipped, 119,578 head and 43,135 sheep, showing an increase of 84,525 head of cattle, and a decrease of 15,848 sheep.

1891—Cattle shipped, 108,947 head, and 32,157 sheep, showing a decrease of 10,631 head of cattle, and a decrease of 10,978 sheep.

HARBOR IMPROVEMENTS.

Montreal possessed several advantages as a seaport. Besides being central, which New York is not, it is 300 miles nearer Liverpool It is also nearer the latitude of Liverpool, and so ships sail to it by a more direct route. Being nearer to both producer and consumer, it offers cheaper transit for all kinds of freight than New York. It was therefore of great importance that navigation should be made safe and convenient throughout the river and gulf.

Before 1851, only vessels under 400 tons, and drawing not more than 11 feet of water, could pass through Lake St Peter, and up to the Harbor of Monreal. The work of dredging a channel missioners of Montreal in June, 1851. This permitted the passage of vessels drawing 22 to 23 1-2 feet of water and up to 4000 tons burden. In 1850 the channel was only 11 feet on Lake St. Peter; three years after, in 1853, 16 feet was obtained; in 1859, two feet more had been added, making 18 feet; in 1865, it reached 20 feet; in 1878, 22 1-2 feet; in 1882, 25 feet; and on the 7th November, 1888, the channel was opened to 27 1-2 feet.

The attention of the Harbor Commissioners was then drawn to the great need of Harbor, as well as Channel improvement. An extensive scheme has been formulated which has already appeared in the Herald, and a synopsis of which follows:

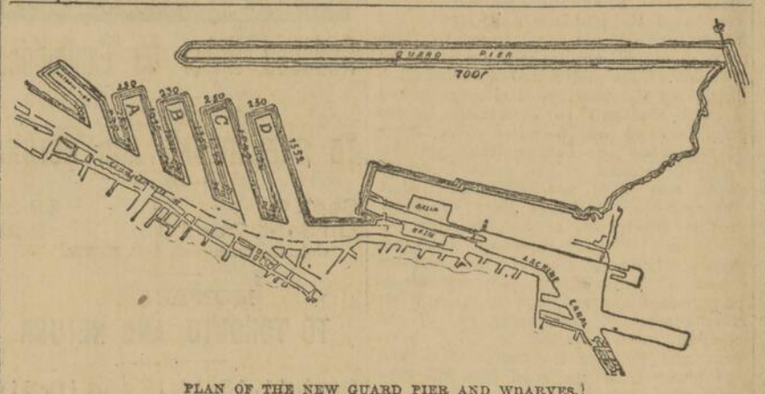
"Common and Commissioners streets to be widened east of St. Peter to 75 ft. minimum by encroaching on the harbor property and to the same width west of Mc Gill Street by the acquisition of private property; present width to be retained between McGill and St. Peter streets.

To protect the city from inundation a parapet wall is to be constructed through which openings will be left for access to the wharves, which openings will be closed in winter by iron gates.

The shore wharves are to be increased to 200 feet in width, and from these four pier wharves are to be constructed, the whole to a height approaching that of Commissioners street, so as to abolish the present ramps.

These piers will have a length varying from 900 to 1,500 feet, and a breadth of 230 feet; water space between each two piers 300 feet in width.

To protect those wharves a guard pier extending from the western abutment of Victoria Bridge is to be built down stream a distance of 7,000 feet.



PLAN OF THE NEW GUARD PIER AND WHARVES.

In connection with the Harbor improvements the following is the plan of work by years, as originally recommended by the Harbor Engineer and City Surveyor, but which has, owing to unexpected delay, been somewhat modified:

1891. 1. Build 1,600 to 2,000 feet of the Guard Pier extending downwards from the Victoria Bridge.

1892. 1. Extend the Guard Pier 3,000 feet further down.

2. Pile the triangular pieces in the Military Basin for widening the Victoria Pier.

3. Cut off the outer part of Victoria Pier and cut off the end of the pier in section 19.

4. Rebuild the upper side of Victoria Pier on the new line and build the new shore wharf up to new pier A, (the one next the Victoria Pier), the shore wharf to be carried only up to present level.

5. Rebuild the ramp opposite Victoria street and also about 700 feet of the Parapet Wall from the Canadian Pacific Railway ramp upward, with water gate in it.

6. Widen Common street between McGill and Prince Streets.

1893. 1. Finish the Guard Pier.

2. Build Pier A, connecting it with the Richelieu Pier, but not disturbing the latter.

3. Raise the new shore wharf to finished height from the upper side of Pier A to Victoria Pier.

4. Extend the Parapet Wall to Jacques Cartier square and put in two more winter gates.

1894. 1. Build Pier B.

2. Build the new wharf between Piers A and B.

3. Extend the Parapet Wall to St. Dizier street.

1895. 1. Build the shore wharf between Piers B and D, and raise it to the finished height.

2. Cut off the superfluous part of the Island Wharf, and build, say, 400 feet of Pier C.

3. Extend the Parapet Wall to the Custom House.

1896. 1. Finish Pier C.

2. Build the new shore wharf from the upper side of Pier D to the Canal, and raise it to the finished height.

3. Finish the Parapet Wall and gates, and make the necessary modifications at the Canal Basin No. 1.

1897. 1. Build Pier D, the last of the new piers.

Estimated cost for works, $2,739,372; for lands and buildings, $88,522; total, $2,827,894.

This work is estimated to be completed about the year 1897.

During the seven years, 1881 to 1887, there had been built 4,776 feet (or nearly a mile) of deep water wharves, abolishing 3,419 feet of shallow or otherwise unsuitable wharves, thus giving a net increase of 1,357 feet of wharf frontage, all of which is for large vessels. With this increase of front there has also been added to the area of wharf space 324,000 square feet or 7 1-4 acres.

SOME STATISTICS.

The steady increase of the volume of trade done at the harbor of Montreal is most gratifying.

The following statistics show the number and tonnage of both inland and sea-going vessels that arrived in port since 1879, with the greatest number in port at one time.

OCEAN VESSELS.

Years	Number of Vessels.	Tonnage.	Greatest number in port At one time.
1879.....	612	506,969	49....Aug. 3
1880.....	710	628,271	67.... " 14
1881.....	569	531,929	59.... " 14
1882.....	648	554,692	53.... " 21
1883.....	660	664,263	38....June 27
1884.....	626	649,374	44....Aug. 13
1885.....	629	683,854	43....July 15
1886.....	703	809,699	44....Aug. 18
1887.....	767	870,773	37....July 21
1888.....	665	782,473	36....June 27
1889.....	695	823,165	39....Aug. 14
1890.....	746	930,332	37....Sept, 13
1891.....	725	938,657	46....Aug. 9

INLAND VESSELS.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port At one time.
1879.....	5,698	817,243	227....Nov. 6.
1880.....	6,489	1,044,380	253....July 7.
1881.....	6,030	949,380	191....Nov. 4.
1882.....	5,947	848,780	190....Sept. 29.
1883.....	5,477	764,721	174....Sept. 5.
1884.....	4,808	726,015	161....July 9.
1885.....	5,003	724,975	142....Oct. 1.
1886.....	5,521	809,819	178....Aug. 25.
1887.....	5,367	791,452	189....May 31.
1888.....	5,500	863,014	163....Aug. 14.
1889.....	5,847	1,069,709	187....Aug. 15.
1890.....	5,162	866,959	157....Oct. 20.
1891.....	5,268	1,119,484	151....Sept. 7.

The following interesting statement shows the dates of the opening and closing of navigation, first arrival from sea, and the last departure from sea. as far back as 1845.

Year.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1846	April 9	Dec. 6	April 27	Nov. 21
1850	" 15	" 6	" 23	" 29
1860	" 10	" 7	" 30	" 25
1870	" 18	" 18	" 22	" 27
1880	" 17	" 3	May 2	" 22
1881	" 21	Jan. 2, '82	April 29	" 23
1882	" 11	Dec. 9	May 6	" 21
1883	" 27	" 16	" 5	" 20
1884	" 22	" 18	" 2	" 20
1885	May 5	" 7	" 8	" 20
1886	April 24	" 4	April 30	" 25
1887	May 1	" 23	May 3	" 28
1888	April 29	" 14	" 4	" 23
1889	" 14	" 29	April 27	" 23
1890	" 14	" 3	" 30	" 24
1891	" 17	" 17	" 27	" 21
1892	" 13	.....	" 23	.....

Only those who can recall the day of small things, and can follow stage by stage in their memories the successive triumphs of the last half century, can realize what, in this direction, have been the gains of Montreal. It now possesses all the advantages of an inland city and a seaport, accessible to sea-going vessels of over 5,000 tons burthen. Holding, too, as it were, the navigation of the canals and lakes of the West, makes it the commercial emporium of the Dominion.

STEAMSHIP LINES.

The Companies That Have Made Montreal a Great Shipping Port.

ALLAN LINE ROYAL MAIL STEAMSHIPS.

The Allan Line is one of the oldest in existence. It was founded in the year 1815 by Capt. Alexander Allan, a native of Saltcoats, Ayrshire. He was in his time one of the best known navigators on the Clyde, and as commander of the Jean, which may be called the pioneer "Allan Line boat." He won more than local fame by the prompt and successful manner in which he carried stores to Portugal for the use of the Duke of Wellington's army in the Peninsula.

When peace was proclaimed after the battle of Waterloo in 1815, Captain Allan ran the Jean from the Clyde to the St. Lawrence, and established a connection between these two great rivers which has continued unbroken until the present day. The business prospered, and ship after ship was added to help the Jean, until Captain Allan was at the head of quite a fleet of packets. Two of his sons were seafaring men, and with characteristic shrewdness he made another son, Hugh, a business man. To give him a commercial education he placed him with an old Greenock shipping firm—that of Allan, Kerr & Co.—and then, in 1826, took him in the ship Favorite to Montreal, where the young man became a clerk in a Scotch dry goods house on St. Paul street, that of Wm. Kerr & Co. Long after he had virtually retired from business, Hugh—then Sir Hugh Allan—used to say that the success of the Allan Line was as much due to its business management as to the seamanship of its founders, and he expressed his indebtedness to the business training received in the firms in Greenock and Montreal, with whom he had served, for much of the ultimate extraordinary success of the line. His fathers and brothers were thorough seamen; Sir Hugh was a business man; and thus all the elements necessary to success were represented in the family.

In 1852 the Canadian Government, alive to the importance of direct steam communication between its Provinces and Britain, determined that a weekly steam line should be established. Sir Hugh Allan and Mr. Andrew Allan, of Montreal, on behalf of the Allan Line, tendered for this service. Their offer was accepted and the Canadian mail line of steamers was inaugurated. The steamers built by the Messrs. Allan, at a bound became favorites, not only with the Canadian community, but with general travellers, since which time the Canadian mails have been continuously carried by the steamers of the Allan line.

Larger steamers have been added to the fleet from time to time, each new vessel having all the improvements that new inventions or discoveries have shown to be valuable to ensure safety, speed and comfort. A long experience, longer than that of any other company now carrying passengers across the Atlantic, enriched by the practical observation that did not overlook even minute details, resulted in a fleet of steamers specially adapted to passenger trade.

By its recent purchase of the State line it has obtained a foothold in New York and added one more service to the line, so that now there are no less than seven direct services between Great Britain, the United States and Canada, viz., Liverpool to Quebec and Montreal; Liverpool to St. John, Halifax and Baltimore; Glasgow to Quebec and Montreal; Glasgow and Galway to Boston; London to Quebec and Montreal; Glasgow to Philadelphia; Glasgow, Londonderry and New York.

In a period of ten years it was estimated that the ships bearing the Allan flag carried in safety on the Atlantic about half a million passengers, or about 50,000 a year. At Glasgow during a recent year the firm's operations were summed up as follows: "They had over 200 sailings and arrivals, an average of four a week; they loaded and discharged about 400,000 tons of cargo and coal; they paid to the Clyde Trust over £27,000 of dues, or about 10 per cent of the Trust's entire revenue, and their wages sheet footed up over £1,000 each week."

The fleet at present consists of nearly 50 vessels, of a tonnage of about 150,000.

STEAMSHIPS.	TONS.	CAPTS.
Acadian	931	C. Mylius
Assyrian	3,970	John Bentley
Austrian	2,458	Fairful
Brazilian	4,100	Whyte
Buenos Ayrean	4,005	Vipond
Canadian	2,908	J. Goodwin
Carthaginian	4,213	John France
Caspian	2,724	John Wallace
Circassian	3,723	R. P. Moore
Corean	3,488	C. J. Menzies
Grecian	3,613	C. E. LeGallais
Hibernian	2,997	Wylie
Lucerne	1,925	Stewart
Manitoban	2,975	McAdam
Mongolian	4,950	R. Barrett, R.N.R
Monte Videan	3,500	A. Fercuson
Nestorian	2,689	Gunsen
Norwegian	3,525	W. Christie
Nova Scotian	3,305	R. H. Hughes
Numidian	4,750	A. McNichol
Parisian	5,355	Joseph Ritchie
Peruvian	3,038	J. W. Nunan
Phœnician	2,425	D. J. James
Polynesian	3,983	Alex. McDougall
Pomeranian	4,364	W. Dalziel
Prussian	3,030	Carvert
Rosarian	3,500	Dunlop
Sardinian	4,375	Wm. Richardson
Sarmatian	3,647	Johnstone
Scandinavian	3,038	Stirrat
Siberian	3,904	John Park
Waldensian	2,235	Brodie
State of California	5,500	Braes
State of Nebraska	4,000	John Brown
State of Nevada	3,000	Main
State of Pennsylvania	3,000	Capt. McCulloch

In the face of many discouragements, the Allan Line has always endeavored to be foremost in everything tending to the advancement of Canada, its people and its commerce, and this policy they intend to energetically maintain.

The members of the firm of H. & A. Allan, the Montreal Agents of the line are: Mr. Andrew Allan, Mr. Hugh A. Allan, Mr. Andrew A. Allan, Mr. H. Montagu Allan, and Mr. Bryce J. Allan.

THE BEAVER LINE.

The origin of the Canda Shipping company, or, as it is properly called, the Beaver Line, is due to the energy and enterprise of Mr. William Murray. In 1868, in conjunction with a few kindred spirits, he determined to inaugurate a service of fine clipper ships in the North Atlantic trade, which, during the summer season, were to run between Liverpool and Montreal, and in the winter to New York or one or other of the cotton ports. The Lake Erie was the pioneer of the fleet, the Lake Superior, Lake Ontario, St. Clare and Lake Michigan rapidly following; and with these vessels the trade was successfully carried on for many years. The company, in 1875, went in for steam. Three steamships, the Lake Champlain, Lake Nepigon and Lake Megantic—each of 2,200 tons—were built, and formed the nucleus of the fine fleet of steamships now comprised in the Beaver Line. In 1880 the growing requirements of the trade induced the company to add the Lake Manitoba and Lake Winnipeg to their fleet; these are of 3,500 tons register. The following year saw a still larger addition to the fleet, in the Lake Huron, and in 1885 the Lake Superior, 4,561 tons, was launched from the yard of Thomson Brothers. All these vessels were built at Glasgow or at Clydebank. The latest addition to the Beaver Line fleet was the Lake Ontario, a Sunderland-built vessel of 4,500 tons, and she, like her predecessors, has also become a favorite with Canadian passengers.

With the advance of steam the Beaver Line sailing ship service, with the exception of one barque, the Lake Erie, has been discontinued, and besides this vessel the fleet is now composed of the Lake Nepigon, Lake Winnipeg, Lake Huron, Lake Superior and Lake Ontario.

The Montreal offices of the company are at Custom House square. Mr. H. E. Murray is general manager.

THE DOBELL LINE.

Messrs. Henry Dobell & Co. are the

Messrs. Henry Dobell & Co. are the

Montreal agents of the Dobell line of steamships. It was established in a fugitive kind of way about twenty years ago, to meet the growing needs of shippers to the Lower Provinces. The steamships Greetlands, Tiber and Polina are now regularly engaged on the route between Montreal, Cape Breton and Newfoundland ports. They run in close connection with the G. T. R. and C. P. R., and through bills of lading are issued from all inland points. The line is almost better known on the Exchanges of Chicago, St. Louis, St. Paul and Minneapolis, than where the management is located, in Montreal.

They carry both passengers and freight, the bulk of the latter being flour in barrels. The offices are situated at 21 St. Sacrament street, city.

THE DOMINION LINE ROYAL MAIL STEAMSHIP CO.

The above company has reached the proud position it now occupies, from a very small beginning, made about 20 years ago. In the year 1872, Mr. H. Flinn, of Flinn, Main & Montgomery, Liverpool, then engaged in the steamship business with New Orleans, visited Canada with a view to opening up trade with this country. He induced the late David Torrance to interest his firm in the enterprise, and the importers and exporters of the Dominion lent their assistance to the effort.

They began with the Mississippi, a steamer of about 2,250 tons burthen, and finally reached the proportion of the Vancouver, some 5,500 tons, with her handsome saloons and electric light. The Labrador, a steel steamer of 5,000 tons, also fitted with electric light, was recently added to the fleet. She has already made herself a favorite with the travelling public, and has made some very quick passages. She was built by Messrs. Harland & Wolff, Belfast, with whom a contract for another steamer has been placed, of larger proportions than the Labrador, which is expected to be ready for the opening of navigation next year. The Vancouver, the "Empress of the Fleet," has recently been overhauled, new engines of the latest improved type being put into her.

Until some months ago this company were associated with the Allan Line in the carriage of Her Majesty's mails to and from the Dominion. Their aim appears to be to provide for the comfort of its passengers, and with commanders of known skill in charge, and executive officers in each department of tried ability, it will be their aim in the future to merit still more the patronage of the public.



PROPOSED NEW WHARVES AT MAISONNEUVE.

The construction of the new pier at Maisonneuve, opposite the St. Lawrence Sugar Refining company, which was commenced in 1889, is now completed with the exception of filling in the shore line.

The fleet is now composed of the steamships Toronto, Dominion, Sarnia, Labrador, Oregon and Vancouver. The Canadian general agents of the company are Messrs. David Torrance & Co., Montreal, and the managing directors are Messrs. Flinn, Main & Montgomery, Liverpool.

THE HAMBURG-AMERICAN PACKET CO.

The above firm was formerly known as the Hansa Line. The vessels of this line comprise a fleet of first-class steamships, which perform a frequent service between Montreal, Hamburg and Antwerp during the season of navigation. Through bills of lading are granted east and west, and prompt and satisfactory service to shippers and consignees by Messrs. W. C. Munderloh & Co., 61 St. Sulpice street This firm are the Canadian agents in this city, and have made the line one of the most popular doing business in the port.

THE RICHELIEU AND ONTARIO NAVIGATIONCO.

This company controls the principal steamer service on the St. Lawrence and Saguenay rivers. They have a daily service from Toronto to the head of the tourist route on the Saguenay river, only two changes being necessary, one at Montreal and one at Quebec.

This company comprises the following first-class iron steamers: Quebec, Montreal, Columbian, Corsican, Spartan, Passport, Algerian, Magnet, Corinthian, Trois-Rivieres, Canada, Union, St. Lawrence. Laprairie, Longueuil, Hochelaga, Berthier, Chambly, Bohemian, Cultivateur, Terrebonne, Mouche-a-Feu, Sorel, Riviere du Loup, forming a direct line between Toronto, Montreal, Sorel, Three Rivers, Batiscan, Quebec, Murray Bay, Cacouna, the River Saguenay and Chicoutimi. The general office of the company is at 228 St. Paul street. The present officers of the company are: Hon. Thos. McGreevy, president; Julien Chabot, general manager; Alex. Milloy, traffic manager of the Western Division; J. N. Beaudry, secretary and treasurer.

Stores department—S. Z. Leboeuf, superintendent and freight agent Eastern Division, 75 Commissioners street.

Continued on Page Eighteen.

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OUR COMMERCIAL INTERESTS.

Bird's Eye View of the Commerce of Montreal.

Sketches of the Board of Trade, the Corn Exchange

The Banks, the Dry Goods, Clothing, Grocery and Other Business.

WHEN Sieur de Maisonneuve, two centuries and a half ago, selected the spot whereon the Custon House now stands as the landing place of his little band of adventurers, and the starting-point of the Royal city whose geographical position as the head of ocean navigation he foresaw would make her the future commercial metropolis of Canada, he little dreamt of the magnitude to which that commerce was destined to attain. Possibly even in his most glowing anticipations for the future of the infant city he had founded he never contemplated such a volume of traffic as that represented by $77,000,000 worth of merchandise passing annually through her port. And yet Montreal is destined to grow still greater. Not only is she the terminal point of ocean carriage, but also of the two great railways that dominate the transportation trade of Canada. It is at this point that the magnificent canal system of the Dominion joins the mighty river, and when we add that Montreal is the cheapest, best, and most convenient port in North America for the loading or discharge of cargo, and that her facilities for the expeditious handling of traffic are unsurpassed, we can readily see what a grand future there lies before her.

During the fiscal year ending last June the imports at the port of Montreal were valued at $45,492,257, and the exports at $32,284,055. In duties alone $9,068,883 was paid to the Government. And even this does not represent the whole of Montreal's commerce, for much traffic is credited to other ports that really belongs to her merchants. She possesses every appliance for handling a still larger volume of trade. Every day the already ample wharf room and shedding space are being added to. New elevators, both floating and stationary, are being built, union stock yards are projected, railroad facilities are being enlarged, and the ship channel is being improved. Her advantages as a shipping point for fruit and other perishable goods are unrivalled. The more northerly route pursued by steamers seeking the St. Lawrence converts the ship into a vast refrigerator, and last year 200,776 packages of oranges and lemons valued at $341,312 were imported into this city from European points and distributed to buyers from every principal city in Canada and the United States.

To handle this enormous mass of traffic great financial facilities are necessary, and of the size and enterprise of her banking institutions Montreal is justly proud. The aggregate capital of the banks doing business in this city amounts to $50,266,666, and last month the volume of their current loans was $137,442,898. In this city are located the headquarters of most of the leading insurance and other commercial corporations, and, for her size, Montreal is one of the wealthiest cities on the continent. Her merchants are the most pushing and energetic of their class. Their travellers cover the entire Dominion of Canada from sea to sea. Hardly a village from Halifax to Vancouver that the Montreal drummer does not visit, and the names of our merchants are household words even in remote country stores.

The internal and civic facilities of Montreal are commensurate with her importance as a city. Her leading thoroughfares contain 25 miles of car tracks, upon which 125 street cars drawn by 1,200 horses, transported 9,837,258 passengers last year. Four thousand six hundred and seventy miles of telegraph wires extend above her streets, and 6,000 telephones flash information from end to end of the city. Her sanitary and sewage system is daily being rendered more perfect. The safety of her citizens is secured by one of the finest and most efficint fire brigade on this continent, and by a large and well-drilled body of police. Her streets are lighted by electricity, and within a few months the same powerful agent will form the motive force of her car service. Her streets are splendidly paved and well cleaned.

In fact, Montreal is a type of a modern city of which Canada can well afford to be proud, and as such she is constantly in progress towards still greater improvement.

BOARD OF TRADE.

A great factor in Montreal's present commercial success has been its Board of Trade. Concurrently with the rise of the metropolis of Canada it has grown from a small beginning, until it has reached a membership of more than 1,300, with a corresponding increase in its commercial influence.

The present Board of Trade is the successor of a little knot of traders who met in a small newsroom on St. Joseph street on April 11, 1822, to discuss the necessity of forming a committee of trade. Within nine days they had a membership of 54 names and had £178 10s in their coffers, and on April 20 they held another meeting in the newsroom, at which Horatio Gates, George Auldjo, George Moffatt, Henry McKenzie, Campbell Sweeney, John Forsyth, Peter McGill, F. A. Larocque, John Fleming, Samuel Gerard, Thos. Blackwood, Chas. L. Ogden and James Leslie were elected as the first committee. Their beginnings were humble enough. They hired a large room for £30 per annum, and furnished it with a pine table covered with green baise, two arm chairs and 12 common chairs, and minute account of their expenditure for inkstands, pens, etc., was given.

But, as the commerce of Montreal grew, the committee of trade grew more powerful. The cholera scare of 1832 and the rebellion of 1837 checked its growth for a while, but when the political horizon once more grew clear, it was found that the committee in its primitive shape was no longer able to cope with the weighty matters continually brought before it for adjudication, and on April 6, 1840, it faded quietly out of existence, and its place was taken by the Montreal Board of Ttade. Incorporation, however, took some time to secure, and it was not until April 4, 1842, that the first meeting of the incorporated board took place, the members present being: J. T. Brondgeest (in the chair), Thomas Cringan, John E. Mills, H. L. Routh, D. Macpherson, J. Esdaile, Harrison Stephens, J. G. McKenzie, Edward Maitland, John Glass, T. M. Tobin, Wm. Edmondson, James Henderson, Joseph Shuter; Frederick A. Stephens, Orlin Bostwick, J. G. Mackenzie, James Logan, T. B. Greenshields, John Dougall.

From that time to the present the course of the Board of Trade has been steadily upward and onward. Its officers have always been drawn from the Bostwick, William Edmondstone, Jas. Henderson, H. L. Routh, John E. Mills, J. M. Tobin, T. G. Mackenzie and Harrison Stephens.

The following were elected a board of arbitration: James Henderson, H. L. Routh, John E. Mills, David Torrance, Robert Armour, John Glass, Harrison Willson, secretary.

The only business transacted was that of electing officers, the election resulting as follows: President, J. T. Brondgeest; vice-president, Thomas Cringan; treasurer, J. W. Dunscomb; council, O. front rank of Montreal's merchants, and since its absorption of the Corn Exchange at the close of 1886, it has remained the sole great commercial body of this city.

This year its list of office-bearers is as follows:

President—E. B. Greenshields.
First vice-president—Chas. P. Hebert.
Second vice-president—Jas. A. Cantlie.
Treasurer—H. Montagu Allan.

The post of secretary to the Board has always been a most important one. Up to 1849 it was held by Mr. F. A. Wilson. Mr. Chas. Lindsay then held it for one year, and then from 1850 to October, 1854, its duties were performed by Mr. Alex. Clerk. In 1854 Mr. John Dunning took the position and held it until 1863, when Mr. W. J. Patterson assumed office and continued as secretary until his death in June, 1886, when the present secretary, Mr. George Hadrill, was appointed.

Four years ago it became apparent that the growing importance of the Board rendered it imperative that it should possess premises of its own to accommodate its members and facilitate the work that it has to do. After a careful inspection of the sites offered, the present one, bounded in front by St. Sacrament street, and extending from St. Peter street on the west to St. Nicholas street on the east, was selected, and the work of preparing the ground for building was commenced. The corner stone was laid last spring, and the walls of the building are now nearly up.

The character of the architecture of the new building can be gathered from the illustration we publish, but the excellence of its interior arrangements it is difficult to describe. The principal feature of the ground floor is, of course, the great Exchange hall, 50 by 80 feet, flanked by a commodious reading room and restaurant, and having in front the council room and secretary's offices. On this flat are seven spacious offices suitable for large commercial and financial enterprises. On the first floor the whole right wing is occupied by a magnificent wareroom 72 feet 6 inches by 105 feet, and the left wing contains 12 large offices, besides the usual conveniences. The second floor has also a large wareroom in the right wing and 21 offices of a less pretentious character. Throughout the whole building will be found the very latest and most modern appliances.

CORN EXCHANGE.

As originally projected, the Corn Exchange association was simply a society of grain brokers for the advancement of the interests of their own immediate trade, but has since broadened in scope to the great benefit of the city as a whole.

It had its origin in a meeting held in the Board of Trade rooms, called by a circular issued by Mr. D. Lorne Macdougall, on Sept. 8, 1862. The meeting was held on the 11th of the same month, and was attended by 13 of the leading grain and produce brokers of Montreal.

The chair was taken by Mr. Robert Esdaile, and Mr. J. W. Taylor acted as secretary. Mr. Macdougall submitted a plan of the Board of Trade room, in which were to be placed 18 tables, which he offered at £180 per year. Nothing was done, however, except to appoint a committee to see absentees and learn their feelings on the matter.

At a subsequent meeting held on the 18th Sept. it was resolved to go on with the association, and on the 16th October the following officers were elected: Board of Management—Robt. Esdaile, president; Henry Budden, vice-president; J. W. Taylor, secretary-treasurer; A. Mitchell and A. Howard, councillors. Board of Auditors—John Esdaile, John Dougall and W. P. McLaren.

The tables were allocated as follows: J. & R. Esdaile, D. E. McLean & Co, James Oliver & Co., W. & T. Leeming, Taylor Bros., A. Heward, T. Ford Jones, Macdougall & Budden, R. Mitchell, R. J. Cusack, J. Fairbairn, Charles Lee, Aiken & Kirkpatrick, A. Sauvageau & Co. T. W. Raphael, W. W. Stewart, Thomas Henshaw and C. G. Geddes.

The Corn Exchange was advertised to be opened on the 20th October. On that day a meeting was held, when Hon. John Young objected to the constitutitution as being too restricted. Finally some proposed changes were agreed to at a meeting held on the 5th Nov., at which the following committee of management was appointed: R. Esdaile, J. Cusack, Hon. John Young, D. A. P. Watt, Henry Budden, J. W. Taylor, John Dougall, Hon. L. Renaud, and Ira Gould. Mr. Esdaile was elected chairman and Mr. Taylor secretary-treasurer by this committee.

An act of incorporation was passed by the House of Commons in 1863, and early in the same year an arrangement was made with the Board of Trade to have a joint secretaryship, and the position was given to rM. W. J. Patterson. His death on June 12, 1886, deprived the Board of Trade and Corn Exchange of a most valuable officer. He was succeeded by Mr. George Hadrill, the present secretary, who was for a considerable time Mr. Patterson's assistant.

The Exchange passed a resolution to amalgamate with the Board of Trade on Oct. 2, 1886. It still maintains its identity and separate organization within the Board of Trade and elects its officers as formerly. It has done good work during its careeer, and has been of great benefit to the trade of the city

Among those who worked earnestly and successfully to promote the organization and to keep it effectively at work was its first president, Mr. Robt. Esdaile, who was elected to that important office no less than seven times. The present president is Mr. D. A. McPherson, who has for some time been one of its most active and energetic workers.



THE BOARD OF TRADE BUILDING.

MONTREAL BANKS.

THE BANK OF MONTREAL.

This institution was established in 1817, and its career has, ever since the date of incorporation, been one of steadily increasing prosperity. Its first president was Mr. John Gray, a shrewd business man, and those who engaged in the undertaking with him were remarkable for their caution in enterprise, and decided that a Bank of Montreal was a necessity, before investing not only their money but their reputations.

The beginning was small, offices being rented for £150 a year, and the work was placed in the hands of Mr. Robert Griffin, cashier; one teller and one accountant. Business was opened on a paid-up capital of $350,000; in 1819 it was increased to $650,000, and in the following year to $750,000.

The story of the increase in the paid-up capital of the bank is one of the most remarkable things in the history of banking. In 1829 the capital was $850,000; in 1841, $2,000,000; in 1845, $3,000,000; in 1855, $4,000,000; in 1860,, $6,000,000, and in 1873 it had risen to $12,000,000, at which it now stands, the largest capital on the American continent, and one of the firmest banking institutions in the world. Hence the well-grounded adage, "What the Bank of England is to Great Britain the Bank of Montreal is to Canada." The "rest" or reserved profits have also increased from $4,168 in 1819, to $6,000,000 at the present time. This has several times stood the shareholders in good stead in times of depression, for among other things it was an earning power.

In addition to a general banking business in loans, discounts and deposits, the bank issues drafts to all points in the Dominion, letters of credit available in China, Japan, etc., and transacts an enormous business in the purchase and sale of sterling exchange and drafts on New York. The Bank of Montreal is pre-eminently the financial institution of which the Canadian feels proud. It is pointed to as the model of a new world monetary concern reared upon a financial basis second to none on this continent.

In addition to the control of nearly 40 branches, established at various points in the Dominion, it is also well represented in Great Britain and the United States, with correspondents in India, Australia, China, Japan, etc., encircling the globe with its ramifications. Its present officials are: Board of Directors—President, Hon. Sir Donald A. Smith, K.C.M.G., M.P.; Vice-president, Hon. G. A. Drummond, Senator; A. T. Paterson, Hugh McLennan, E. B. Greenshields, W. C. McDonald, Hon. Sir J. J. C. Abbott, R. B. Angus, W. H. Meredith; general manager, E. S. Clouston

THE MERCHANTS BANK.

When it became known early in 1864 that Sir Hugh Allan contemplated starting a new bank, it was a question for discussion as to whether or not the business was capable of any further extension. The general opinion was against the new venture, but Sir Hugh, nothing daunted, established the Merchants Bank with a paid-up capital of $100,000, a strong board of directors, himself as president, and Mr. Jackson Rae as cashier. The years of prosperity which followed its establishment spoke volumes for Sir Hugh's foresight, and the capital increased year by year, until five years after the founding of the bank its capital stood at $6,000,000.

In 1866 the business of the Commercial Bank of Canada, Kingston, which had suspended payment, was taken over by the Merchants Bank. For many years the success of the bank was uninterrupted, and in 1875 the report gave a paid-up capital of $8,102,046.67; a rest of $1,850,000, and a net profit of $834,202.84, which allowed a dividend of 9 per cent.

Times of commercial depression had been entered upon, however, and the Merchants Bank had to endure its share of suffering. During the year 1876-77, the general manager, Mr. Jackson Rae, resigned his position, and Sir Hugh Allan vacated the president's chair. The Hon. John Hamilton was elected president, and Mr. George Hague, of Toronto, took the management of the bank's affairs. The institution was then placed upon a sound basis, everything dead being written off. The capital account was cut down about five and a half millions, and the reserve fund to $750,000. Since then the affairs of the bank have been carefully and successfully administered.

The present capital is $5,799,200, with a rest of $2,510,000. The president is Mr. Andrew Allan; vice-president, Robert Anderson, and general manager, Mr. Geo. Hague. The directorate includes some of the best known business men and capitalists of the Dominion.

CANADIAN BANK OF COMMERCE.

In 1867 the Hon. Wm. McMaster, one of Ontario's leading merchants, realizing fully the financial position of the country, and the necessity of increased facilities to meet the requirements of the inceased business, both in exports and imports, resigned his position as a director of the Bank of Montreal and established the Canadian Bank of Commerce, of which he became its first president. Those associated with him in the directorate were Messrs. H. S. Howland as vice-president; W. A. J. Macdonald, Wm. Elliott, John Taylor and J. S. Stayner. The original capital was $1,000,000, which was increased at intervals, until in 1874, it reached its present amount, $6,000,000. This makes it next to the Bank of Montreal, the largest paid-up capital in the Dominion. It has also a reserve fund of $900,000.

The Montreal branch of the bank, now located at 157 St. James street, was established on September 16, 1870, by the late J. G. Harper, who subsequently organized the New York office, and under his direction the new branch rapidly advanced in public favor.

The present manager is Mr. A. M. Crombie, who has had nearly 40 years of banking experience, and under his supervision and an able office staff the institution is becoming increasingly popular, and is steadily extending the sphere of its operations. The present officers are: President, George A. Cox; Toronto; vice-president, John J. Davidson; general manager, B. E. Walker.

THE MOLSONS BANK.

The Molson family had achieved distinction in Montreal as merchants of ability and integrity, and when the brothers William and John Molson started a private bank in 1853, under the Free Banking Act, the general public at once accorded them a generous confidence. For two years the business was carefully and successfully conducted, and in 1855 it was made a joint stock company and incorporated by Act of Parliament. The first capital was $1,000,000, which was increased as the bank grew, while it now stands at $2,000,000, with a contingency fund of $1,100,000.

In 1875 Mr. William Molson, who had for nearly 20 years filled the position of president faithfully and well, died. His place was taken by Mr. John H. R. Molson, and the vacancy on the board filled by the election of the Hon. D. L. Macpherson, of Toronto.

Mr. Molson is still president, and Mr. R. W. Shepperd is vice-president, and F. Wolferstan Thomas general manager. The bank has 24 branches in the Dominion and agencies in all the provinces.

THE BANK OF BRITISH NORTH AMERICA.

This is one of the strongest financial institutions in the Dominion. It was established in 1836, and its stock is principally held by British investors, the successors of the same people who organized it.

The home office is at 3 Clements lane, Lombard street, London, E.C., England, and the Canadian headquarters are at 140 St. James street, Montreal. The R. Grindley, who has a thoroughly qualified staff. The capital, which is fully paid-up, is £1,000,000 sterling, with a rest of £265,000 sterling. It has agencies in all the important business circles of Canada, and has, besides, agents in the United States, correspondents in England, Ireland, Scotland, Australia, New Zealand, Fiji, India, China, Japan, West Indies, Brazil and France. The secretary in London is Mr. A. G. Wallis.

THE QUEBEC BANK.

This is one of the oldest banks in the Dominion, having been founded as early as 1818. The head office is in Quebec, and the Montreal branch is in the New York Life building. Its capital is $2,500,000, with a reserve of about half a million dollars. The management is sound and conservative, the present chief officials being: President, R. H. Smith; vice-president, W. Withall, and general manager, Jas. Stevenson. The manager of the Montreal branch is Mr. T. McDougall, a man of marked ability in his business.

BANK OF TORONTO.

This prosperous institution was founded in the year 1855, with headquarters in Toronto, and during the 37 years it has been in active operation it has extended its connections enormously. It has important branches in Montreal and the principal towns and cities of the Dominion, with agencies in London, England, and New York city.

It has a capital of $2,000,000, and a contingency fund of $1,600,000. The president is Mr. George Gooderham, and the manager of the Montreal branch is Mr. J. Murray Smith, the latter of whom has occupied his present position acceptably for quite a number of years. The Montreal office is at the corner of St. James and St. John streets, and the number of influential houses doing business with this bank is an evidence of its financial strength and reliability.

THE ONTARIO BANK

The Ontario Bank, with a capital of $1,500,000, has its head office in Toronto. It has 17 agencies throughout Ontario and Quebec, and appears to be doing a large and profitable business. The president is Sir W. P. Howland, C. B., K.C.M.G., and the general manager

Continued on Page Fourteen.

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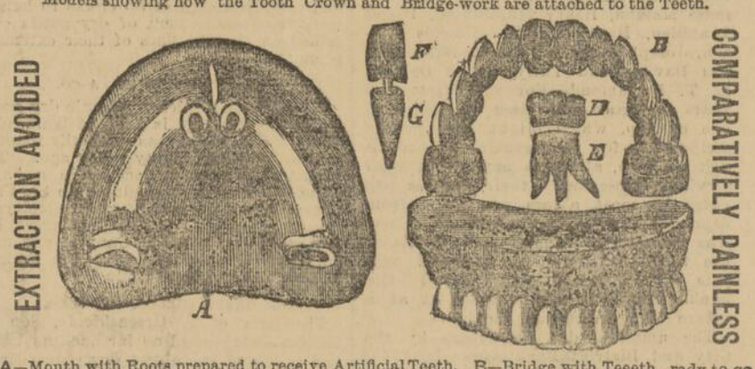
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OUR COMMERCIAL INTERESTS.

[Continued from Page Thirteen.]

Mr. C. Holland. The Montreal branch occupies well fitted up premises on Place d'Armes square, and is under the efficient charge of Mr. R. N. King as manager. Besides its capital it has a reserve fund of $550,000.

BANQUE NATIONALE.

This bank has an agency in Montreal under the management of Mr. Alf. Brunet. The head office is in Quebec, the cashier being Mr. Lafrance. The directorate includes a number of the largest capitalists of the Ancient Capital, and the management is marked by enterprise, care and judgment. The bank has a capital now of $1,200,000. It occupies spacious premises in Montreal at the corner of St. James and Place d'Armes.

BANQUE DU PEUPLE.

Several well known and well trusted financial gentlemen banded together in 1835 to establish a bank for the immediate advantage of the original people of Montreal and the Province of Quebec. They were: Messrs. Hon. Louis Viger, Jacob DeWitt, John Donegani, Pierre Beaubien, Augustin Tullock, H. B. Smith, Timothy Franchere, and A. E. Montmarquet. They commenced operations under the name of Viger, DeWitt & Co., en commandite. Under this semi-private form it continued and prospered until 1845, when it was handed over to a joint stock company, when more extensive operations were entered upon. At that time the offices were in St. Francois Xavier street. Subsequently the bank of Montreal building on St. James street was purchased, which occpied the position now held by the general postoffice. The policy of the bank has been and continues to be extremely conservative. The capital of the bank is $1,200,000 and the reserve $425,000.

The president is Jacques Grenier and the cashier J. S. Bousquet.

BANQUE JACQUES CARTIER.

This is another of the banking institutions which have their head offices in Montreal. Though comparatively a small concern, it is sound, conservative and well managed. The bank has in all 15 agencies, all in the Province of Quebec, four of them being in different parts of Montreal and suburbs. Its capital is $500,000, and it has a rest of $175,000.

The principal officers are: President, A. Desjardins, M.P.; manag ng director, A. L. deMartigny; vice-president, A. S. Hamelin.

BANQUE VILLE MARIE.

This is one of a number of sound and prosperous banks having their head offices in Montreal. It has branches at a number of important points throughout the Province of Quebec and carries on a large and growing business. The subscribed capital is $500,000, paid up, $479,250. President, and general manager, W. Weir.

UNION BANK.

The head office of the Union Bank is in Quebec and the Montreal branch at 1764 Notre Dame street. Its paid-up capital is $1,200,000 and the reserve fund $225,000. It carries on a large and profitable business and has agencies in a number of important centres.

Mr. Andrew Thomson is president and Mr. G. H. Balfour Montreal manager.

MERCHANTS' BANK OF HALIFAX.

This bank has a capital of $1,100,000 and a reserve fund of $450,000. The head office is in Halifax, and the Montreal branch is in charge of Mr. E. L. Pease. The bank carries on a large business throughout the Maritime Provinces, having agencies in most of the important business centres.

BANQUE D'HOCHELAGA.

This bank has a paid-up capital of $710,000, with $160,000 in reserve. The head office is in Montreal, and there are agencies throughout the province and in the principal places in Ontario. The chief officers are: President, F. X. St. Charles; vice-president, R. Bickerdike; and manager, J. A. Prendergast.

BANK OF NOVA SCOTIA.

The above bank has its head office in Halifax, N.S., and a branch in this city at 130 St. James street. The paid-up capital is $1,500,000 and the rest $1,000,000. Mr. Thimas Tyshe is cashier, and the Montreal agent is T. V. Macdonald, in whose hands the business appears to be prosperous.

CITY AND DISTRICT SAVINGS BANK.

In 1846 the City and District Savings was founded with fifteen managing directors but for the devotion of the directors chosen from some sixty honorary directors. They were: William Workman, Alfred Larocque, Jos. Bourret, L. H. Holton, Francis Hincks, Damase Masson, Henry Mulholland, Pierre Beaubien, Henry Judah, Charles Wilson, Joseph Grenier, John E. Mills, Nelson Davis, John Tully, Jacob DeWitt, L. T. Drummond. For the first two years the bank progressed quietly, with one mishap, which might have proved serious but for the devotion of the directors, who, although unpaid for their services, subscribed their names to notes to meet a loss resulting from depreciation of City Bank stock. There was no stock or accumulated profits at the time to secure deposits, and only this act of the directors saved the bank from ruin, and enabled it at a future time to recoup the loss

The amounts due depositors by the City and District Bank were: In 1847, $250,702; in 1848, $178,241; in 1849, $153,770; 1853, $273,994. But from this time progress was rapid, each year showing a large increase in business except in the years 1854-55 and 1857. In 1870 the amount due depositors was $2,880,769; the number of depositors 9,362, with an average of $307.68 for each depositor. The bank has had its times of hardness and difficulty; it has been converted from a purely benevolent institution into a joint stock concern, and its enemies have been many. But the management has been equal to every emergency, meeting all drains without having to pledge any of the bank's securities, or to call in any of its loans.

The first manager was Mr. John Collins, who left the bank in 1855. He was succeeded by Mr. Edmond J. Barbeau, who, entering the bank in 1850, retired in 1880, after thirty years faithful service, was succeeded by his brother, Mr. Henri Barbeau, who is the present manager, and who during his short connection with the bank has given evidence of the possession of qualities which eminently fit him for the position.

The subscribed capital is $2,000,000, with paid-up capital of $600,000 and rest of $300,000.

The president is Hon. Edward Murphy and vice-president, R. Bellemare.

DRY GOODS.

In Canada, like all other countries settled gradually by an incoming race, the trade in dry goods has always been in the van of commerce. To the savage the product of the loom is always the most valuable object of barter, and consequently the earliest batteaux that left the struggling little city of Ville Marie carried dry goods as the principal portion of their cargoes. The French cottons and woollens became the currency of those wild tribes, the remnants of whom the advancing tide of civilization has almost obliterated from the map, just as the cottons of Manchester are to-day that of Central Africa. As the stalwart pioneer pushed back the Huron and the Iroquois, the first store to be erected in the lonely clearing carried dry goods as the principal portion of its stock. Gradually it became the nucleus of a village which grew into a town, and the first sign of its increased prosperity was when its proprietor deemed it safe to abandon his other lines and launch out into dry goods alone. In the wholesale as in the retail trade the first store to emancipate itself from old traditions, and stand forth committed to one branch of business alone was a dry goods store, and it has been noticeable through the whole of Canada's commercial history that her dry goods men have always been the pioneers in the extension of her growing commerce.

To Montreal may fairly be allotted three-fifths of the entire dry goods trade of the Dominion. In the city proper there are 257 dry goods stores, whose overturn stretches away up into millions of dollars. The magnitude of their operations can be judged from the fact that during the fiscal year of 1891 the imports of textile fabrics into Canada reached a total of nearly twenty-three millions of dollars, of which at least $14,000,000 must be credited to this city. The principal branches of this huge volume of imports are as follows:

Woolen goods	$8,736,697
Cotton goods	4,358,390
Silks and velvets	2,675,574
Flax, hemp and jute manufacturers	1,435,851
Hats and caps	1,288,199
Carpets and felts	1,182,531
Gloves	660,677

This enormous quantity of goods does not include the ever-increasing volume of Canadian manufactures, although Canadian tweeds and cloths now dominate the home market, while Canadian cottons are sent even to far-off China. The whole of this vast bulk of textile fabrics is distributed by our merchants through a small army of drummers ever on the wing from where the Atlantic breaks against the rocks of Cape Breton, to where the Pacific lashes itself to foam against the bold capes of Vancouver. Travelling on railway trains, driving along lonely country roads, now staying at a palace hotel, now roughing it in some remote village, the tireless pioneer of commerce is constantly engaged in hustling for business. The result is that many of our dry goods merchants are now magnates of the commercial world, and their palatial residences adorn and beautify the principal residential streets of Canada's mercantile metropolis.

Perhaps, as a testimony to Montreal's rapid advance in commercial supremacy, it may not be amiss to refer shortly to a few of our leading dry goods houses. The story of success is always interesting. It is an incentive to the young merchant to strive forward to the goal, and it is a consolation to those whose efforts have not received the reward merited. But as the space at our disposal is limited we can cite but a few instances where fortune has waited upon business sagacity, enterprise and tact. Take for instance

J. G. MACKENZIE & CO.

The large wholesale dry goods firm of J. G. Mackenzie & Co. was established by the late Mr. J. G. Mackenzie as far back as 1829, and has for the past sixty-three years been one of Montreal's foremost business firms. They occupy a spacious stone warehouse on St. Paul treet, and do one of the safest as well as one of the largest businesses in the Dominion, having fully 40 persons directly in their employ, besides a branch house in London, Eng. The managing partner, Mr. J. P. Cleghorn, is a well-known figure in the business community. He has filled the office of President of the Board of Trade, and is a director in the Sun Life Assurance, Intercolonial Coal Mining, and Merchant Manufacturing Companies. The senior member of the firm, Mr. Hector Mackenzie, is also a director of the Merchant's Bank, the Richelieu & Ontario Navigation Co., and the Montreal Telegraph Company.

D. MORRICE, SONS & CO.

This extensive dry goods commission house was founded in 1863, and now represents the Dominion Cotton Co., Globe Woollen Mills, Auburn Woollen Co., Penman Mfg. Co., Strathroy Knitting Co., Coaticook Knitting Co., Coaticook Narrow Fabric Co., Trent Valley Woollen Mills, and a number of smaller concerns. The firm are also Canadian representatives of Rylands & Son, of London and Manchester. They deal solely with the wholesale trade, and the fabrics they handle are found all over the Dominion. They occupy spacious warehouses on Notre Dame street, and may be looked upon as the leading commission house of Canada.

ROBERTSON, LINTON & CO.

The firm of Robertson, Linton & Co. was started 40 years ago by Lord Mount-Stephen, under the title of W. Stephen & Co. About twenty years later he sold out his business to Robertson, Linton & Co. Later Mr. Robertson retired from the firm, and the business is now carried on under the old firm name by Robert Linton and John Black. The firm occupy one of the oldest and most commodious dry goods warehouses in this city, at the corner of St. Helen and Recollet streets. They keep ten travellers on the road, and require a staff of 35 clerks to handle the varied assortment of dry goods contained on the five flats of their extensive premises.

THIBAUDEAU BROS. & CO.

The largest French wholesale dry goods house in this city is that of Thibeadau Bros. & Co., which was originally founded in Quebec about eighty years ago. The Montreal branch is located in a handsome five-story stone building on St. Paul street, where the firm keep 35 employees constantly busy. They are the largest importers of dry goods in Canada, and may be said to practically control the French-Canadian dry goods trade.

S. GREENSHIELDS, SON & CO.

The firm of S. Greenshields, Son & Co. was established as far back as 1836, and is one of the oldest dry goods firms in Montreal. It has also a branch house in Vancouver. The headquarters of the firm are in the large six-story cut-stone building at the corner of Victoria square and Craig street. The six flats are each 60 by 100 feet, and the firm employ betwcen 60 and 70 clerks and travellers to handle their goods. Mr. E. B. Greenshields, the senior partner, is a ma nof prominence in commercial circles. He is President of the Board of Trade, a director in the Bank of Montreal and o fthe Standard Life Insurance Company, and one of the Governors of McGill University and trustee of Trafalgar Institute. On 1st December last Messrs. G. B. Fraser, E. C. B. Featherstonhaugh and G. L. Caaiswell were admitted as partners in the firm. They had been with the old firm for a number of years, and thoroughly understand the business. The firm have this year leased additional premises adjoining their own warehouse, and are doing business in all the Provinces of the Dominion, their travellers representing the firm from Cape Breton to British Columbia.

GAULT BROS.

This firm was established in 1854. They are identified with the great cotton industry of Canada, and were the pioneers in the formation of the recently organized Dominion Cotton Company. Their warehouse is on St. Helen street, and fifteen travellers are kept constantly on the road. Mr. R. L. Gault is president of the Dry Goods Association.

M'INTYRE, SON & CO.

This well known and long established dry goods started originally as McIntyre, Denoon & French, and next McIntyre, French & Co. Ten years ago Mr. Robt. French left the firm, and it then assumed the present title of McIntyre, Son & Co. The firm handle only imported goods, and do not touch domestic fabrics at all.

BROPHY, CAINS & CO.

Although this is a young house, comparatively speaking, there are few dry goods houses in the Dominion to-day that are better known. Brought up in the dry goods business, understanding it thoroughly, and knowing the trade requirements, their business has shown a steady increwse year after year. Recently they moved into more commodious premises, and now occupy that handsome warehouse, 196 McGill street. Their aim is to do a high class trade. They are referred to more particularly for novelties in rich black dress goods, handsome mantlings and jacket cloths; and for hosiery and gloves they are known east and west. Linens are a specialty with them, the ground floor being largely devote to that class of goods, the basement to staples, second floor mantlings, dress goods, etc., third floor hosiery, gloves, laces, ribbons, mings and general smallwares; fourth floor, gents' furnishings and underwear.

M'KAY BROS.

This business was established by Joseph Mackay in 1840, and has ever since been conducted on a liberal basis by the successive firms of Joseph Mackay & Brother and Mackay Brothers. In 1860 the business was removed from St. Paul street to the present warehouse, corner of McGill and St. Maurice streets, which was one of the first modern establishments erected by the wholesale trade in this city. The firm do a large general dry goods business, but are considered as making a specialty of staple articles, and doing a conservative trade with old and well established connections acquired during the



WAREHOUSE OF S. GREENSHIELDS SON & CO.

half century in which they have occupied the position of one of the leading houses in their branch of business in the Dominion. They are well and honorably known in every portion of the Provinces, and continue to do a steady and successful business. The firm is noted particularly for the high esteem in which it is held by all its customers, for its liberal and honorable dealing with them, and has secured the same high reputation with all those who have been fortunate enough to have business relations with them. It is justly looked upon as one of Montreal's foremost business houses.

HODGSON SUMMER AND CO.

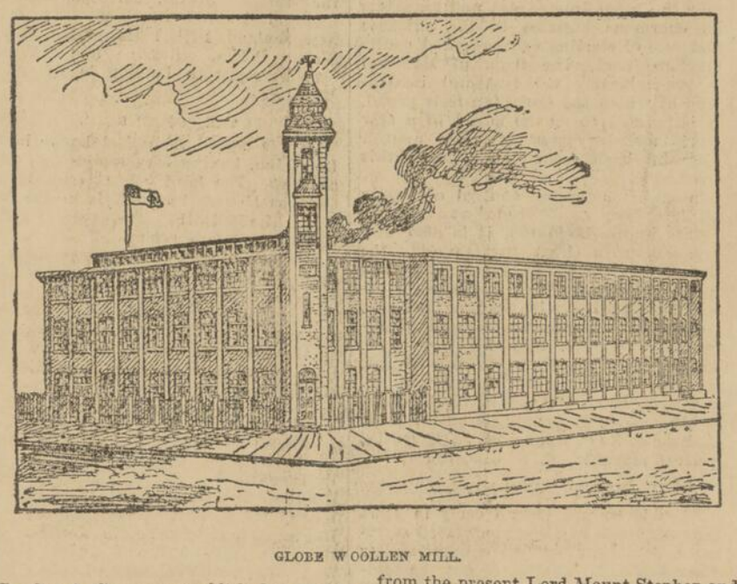
This large importing firm occupy two handsome stores in the Nuns' block on St. Paul street, and keep some sixty employees busy in the various flats. They handle all kinds of foreign and American dry goods, gents' furnishings, small wares and fancy goods, as well as a very complete range of domestic goods, and do a very extensive business all over the Dominion. The business was established about forty years ago, the present partners being Messrs. Jonathan Hodgson, George Summer, Thos. E. Hodgson and James Gardner. The senior member of the firm, Mr. Hodgson, is one of Montreal's prominent citizens being connected with a large number of public enterprises, a director of the Merchants Bank, Canada Shipping Co., Alliance Insurance Co., Merchants Mfg. Co., etc., etc.

FRANK STEPHEN & CO.

The firm of Frank Stephen & Co., succeeded the old firm of George Stephen & Co., of which Lord Mount-Stephen was the founder, and have since been identified with Canadian tweeds. They represent the two largest and best equipped tweed mills in the country, the Paton Manufacturing Co., of Sherbrooke, and the Rosamond Woollen Mills of Almonte. They also control the output of the Richelieu Flannel Mills at Chambly. They occupy premises on McGill street, and have a branch establishment in Toronto.

JAS. A. CANTLIE AND CO.

The woollen commission firm of Jas. A. Cantley & Co. was established in 1869 by James A. Cantlie, Alex. Ewan and William Stephen, under the style of Cantlie, Ewan & Co. In 1886 Mr. Stephen retired from the firm, and in 1890 Mr. Ewan also withdrew, and the original business was continued by Jas. A. Cantlie & Co. This house represents the following well-known woollen manufacturers of Canada, viz.: Cobourg Woollen Co., Streetsville Woolen Manufacturing Co., R. Gemmell & Son, Peter McDougall, Galette Whyte, J. G. Field, John Fairgrieve & Son, in the manufacture of fine, medium and coarse tweeds, etoffes, etc., and A. Lomas & Son, William Thoburn, Dontigny & Hughton, Blythe Woollen Co., A. P. Grindrod & Co., manufacturers of ladies' dress goods, plain and fancy flannel, Kerseys, etc., as also the Almonte Knitting Co., and Chas. E. Hanfield, manufacturers of women's and men's knit underwear of every description. They are also the Canadian representatives o. Messrs. Hargrave & Nusseys, woollen manufacturers and Wm. Roslington, melton manufacturers, of Leeds, England, as well as several other French and German manufacturers.



GLOBE WOOLLEN MILL.

CLOTHING.

Few branches of Canadian commerce have assumed more colossal proportions than the clothing trade. In a country like Canada, where the climatic changes are sudden and violent, there is naturally more demand for clothing than in more temperate climes where the one suit may be made to cover all seasons. In Canada the bound from the linen duster to the fur-lined overcoat is often a sudden one, and consequently our clothing houses must be well loaded up with stock of all kinds to meet any sudden demand upon their resources by the public, whether it arise from a cold snap or a hot wave. These large clothing houses are of incalculable value to this city, inasmuch as they furnish fairly lucrative employment to the poorest and most helpless class of workers. Such establishments as H. Shorey & Co., and E. A. Small & Co., pay out weekly thousands of dollars for out-door work, and it is only necessary to watch the throng of workers streaming in and out of their doors, carrying huge bundles of work in their arms, to recognize that without their assistance many a poor family would suffer want.

In no trade is the volume of expenditure in proportion to output so great as in the clothing trade, and in no other branch of commerce is it necessary to carry on such extensive operations. The clothing traveller can be found everywhere. Driving along remote country roads, sleighing on the ice of our great lakes, facing the blizzards of our Great Lone Land, the clothing drummer seems to be ubiquitous. Everywhere are his huge trunks stuffed with samples of every line of goods from the coarsest overalls to the nattiest of street suits. No store is too small for him to visit, no lumber or mining camp too remote to attract his attention, and everywhere he is a welcome visitor. Naturally in so live and hustling a trade Montreal assumes a prominent place, and some of the wealthiest and most powerful houses are included among her merchant-manufacturers.

E. A. SMALL & CO.

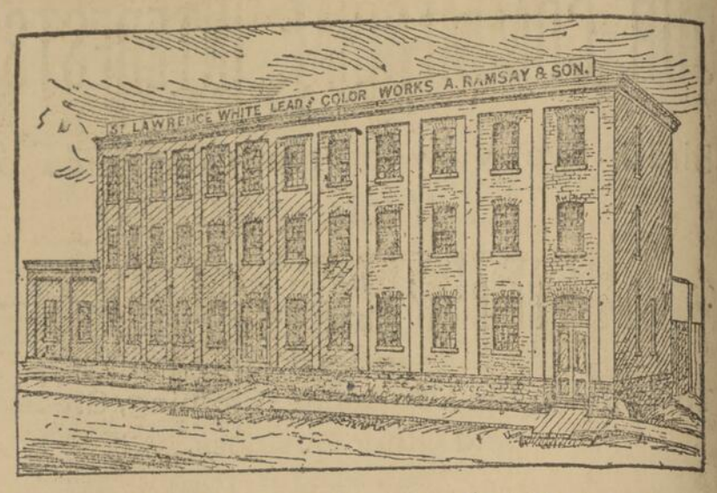
One of the youngest, but one of the most progressive of Montreal's great clothing establishments, is that of E. A. Small & Co. It was founded in January, 1887, by Mr. E. A. Small, previously a partner in the well-known clothing house of H. Shorey & Co., and one of the most energetic and progressive men in the clothing trade. Under his direction the house seemed to at once take its place in the van of the trade. They occupy one of the extensive premises known as the Albert Buildings, on St. James street, opposite to Victoria square, and the whole of their six huge flats are covered with clothing and clothing fabrics. On the upper flats several hundred sewing and button-holing machines are in operation, and the house gives employment to close upon five hundred hands in all. The manager of the manufacturing department, Mr. Adams, is a man of wide experience in the clothing trade, and his constant effort is to keep abreast of the very latest styles. A full staff of experienced cutters work under his supervision, and the output of E. A. Small & Co. is noted everywhere for its beauty of style and finish. The house employs eleven travellers constantly on the road to push its goods.

H. SHOREY & CO.

The great wholesale clothing firm of H. Shorey & Co. was started iin 1865 by Hollis Shorey, the present senior partner, in St. Paul street. In the next year the firm moved to St. Helen street, to the premises now occupied by John Maclean & Co., and they remained in these premises for eight years. In 1874 they purchased their present building (which had been especially built for a wholesale clothing business by Muir, Ewan & Co., at that time the leading clothiers in Canada),

GLOBE WOOLLEN MILL.

[Continued on Page Fifteen.]



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S. C, STEVENSON,
Manager and Secretary, 76 St. Gabriel Street, Montreal.

OUR COMMERCIAL INTERESTS.

[Continued from Page Fourteen,]

light and suitable tweeds in the West Indies, and have received a gold medal from the Exhibition at Trinidad for their exhibit of fabrics suitable for the tropical trade. Their travellers visit the islands twice a year to secure the Christmas and Easter markets, and the name of H. Shorey & Co. is now a well-known one throughout the West India Islands.

J. W. MACKEDIE & CO.

The firm of J. W. Mackedie & Co. succeeded the older firm of Shearer, Mackedie & Co. in 1877. The firm occupy extensive premises fronting on Victoria square, and will shortly add the adjoining building to their already large warehouse in order to make room for their stock of "Melissa" waterproof fabrics, which are now enjoying such unprecedented popularity in Canada that the premises of their agents are not sufficiently large to admit of their carrying an adequate stock. J. W. Mackedie & Co. keep twelve travellers on the road, and, in addition to this, have 60 hands constantly employed in the store as well as 900 hands on their outside pay-roll. They are an enterprising and energetic firm, and have no difficulty in maintaining their present positio in the wholesale clothing trade.

JAMES O'BRIEN AND CO.

Conspicuously located at the corner of Victoria Square and Beaver Hall Hill is the handsome and imposing establishment of James O'Brien & Co. The firm occupies a foremost place among the large clothing houses of Montreal. The quantity of manufactured goods turned out annually by the company is simply immense, and its reputation for quality and price such that the utmost resources of the farm are taxed to meet the continuous demand pouring in from every province of the Dominion. An inspection of this company's building and its flat upon flat of manufactured samples of ready-made clothing will amply repay the time occupied in doing so by everyone who may have occasion to visit the city of Montreal.

THE GROCERY TRADE.

Few branches of modern commerce bear more striking testimony to the steady advancement of cultivation and refinement in taste in all classes of society than does the grocery trade. The gradual evolution of the modern grocery with its elaborate counters, polished brass-wrok, glittering plate-glass, and beautifully decorated windows, from the dingy shop in which our fathers were quite content to trade, points out the steadily increasing wealth and refinement of the modern Canadian in a manner there is no mistaking. Articles are necessities to-day in the poorest houses which, only a few years ago, were looked upon as luxuries whose use was confined exclusively to the rich. Nor is this the only step forward. The modern customer demands not only that the article he purchases shall be good, but that it shall be presented to him in the most attractive form possible. Never has so much ingenuity and artistic taste been exerted to ornament the coverings of even the cheapest lines of goods as at the present. The modern grocer appeals as much to the eye as to the palate. Naturally this has resulted in the increasing elegance of his store and the beautifying of its surroundings, until to-day a high-class grocery forms as attractive a coup d'oeil as taste and money can make it, and the old-fashioned dingy grocery, with its miscellaneous jumble of unwashed vegetables, fly-blown paper bags, and half-cut sides of bacon, is vanishing quietly off the face of the earth. "Forward" is the cry in the grocery trade, and no one realized the fact sooner than the wholesale grocers of Montreal. They do not occupy the palatial stores or employ the small army of clerks that their brethren of the dry goods trade require. But they handle goods from all over the civilized world, and for energy and enterprise they are second to none.

GEO. CHILDS & CO.

Since its first inception as a wholesale house in 1861, the firm of Geo. Childs & Co. has never had but the one partner, and has never had to ask the least consideration from its creditors. Mr. George Childs started in the wholesale business thirty-one years ago in St. Paul street A year later he moved to his present warehouse at 22 St. Francois Xavier street, which he has occupied ever since. The firm's field of operations covers the Townships, Quebec, the Ottawa Valley, and Ontario, east of Toronto. Five travellers are employed in this territory sending in orders to the firm. Mr. George Childs is President of the Wholesale Grocer's Association, and has been for thirty years a subscriber to the "Herald."

KINLOCH, LINDSAY & CO.

The firm of Kingan & Kinloch first began business in groceries in this city as far back as 1843. In 1864 Mr. Kingan died and Mr. W. B. Lindsay became the junior partner. The style of the firm, however, was not changed until 1874, when its present style of Kinloch, Lindsay & Co. was adopted. The firm occupies a capacious five-story warehouse on St. Peter street, opposite to St. Sacrament street, and keep five travellers constantly on the road. They have always been noted for doing a conservative business, and are one of the most respected houses in the wholesale grocery trade.

LOCKERBY BROS.

Another old-established grocery house is that of Lockerby Bros., which is the direct descendant of the old house of Douglas, Kirk & Co. Mr. Douglas died 22 years ago, and the surviving partner, Mr. John M. Kirk, took Mr. D. L. Lockerby into the firm. In 1886 Mr. Kirk retired, and the firm then became Lockerby Bros. The firm occupy a spacious warehouse at the corner of St. Peter and St. Sacrament streets, and have seven travellers on the road to push their goods.

CAVERHILL, ROSE, HUGHES & CO.

The house of Caverhill, Rose, Hughes & Co. is an amalgamation of the two grocery houses of Caverhill, Hughes & Co. and Turner, Rose & Co., which took place last May, on the retirement of Mr. A. D. Turner on account of ill-health. The firm keeps seven men on the road, and covers the Provinces of Quebec and Ontario. They occupy a stone warehouse at the corner of Commissioners and St. Peter streets, and do a steady and thriving business.

RANSOM, FORBES & CO.

This wholesale grocery house was started on St. John street twelve years ago. In 1889 the firm removed to their present quarters at No. 158 McGill street. They employ four travellers on the road, and devote their attention to the Eastern Townships and the Eastern portion of Ontario.

J. A. MATHEWSON & CO.

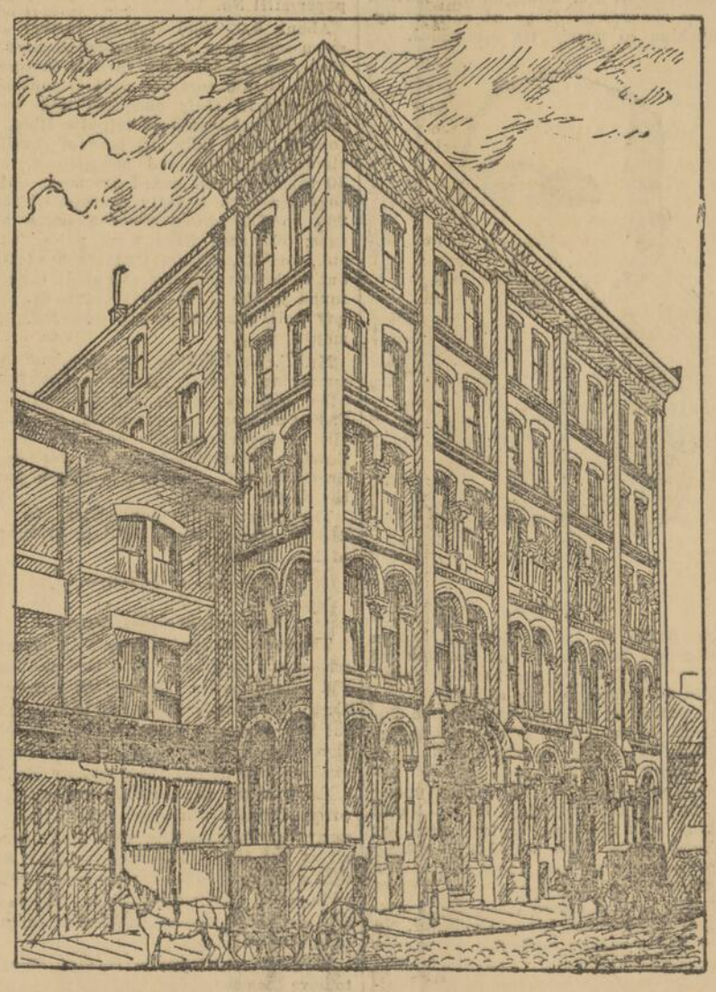
The old-established wholesale grocery house of J. A. Mathewson & Co. was founded as far back as 1834 by Mr. Samuel Mathewson, senior. In 1842 it removed to the premises built by Mr. J. A. Mathewson, senior, on McGill street, where it has been located for the past fifty years. The present partners are Mr. Mathewson and his three sons, all of whom are members of the Board of Trade, and it is the pride of the house that their prosperous business has been built up without handling a drop of liquor or an ounce of tobacco.

HUDON, HEBERT & CO.

One of the wealthiest French-Canadian grocery houses in this city is that originally founded by Messrs. E. and V. Hudon in 1837, which is now carried on under the style of Hudon, Hebert & Co. In 1857 Mr. E. Hudon retired and Mr. Victor Hudon continued alone until 1865, when a partnership consisting of his son, J. Hudon, C. P. Hebert and J. Hamelin was formed under the style of J. Hudon & Co. In 1883 Mr. Hamelin retired, and Messrs. L. Brault and J. Jarrot were admitted, and the firm assumed its present title. Hudon, Hebert & Co. possess one unique feature. They employ no travellers, and yet their turn-over in groceries and liquors is over a million and a half. They occupy a six-story stone building on St. Paul street, and have thirty-five employees on their pay-roll. Mr. Chas. P. Hebert is now First Vice-President of the Board of Trade.

N. QUINTAL & CO.

Forty-one years ago Mr. N. Quintal founded the wholesale grocery and liquor house which bears his name. Thirty years later he admitted his son as a partner, and Mr. J. E. Quintal now represents the firm on the Board of Trade and Chambre de Commerce. Their premises are at 270 to 274 St. Paul street, where five flats (each 45 by 85 feet) are loaded with goods. Thirty-eight clerks are employed to handle the stock, and the firm keeps four travellers constantly on the road to push the business.



WAREHOUSE OF D. MORRICE, SONS & CO.

MILLINERY.

Like all other branches of trade requiring large capital and involving heavy expenditure, the centre of the millinery trade of the Dominion is now undoubtedly in this city. The three large houses who practically dominate the millinery trade of Canada are all located in Montreal, and their present prosperity is as much due to that fact as to the sagacity, energy, and foresight of their managers. The present year promises to be a peculiarly favorable one for them. It is one of those transition years when no recognized bent of fashion is recognizable. Out of the five hundred styles of hats and bonnets offered to the trade not even the most experienced drummer would venture, as yet, to pick out one as the leading fashion, nor is there a run on any particular color. All lines and all shades are equally good sellers, and the public purchase last year's styles with as much avidity as the newest creations of Paris and London. It is a splendid year for houses carrying over a stock of unsold goods from last summer, and, if they purchase judiciously, every millinery house should make money in 1892. But, woe to those who carry much over into 1893! This fall there is bound to come a change in styles. Present shapes have practically run two years, and, therefore, we are certain to see a fashionable cyclone which will sweep them from the market and instal some brand-new favorite in their places.

JOHN MACLEAN AND CO.

The above wholesale millinery firm is one of the best known in the Dominion, and has a reputation enjoyed by few in the same line of business. Mr. John MacLean is the sole partner, and the business is carried on under his personal energetic and judicious supervision, and a steady, increasing business is being done.

Messrs. John MacLean & Co. occupy a handsome stone warehouse on the corner of St. Helen and Recollet streets, and their six flats require the services of 40 hands to attend to the goods, besides a large force of travellers on the road. The stock of millinery and fancy dry goods is one of the best-assorted in Canada. In addition to a vast local trade, they ship extensively to dealers in every province of the Dominion, its goods being familiar to consumers from the Atlantic to the Pacific. Mr. MacLean is thoroughly practical and hard-working, and as such is bound to achieve success.

D. M CALL AND CO.

The well-known wholesale millinery house of D. McCall & Co., Toronto, has been established about 12 years. Five years later, owing to increased business in Eastern Canada, a branch was established in Montreal, on the stand it at present occupies, No. 1831 Notre Dame street. The branch was once removed to the Balmoral building, but in July of last year returned to its present state.

Although controlled by the headquarters in Toronto, it is virtually a separate business, and under the energetic management of Mr. J. O'Malley, has since its beginning done a large and increasing trade. The Montreal branch supplies Montreal and Quebec, cities, the Province of Quebec and the lower provinces, travellers sent out from the Montreal house, covering these place. The principal business of the firm is in millinery, though a large trade is done in fancy dry goods. Sufficient stock only being kept for local wants, visitors can always feel assured of obtaining the latest novelties.

THOMAS MAY AND CO.

The large wholesale millinery establishment of Thomas May & Co. was founded on Custom House square as far back as 1847, under the style of Houghton & May. Two years later Mr. Houghton retired from the firm, and since then the business has practically been confined to members of the May family. In 1849 the firm moved to St. Paul street, and in 1865 to St. Peter street. In 1880 the house made its last move to the magnificent warehouse in the Albert Buildings fronting on Victoria square, where it is now located. Thos. May & Co. employ sixty clerks and thirteen travellers. The present partners in the firm are Mr. Frederick May, brother of the late Thomas May, and the eldest son, Mr. Frank May, but most of the other members of the May family are interested in the prosperity of the firm.

CAVERHILL, KISSOCK AND BINMORE.

The firm of Caverhill, Kissock & Binmore is one of the youngest but one of the most successful wholesale millinery firms in this city. The firm is composed of J. B. Caverhill, Wm. Kissock and F. Binmore, and may be said to have taken its rise from the disruption of the of Paterson, Kissock & Co., four years ago. They occupy a spacious stone warehouse on St. Peter street, containing six flats, and they employ forty clerks in in the house besides keeping twelve travellers on the road.

BUSINESS HOUSES.

THE GLOBE WOOLLEN MILLS CO., LTD.

The above enterprising and prosperous concern, occupy a three-story brick building, conveniently situated at the corner of Papineau road and Ontario street. The main building is 230 feet long by 180 feet, at the southwest end of which the office has been placed, in a very pleasant position, and appropriately furnished to suit the work it has to do.

Their principal manufactures are plain and fancy tweeds, of a large number of varieties and patterns, ladies fancing cloakings, fancy box cloth, and other woolen goods. They are the only Canadian manufacturers of box cloth, for which there is a large and increasing demand. It is used largely for ladies dresses. Their make of this goods is said to be superior to old country make, as they are able to put better stock in them. These goods are well known, having been on the market 3½ years.

The mill is considered a model one in every respect, and contains among other machinery, 7 set of 48-inch American Carders. Six more Knowles broad fancy looms have been put down in the mill making now 34 of these machines at present in the mill. About 130 hands are employed in the thriving business, and under the management of Mr. Wm. Sommerville, late of the Auburn mills, Peterboro, some good and efficient work is done.

Since its establishment about seven years ago the business has continually increased and bids fair to do so for some time. The process of converting the raw wool, right from the sheep, to cloth of various kinds for garments is an exceedingly interesting one. Every branch of the work, from the cleaning of the wool to the rolling and packing of the finished goods, is carried on on the premises of the mills, and despite manifest disadvantage a large trade is done throughout the Dominion.

S. DAVIS & SONS.

The tobacco business of the country is a growing industry, and flourishing factories are established in Montreal and other parts of the Dominion. The firm of S. Davis and Sons, Montreal, is one of the most important in the trade. Starting business in 1862, by the help of capital, perseverance and ability, the firm soon made itself known, and has secured medals and diplomas in Paris, Philadelphia and other places.

They are now the largest and highest grade cigar manufacturers in Canada, they have spent thousands of dollars to introduce their brands and have a reputation to maintain that has taken the best part of a lifetime to establish, They know in order to hold the confidence of the public they must maintain the quality of their well-known brands. Their present factories on Cote street, and in comparison with other countries in population is the largest in the world. Their specialties are "La Cadena," "La Flora" and "El Padre" and other brands of cigars.

TEES AND CO.

The firm of Tees & Co., popularly designated "The Desk Makers," was founded in 1855 by Mr. David Tees, sen., whose subsequent success in building up a large and prosperous business has been all but phenominal.

The industry embraces the manufacture of office furniture, desks, book cases and cabinets of every conceivable design, and guaranteed first-class in both material and workmanship, also wood carpet and flooring so popular in Europe, and in which, by the use of our Canadian woods, the firm are enabled to compete most successfully. They also manufacture a very fine metallic burial case, of which the sale is increasingly large throughout the Dominion. The factory is located on Dowd street, and the warerooms and offices at 300 St. James street.

GEORGE W. REED.

The factory and warehouse of Mr. Geo. W. Reed, slate, metal and gravel roofing is at 783 Craig street. The business has been carried on for over 35 years, and a large number of churches, public buildings, halls and residences in and out of the city, has been done by them.

The rosin-cement of roof has of late years come greatly into favor, and taken firm hold testimonials speaking very highly of its qualities. They also manufacture natural asphalt roofing, and lay concrete floors in basements, cellars, etc., of any of the various brands of asphalt or coal-tar, pitch concrete. These are rat and damp proof and add to the comfort of buildings. Their Trinidad asphalt and Vulcanite flooring are also well and favorably known.

Another of their specialties is the "North Star." Refrigerator, which is made of the best materials, and its shape gives commodous space to the apartment for provisions, while its internal arrangements are simple, suitable and convenient. The shelves are made of galvanized iron wire, which does not rust, and the ice-rack is covered with zinc.

Mr. Reed is also a dealer in marbleized slate mantels, grates, and other commodities. The business is under the energetic management of Mr. Williams.

MONTREAL ROOFING COMPANY.

Somebody has said that a "good roof is the building's crown." It is the business of the Montreal Roofing Company to supply these, and, judging from the success they have met with in the past, it is safe to say that they need have no fear for the same in the future.

They have been engaged now for over 20 years in the execution of most of the import-

COPPER AND GALVANIZED IRON ROOFING

SLATE ROOFING

GET - OUR - ESTIMATES.

MONTREAL - ROOFING - COMPANY,

CORNER

LATOUR STREET AND BUSBY LANE.

ASPHALTE.

MONTREAL ROOFING COMPANY.

SOLE AGENTS FOR

NEUCHATEL ASPHALTE COMPANY

LIMITED.

SOLE PROPRIETORS OF

Val de Travers Asphalte Mines, - Switzerland

GET ESTIMATES FROM US. - P. O. BOX 909.

FOUR IMPORTANT POINTS.

Gravel and Cement Roofing ---

OUR

-----PATENT ACTINOLITE CEMENT ROOF

Proves itself Superior to any other Cement on the Market.

ALL WORK GUARANTEED.

MONTREAL ROOFING COMPANY,

Corner Latour Street and Busby Lane.

COPPER AND GALVANIZED IRON CORNICES AND SKYLIGHTS.

Best Equipped Factory for this Class of Work in the Dominion.

MONTREAL ROOFING COMPANY,

CORNER

Latour Street and Busby Lane.

ant roofing work of the city, and as they employ only skilled workmen, they are in a position now to execute satisfactory and efficient work.

Their specialty is what is known as Actinolite Cement Roofing. The materials for this come direct from their own mines at Bridgewater, Ont., and the roofing is said to be admirably adapted to the variable various departments of this apparently Canadian climate. The first Actinolite roofs were laid in Montreal in 1883, and are said to be as good now as when they were laid. This speaks highly for the quality of work done by the firm. It is patented both in the United States and Canada, and is in use on a large number of the principal public buildings.

The firm are also metal and slate roofers and manufacturers of galvanized iron skylights, cornices, conservatories, and all glazed structures in sheet metal. The office and factory is at the corner of Latour street and Busby lane.

SIMPSON, HALL, MILLER & CO.

The mammoth silver plating house of Simpson, Hall, Miller & Co., Wallingford, Conn., several years ago recognized the importance of their interests in the Dominion by establishing a branch at 16 and 18 De Bresoles street in this city. Silver and electro-plated ware of every description are supplied direct to the trade through the medium of a staff of commercial travellers.

The business was founded in 1846 at Wallingford, Conn., by Mr. Simpson, and it has grown and developed, until its present extensive proportions have been reached. The manager of the house in this city is Mr. A. J. Whimbey, Mayor of St. Lambert, a gentleman who is thoroughly conversant with every detail of the business. In his hands the interests of the firm are in good keeping.

HARLING & RONALD.

Messrs. Thomas Harling and J. R. Ronald formed a partnership last year as general steamship agents. The principal lines which they represent are the Moss and Leyland lines, from Montreal to Liverpool. Their chief steamers are the Canopus and Virginian. A flourishing business is being rapidly built up by these energetic workers.

A. RAMSAY & SON.

This firm consisted originally of Mr. A. Ramsay, senior, who founded the business in 1843. He died in January, 1866, and the business was continued under the same designation by his son, who has been in business ever since. The business, under his energetic personal management, has increased largely in all its branches.

Their factory, up to last month, was on Inspector street, and they had commodious warehouses and offices on Recollet street. They are amongst the largest manufacturers of paints, colors and varnishes in Canada. Their factory was destroyed by fire last month, and since the firm have purchased the large building formerly occupied by the McLaren Manufacturing company, measuring 52 by 150 feet and containing 40,000 feet of ground. It is now fully equipped for the special requirements of their manufacturing business.

The firm are also large importers of window, plate and ornamental glass, and their specialty consists of manufacturing the well-known "Unicorn" brands of leads and colors, also fine coach and house painters' colors ground in Japan and oil. They also make a specialty of silvering mirrors and stained glass windows for church and house purposes. In their varnish department they aim to excell in coach and carriage varnishes.

M'ARTHUR, CORNEILLE & CO.

The above firm are successors to John McArthur & Sons, dry-salters, 310 St. St. Paul street. They started business in 1846, having the first stand on Victoria square. The firm then consisted of James C. McArthur and Chas. C. Corneille, both natives of Montreal.

Owing to the rapid growth of their business they were compelled soon to look after more commodious premises, and in 1874 purchased the building they now occupy. They deal principally in paints, oils and all kinds of chemicals. They also represent the following firms: in other countries: Hull & Liverpool Red Oxide Co., England; John W. Masury & Son, New York, carriage paints; John Lucas & Co., Philadelphia, window blind greens; St. Denis Dye Stuff and Chemical Company, Paris, aniline dyes; and Charles Turner & Son, London, Eng., coach varnishes. Their business is continually increasing, owing to the opening of new mills and increased trade in Canada, in which country most of their business is done, principally in the Provinces of Quebec and Ontario. About 20 hands are constantly employed in the warehouse, where the paints, etc., are manufactured.

DUN, WIMAN & CO.

The mercantile agency has become so essential to modern commerce that it is now regarded as indespensable by bankers, manufacturers and wholesale dealers generally. Especially is this true of the agency of Dun, Wiman & Co., which is the pioneer in the business, having been established for more than fifty years. They have now 146 branch offices, scattered over Europe, Australia and America, 10 of which are located in Canada, extending from Halifax, on the Atlantic, to Victoria, on the Pacific. The whole North American continent is parcelled out into as many compact districts as there are offices, and each office is responsible for the thorough and periodical reporting of all the traders in its own particular territory. Arrangements are made with registrars, court clerks, etc., for items of record, such as judgments, chattel mortgages and similar instruments. Besides, an army of trained reporters are kept continually on the road revising reports, and upon the mass of information thus obtained at a heavy expenditure of money and labor is based the ratings of nearly 2,000,000 merchants, manufacturers and traders of all kinds, whose names appear in the volumes which are so familiar a sight on the desks of bankers, manufacturers and wholesale merchants.

LYMAN, SONS & CO.

Lyman, Sons & Co., wholesale druggists, is one of the best known firms in the Dominion, doing business from ocean to ocean, Newfoundland and Prince Edward Island in the east to British Columbia in the west. Their business is the most extensivee in this country and their premises unequalled in every respect. Wadsworth & Lyman established this business in 1800, and their successors, Lyman, Sons & Co., have always maintained a premier position in their line, and have worthily added to the honorable record handed down to them by their predecessors. The firm consists of Mr. Henry Lyman, his son, Mr. H. H. Lyman, and Mr. Henry Miles. A staff of about 80 are employed, including 10 travellers, who carry samples through the country. This firm publishes "The Montreal Pharmaceutical Journal," a publication that reflects great credit upon the enterprising management of the concern, and which also exercises a considerable influence throughout its extensive trade circulation, and through the fact of its being the recognized organ of the Quebec Pharmaceutical Association.

Mr. Miles, in addition to his duties in connection with the active management of the business, has identified himself in a literary way with the journal. Our readers will not need to be reminded that Montreal in the year 1800 was still a fortified city, with its walls of 15 feet in height, narrowing to a width of three feet at the top; that Custom House square was still the "Place de Marche"; the tide of fashion set eastward rather than westward, for the houses of the "nobility and gentry" were clustered around Citadel Hill, and deer grazed in the park of that far distant country seat—Beaver Hall.

The population of this mediaeval little British-French town was only about 22,000 to 23,000, and the government of the city was in the hands of magistrates, who were certainly much more economical than their successors in the City Council.

Lyman, Sons & Co. are veritably a Canadian "landmark." They have a history of their own, almost, and there are few, if any instances, in commercial circles to be brought into comparison, where success and strength of position stamp the surroundings of a firm approaching so nearly its centennial.



E. B. EDDY.

The name of E. B. Eddy is known throughout the length and breadth of Canada, and everywhere he is acknowledged to be one of the shrewdest and most successful business men in the Dominion. About 40 years ago he started business in the little village of Hull, and before long had acquired a considerable portion of the water power afforded by the Chaudiere Falls. Match making was his first venture, and at different times were added the making of pails, tubs, lumber, doors and sashes, indurated fibre ware, pulp, sulphite, and last, but by no means least, the manufacture of various kinds of paper. In 1886 he deemed it advisable to form a joint stock company, and since that time the various branches of the business have been carried on under the name of the E. B. Eddy Company. Four thousand five hundred horse power is required to drive the machinery of the E. B. Eddy Company, and upwards of 1,800 hands are employed the year round. The buildings of the company include two immense stone mills devoted to making paper, a pail factory, a match factory, and a washboard factory. The paper mills are supplied with the finest machines of their kind on the continent. One of these machines, which cost over $30,000, is 157 1-2 feet long by 86 inches. It has six cylinders, 24 four-foot dryers and three stocks of calenders. This machine is used for making wood board, card board, duplex paper, etc., and has a capacity of from 10 to 12 tons per day. This machine is so constructed as to produce card-board with different colored sides, the only machine capable of doing this work in Canada. This mill is also fitted up with six grinders for grinding wood into pulp, and these require 1,350 horse-power to drive them. These grinders are 24-inch face, with 4-foot diameters. There are six run of them in mill No. 1, and two run in mill No. 2. In mill No. 1 are 10 beating engines of 50 horse-power each, and four Jordan engines, each of 30 horse-power. In the basement are the huge vats or tanks for holding the pulp, and also various pumping appliances for forcing the pulp up into the beating engines and finally into the paper making machine. In a small addition to the main bilding has been placed the necessary machinery for cutting, dusting and bleaching rags and jute, including two large iron rotarys, each 24 feet long and 8 1-2 feet in diameter. Altogether it requires 2,500 horse-power to run the machinery in paper mill No. 1.

About 5,000,000 feet of lumber are sawn each year, all of which is used by the company in their various factories. About 15,000 cords of pulp is consumed annually in their chemical and wood pulp mills; 13 tons of sulphite fibre, 16 tons of wood pulp, 15 tons of manilla, tissue, wrapping and newspapers, and 10 tons of wood board are made daily, together with a daily average of from 260 to 265 dozen wooden pails and tubs; 50 dozen fibre ware pails, tubs, etc., and 27,000,000 matches are turned out each day (Sunday excepted) the year round by the E. B. Eddy Company. The pay roll runs up about $30,000 per month.

Mr. E. B. Eddy is the president and managing director of the company, the other officers on the board being: Mr. S. S. Cushman, vice-president; Mr. G. H. Millen, superintendent, and Mr. W. H. Rowley, secretary-treasurer. Mr. J. J. Gormully, Q.C., Ottawa, is also a member of the board.

The Montreal branch office is at 318 St. James street, and is in charge of Mr. Hardisty.

Serpents of Olden Times.

The ancients firmly believe in monster serpents of all kinds, and of both the land and marine species. During the wars with Carthage a great snake is said to have kept the Roman army from crossing the Bagrados River for several days. The monster swallowed up no less than seventy Roman soldiers during this combat, and was not conquered until a hundred stones from as many different catapults were fired upon it all at one time. The monster skull and skin were preserved and afterward exhibited in one of the Roman temples. The dried skin of the creature was 120 feet in length, according to Pliny.

Boa-Oxus, a city on the Ganges, is said to have been so named because a gigantic serpent, 120 cubits long and having a double head, was killed at the present site of the town about the year 361 A.D.

One of the first copies of the Iliad was written on the "great gut" of a dragon, said intestine being 130 inches in length and eighteen inches broad. It was destroyed in the great fire at Constantinople.—St. Louis Republic.

A Great Traveller.

Mlle. Elise St. Omer, the celebrated French explorer, travels without any luggage, not even a hand bag. All she requires is stowed away in her capacious pockets. Thus equipped, this energetic lady has travelled through all parts of Europe, Asia, and America; has visited Mormons, Japanese, and Cingalese, ridden side by side with Bedouins, and climbed the Himalayas.

THE GRAND TRUNK.

Continued from page eleven.

Montreal over the G.T.R. lines. They are the Central Vermont, Delaware & Hudson, St. Lawrence & Adirondack and Canada Atlantic. The direct line between Portland and Pt. Edward covers 812 1-2 miles.

INCREASED POPULATION.

While the natural progress of a young country has had much to do with the many Canadian resources and the increase in population accordingly, it is still a fact that in the large towns where the G.T.R. has done its most work the population has proven the great value of the road as an incentive to those who are settling in new homes, to seek the railroad centres.

	1861.	1871.	1881.	1891.
Montreal	90323	107225	140747	211000
Toronto	44821	56092	96196	181220
Quebec	59930	59639	62446	63090
Hamilton	19096	26716	35961	48380
London	11555	15826	26266	31977
St. Thomas		2197	8367	10370
Stratford		4313	8239	9501
Belleville	6277	7305	9516	9914

THE DIRECTORS.

On the list of the directors of to-day there are none of those names which appeared on the original prospectus.

The present directors are as follows:

Sir Henry W. Tyler, M.P., Pymmes Park, Edmonton, Preesident.

George Allen, Esq., 17 Carlisle street, Soho square, W.

James Charles, Esq., Kennett House Harrow.

William Ford, Esq., 15 Wetherby Gardens, South Kensington, S.W.

Lord Claud John Hamilton, 23 Lowndes square, S.W.

William Unwin Heygate, Esq., Roecliffe, Loughborough.

Alexander Hubbard, Esq., Derwentwater House, Acton, W.

William Lethbridge, Esq., Courtlands, Lympstone, Devon.

Duncan McIntyre, Esq., Montreal.

John Markham, Esq., Boxmoor, Hemel Hempstead.

Hon. Frank Smith, Toronto.

Robert Young, Esq., 4 West Nile street, Glasgow.

THE LAST HALF YEARLY REPORT.

The half-yearly report up to Dec. 31 of last year shows that there is every reason to speak of the company as being in the most flourishing condition. It shows the gross receipts at over $10,000,000, while the working expenses amounted to 72.14 per cent., or over $7,000,00. The passenger traffic was in excess of former half years. There was an increase of 7,424, or 2 per cent.., compared with the December half-year of 1890, but there was a decrease of $9,908, or .29 per cent., in the receipts.. The freight and live stock traffic shows an increase in the December half-year of 1891, compared with the December half-year of 1890, 46,203 tons, or 1.06 per cent.; and of £17,574, or 1.31 per cent. in the receipts.

The mechanical superintendent's reports show that an immense quantity of work has been done, including the building of new rolling mills, freight car shops, fences, furnaces, coal chutes water department appliances, etc.

THE TRUNK'S GREATNESS.

Volumes might be written of the wonderful progress and the attainment of the highest wishes of the promoters of the road. The agent—steam—has been applied, not to set aside the work of man, but to compliment it; man has done his share in the great enterprises, and the public patronage bestowed in the past is assured for the future.

THE C. P. R.

Continued from page eleven.

was 13 years of age, and is essentially a typical American railway man. Born in Will County, Illinois, in February, 1843, he entered in the service of the Illinois Central Railway, at Chicago, as a telegraph operator in 1856. Two years later, he went over to the Michigan Central, which he served in various capacities for eight years. During six months he was a ticket agent and telegraph operator; for three years he acted as train dispatcher; the next year he was superintendent of telegraphy, and then for three years he was divisional superintendent. In July, 1872, he was appointed general superintendent of the St. Louis, Kansas City and Northern Railway, which position he resigned in 1874 to assume the general managership of the Southern Minnesota Railway, of which he afterwards became president. In October, 1878, Mr. Van Horne was chosen as the general superintendent of the Chicago and Alton system, and in January, 1888, he made another change, becoming general superintendent of the Chicago, Milwaukee and St. Paul railway, which position he was occupying when the syndicate, which had undertaken the construction of the Canadian Pacific, recognized that he was the man they wanted and appointed him general manager of the new transcontinental system. Since then his rise has been rapid and deserved, until now he is recognized as one of the leading railway magnates of the world. When Sir George Stephen retired from the presidency in August, 1888, the directors at once decided that only one man could succeed him. And so W. C. Van Horne, the boy telegraph operator of a few years before, was elected as president of the largest railway system in the world. Mr. Van Horne is now in England, where if rumor speaks true, he is arranging for a steamship service across the Atlantic, which will yet add to the usefulness of the enterprise of which he is so proud.

THE PRESIDENT'S ASSISTANT

is Mr. Thomas G. Shaughnessy, who was in Milwaukee on October, 6, 1853. He also has received thorough railway training and is an able assistant to his chief. He entered railway service in July, 1869, when he joined the purchasing department of the Milwaukee and St. Paul railway, where he remained until January, 1873, when he was appointed storekeeper of the Chicago, Milwaukee and St. Paul road. When Mr. Van Horne was called to manage the Canadian Pacific in 1892, he immediately summoned Mr. Shaughnessy to Montreal, and in October of that year that gentleman became the general purchasing agent of the new road. His abilities were soon recognized, for in January, 1884, he was appointed assistant to the general manager, which position he held September 1885, when he was promoted to the position of assistant manager. About a year after Mr. Van Horne was elected president, or, to be precise, in September, 1889, Mr. Shaughnessy was appointed assistant manager, and in June, 1891, he was elected a director and vice-president of the Canadian Pacific. Mr. Shaughnessy has one failing. He objects to be photographed, and has not had his likeness taken for over seven years. He has, however, promised to remedy this failing, and has promised The Herald one of the first copies of his new photograph.

Excellent for Training.

I have found St. Leon water the very best thing to drink while in training and have used it every morning with the most satisfactory results during the last couple of seasons. It keeps the system in good condition and is superior, in my judgment, to all other drinks for the athlete. With best wishes, I remain, sincerely yours, W. M. Carman, champion bicyclist of Canada, 15 Shelbournet street.

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Montreal Daily Herald

PAGES 17 to 20

MONTREAL, TUESDAY, SEPTEMBER 6, 1892

FOR THE HERALD'S FAIR READERS.

One Must Dance Constantly to Keep in Step--Some of the Fashions for the Fall Season--The Doings of Famous Women--A Knotty Problem.

"Just let a woman stop dancing for even a season, and she will find that she is completely out of the running so far as new steps are concerned," said a societygirl who, being in mourning the last year, discovered when she once more entered a ballroom that styles change in dancing as rapidly and completely as in gowns. "Now, there is the two step, something altogether new, which is a perfect mystery to me. How anyone manages to do it with any grace whatever, for two slides one way and two slides another in perfect time to the music is not as easy as it sounds. But have you seen the Oxford minuet? It is perfectly lovely, so quaint you know, and it is stately and hoppy at the same time, for it combines the principles of minuet and polka. It is danced by two, man and woman, of course.

"They take hold of hands and in four times do the steps of the minuet. After the bow that is part and parcel of all minuets the time changes to a much more raid measure and away thpey go helter-skelter in a mad polka. Oh, it is just lovely," she sighed, though it must be confessed the description, though very fetching, did not convey to the uniniti ated mind any idea of anything so ravishing, still one never can tell how a thing goes until they try for themselves. Therefore it may be all its ardent admirers claim for it.

Other round dances that are popular favorites are the Yorks, the Berlin, Esmeralda and Military Schottische, all pretty, graceful dances, and then, of course the never-dying yet frequently murdered waltz survives in different phases of hops, skips, jumps and glides, but ever the most promijnent feature of any ballroom programme, notwithstanding the little eccentricities of its would-be dancers. The lancers have passed into oblivion, but the polka quadrile, which permits of the Oxford minuet and Berlin being introduced into the figures, is to be the sole square dance approved of this winter by the fashionable dancing set.

Times change and we change with them. Dances take on new phases, but as long as music and young people exist there will be no prettier or more popular diversion than dancing, no matter what form it chooses to assume.

Each steamer brings in returning modistes with their supply of Parisian gowns that are to serve as models and set the styles during the autumn and winter months. Daring combinations of color are to be seen on the very Frenchiest toilettes, and though there is nothing so radically new in their styles save for the tunic—of which more anon—these commingligs of odd tones and tints are, to say the least, a little startling. For instance, a very charming bluish-gray shot silk has a slightly draped skirt with a shell ribbon trimming in brick red. The bodice has very wide turned-back revers, edged in fringe of the same tint and a full fluffy vest of cream lace, caught at the waist by an irridescent buckle. Something not quite so pronounced, yet novel enough to stamp it with a very fetching originality, is of dark-blue serge with three bias bands of moss-green velvet about an inch wide set at a distance of two inches apart all around the skirt.

The long half loose jacket folds in two pleats at the back, through which a velvet belt runs and crossing in front over a dainty frou-frou vest in apple green crepe de chene. The large sleeves of the balloon type, are of the velvet. With this is to be worn a large flat rimmed blue felt hat with soft crown of green velvet and three tiny blue tips standing well up in front over a choux of apple green satin ribbon.

Some of the old-time revivals is the Frenchy pale pink and blue combinations that were always in the days of our mothers thought wonderfully peculiar and odd. This intermixture is most happily employed in a dinner gown of pale blue grenadine, flowered by the faintest and tiniest delicate pink blossoms. It has a short-waisted bodice and high puffed sleeves, with a floating scarf of pink crepe caught up in the shoulders and then demurely crossed in front, falling to the very edge of the skirt, which isfinished by a narrow foot-pleating of pink ribbon.

The tunic bids fair to be the novelty in dress design this winter. In style it is not unlike the Chinaman's blouse, but in lace or soft silk it is not ungraceful when reaching nearly to the knees and bound in place by a jewelled girdle. Regretfully we turn our eyes from the filmy fabrics of the waning season and look at the heavier and more substantial materials so soon to be employed in the costumes of the waiter girl.

A KNOTTY PROBLEM.

If a Married Man Sees a Young Lady Home Should His Wife Be Told Of It?

The American Society of Authors of New York is torn by the throes of an internecine war. It all arose over an attempt to solve this question: Is it proper for a married literary man to escort home from an evening meeting of a literary society an unmarried literary woman, and, whether right or wrong, should the fact be reported by a non-literary woman to the wife of the literary man?

After a recent meeting of the American Society of Authors. Mr. Charles B. Lewis, better known as "M. Quad:" Mrs: Catherine Hodges, author of a life of Queen Victoria and a "History of Colorado;" Miss Le Row, Mrs. Kirk-Ames, and Miss L. B. Anthony, correspondent of the Detroit Free Press, took a surface car for home. All of the party, with the exception of Miss Anthony, live in Brooklyn. When the cross street on which Miss Anthony lives was reached Mr. Lewis left the car with her, telling the other ladies of the party to go to the City Hall Park, where he would overtake them after taking Miss Anthony home. They did so. Mr. Lewis soon overtook them, and the Brooklyn party, after a glass of soda—Mr. Lewis treated—at an all-night drug store, crossed the bridge.

A few days after these seemingly trivial but really momentous events Mrs. Beckwith received a letter from Mrs. Hodges, Secretary of the American Society of Authors, informing Mrs. Beckwith that she was no longer a member of that society. The reason given for her expulsion was that she had told Mrs. Lewis that Mr. Lewis had seen Miss Antony home, whereby it is presumed getting "M. Quad" into trouble at home.

A meeting of the society was called to consider the matter, and the expulsion of Mrs. Beckwith was upheld. New York literary circles are quite worked up over the affair: Members of the various literary sets who were interviewed on the subject were generally of the opinion that in the end the war would result in a healthy literary activity. Mr. Howells, it is thought, will be able to produce a 500-page novel based on the incident of the treat to soda water, modifying the more exciting features, and delivering a stunning blow to New York by proper handling of the fact that some soda fountains remain open all night.

DAINTY PYJAMAS.

The Reign of the Nightdress Threatened by a More Sensible Garment.



RIGHT true it is that this has been a season of remarkable innovations in feminine wearing apparel. Many conspicuous changes in fashion have come about. And now, according to the latest edicts of fashion from Paris and London, the robe-de-nuit, or, to call it by its real English name, the nightdress, has got to go. Its place is to be taken by pyjamas, those nondescript garments consisting of very loose trousers and jacket, the use of which at night has hitherto been restricted to the masculine sex.

The new pyjamas for feminine wear arevery dainty and beautiful contrivances, trimmed with lots of ribbons and laces. Far from diminishing the attractiveness of a pretty woman, they vastly



THE CORRECT GARMENT.

increase ir. That they are more healthy and more decent in the case of any emergency, such as a panic of fire at night, is obvious.

Pyjamas should be made of the thinnest and finest wool. Here in the United States, especially, where tropical aeht is generally followed by sudden cool waves, wool next to the skin is essential for preventing chills. Moreover, they possess the inestimable advantage of being not only warm in cold weather, but of keeping the body cool when the atmosphere is hot.

For a number of years pyjamas have been a recognized factor in a man's wardrobe in this country. Men have found them a great improvement over the old fashioned nightshirt, and their use has been backed up by the sanction of the doctors.

The pyjama marks one step in the changes wrought by advancing civilization in the bedroom. The formerly considered indispensable warming pan has entirely disappeared, and so, too, has the picturesque nightcap of our grandmothers. The stately four posted bedstead has been supplanted by the prettier brass arrangement, and now the reign of the nightdress is threatened.

WHAT IS A WIFE.

Some Pat Answers to a School Teacher's Question.

The pretty school teacher, for a little divertissement, had asked her class for the best original definition of "wife," and the boy in the corner had promptly responded: "A rib."

She looked at him reproachfully and nodded to the boy with dreamy eyes, who seemed anxious to say something.

"Man's guiding star and guardian angel," he said in response to the nod.

"A helpmeet," put in a little flaxen-haired girl.

"One who soothes man in adversity,' suggested a demure little girl.

"And spends his money when he's flush," added the incorrigible boy in the corner.

There was a lull, and the pretty, dark-eyed girl said slowly:

"A wife is the envy of spinsters."

"One who makes a man hustle," was the next suggestion.

"And keeps him from making a fool of himself," put in another girl.

"Some one for a man to find fault with when things go wrong," said a sorrowful little maiden.

"Stop right there," said the pretty school teacher. "That's the best definition."

Later the sorrowful little maiden sidled up to her and asked:

"Aren't you going to marry that handsome man who calls for you nearly every day?"

"Yes, dear," she replied, "but with us nothing will ever go wrong. He says so himself."—Pioneer-Press.

HER WORK AND WAYS.

Brief Notes of the Doings of Many Famous Women.

Mrs. Nancy S. Foster has given $50,000 to build a hall for women at the Chicago University.

Miss Phillippa Fawcett has been appointed by the English woman's committee on the World's Fair to deliver a lecture at Chicago on woman's education in England.

Miss Elisabeth Leonhardt, of the Episcopal Hospital, Philadelphia, ranked ninety-eight in medicine and ninety-nine in surgery.

Liliuokaland, Queen of the Sandwich Islands, is so ardent a temperance advocate that she will have no wines or spirituous liquors at her dinners or receptions.

Amelia Barr lost her husband and three sons by yellow fever, in Texas, in 1867. Her father was an English clergyman and she was brought up among books. When her husband and sons died she was left to support herself and three daughters. She thought of authorship, tried it, and was successful."

The University Club of San Francisco is to have an annex for ladies. There are only four large cities in this country that have taken the "unclubable sex" and given them a portion of the building. They are the Metropolitan of New York, the Hamilton of Brooklyn, and the Somerset and Algonoquin of Boston.

The highest commencement honors at the University of Minnesota and at Carleton College, in the same State, this year, were awarded to women.

LIFE'S BRIGHT SIDE.

Which Means The Special World of Womankind.

Definitions are deemed so interesting by London Tit-Bits that it has been offering a series of prizes for the best explanations of the meaning of certain words. For instance, the word "Love" was taken up and made a target of by scores of people. Now again comes Tit-Bits, the subject this time being "A Friend." The winning definition is herewith framed:

> The first person who comes in when the whole world has gone out.

The following are some of the best definitions submitted:

A bank of credit on which we can draw supplies of confidence, counsel, sympathy, help and love.

When your pocket's empty, and your heart is sad,
When fellow men distrust you, your name and credit bad,
The man or woman who will then stand by you and defend,
Must surely be without a doubt a true and noble friend.

The image of oneself reflected in the mirror of mutual esteem and affection.

One who loves the truth and you, and will tell the truth in spite of you.

One who considers my need before my deservings.

One who loves you and lets you know it;
Who hates your faults, but does not show it.

The Triple Alliance of the three Great Powers, Love, Sympathy and Help.

The essence of pure devotion.

A safe in which one can trust anything.

The link of life s long chain that bears the greatest strain.

A star of hope in the clouds of adversity.

One who undertakes our silence.

A volume of sympathy bound in cloth.

A jewel, whose lustre the strong acids of poverty and misfortune cannot dim.

One who smiles on our fortunes, frowns on our faults, sympathizes with our sorrows, weeps at our bereavements and is a safe fortress at all times of trouble.

A diamond in the ring of acquaintance.

One who, having gained the top of the ladder, won't forget you if you remain at the bottom.

One who in prosperity does not toady you, in adversity assists you, in sickness nurses you, and after your death marries your widow and provides for your children.

The jewel that shines brightest in the darkness.

Friendship is the personification of love and help.

The ripe fruit of acquaintanceship.

The sunshine of calamity.

Friendship, one soul in two bodies.

A harbor of refuge from the stormy waves of adversity.

One who multiplies joys, divides griefs, and whose honesty is invinolable.

Your second self.

God's earthly representative.

A balancing pole to him who walks across the tight-rope of life.

A good banking account.

A second right hand.

The holly of life; whose qualities are over-shadowed in the summer of prosperity, but blossom forth in the winter of adversity.

He who does not adhere to the saying that No. 1 should come first.

A watch which beats true for all time, and never "runs down."

An insurance against misanthropy.

An earthly minister of heavenly happiness.

A friend is like ivy—the greater the ruin, the closer he clings.

One who to himself is true, and therefore must be so to you.

The same to-day, the same to-morrow, either in prosperity, adversity or sorrow.

One who combines for you alike the pleasures and benefits of society and solitude.

The best plaster for the sore cuts of misfortune.

One who acts as a balance in a see-saw of life.

A permanent fortification when one's affairs are in a state of siege.

A link of gold in the chain of life.

A stimulant to the nobler side of our nature.

One who guards another's interest as sacredly as his own, and neither flatters nor deceives.

A 19th century rarity.

One who will tell you of your faults and follies in prosperity, and asssst you with his hand and heart in adversity.

One truer to me than I am to myself.

THE AIR BRAKE.

How is it to Stop a Train Going Eighty Miles an Hour?

George Westinghouse, Jr., the inventor of the air brake that bears his name, is very much interested in the attempts of railway companies to increase the speed of some trains. He said yesterday: "It is possible to make a locomotive, perhaps, which can run and draw a train at the rate of eighty miles an hour. That has been done. But it isn't a matter of getting speed so much as it is a question of slowing up. The problem of the future, so far as fast travel is concerned, is how to get trains under the quickest control when they are running at high rates of speed." Mr. Westinghouse went on to say that it had been demonstrated by experiments, conducted under his eye, that under the most favorable circumstances the best that a brake would do would be to slack a train at the rate of three and a half miles a minute. "Now," said he, "supposing a train is going at the rate of eighty miles an hour. The engineer sees a danger signal or an obstruction 1,000 feet ahead of him, which is about as far as signals can be observed with reliance. He applies the best possible brake under the best possible conditions and yet he will be running when he has passed over that 1,000 feet at the rate of about fifty miles an hour. So far as accident is concerned he might as well be running eighty. The disaster that would follow derailment or collison to a train running fifty miles an hour could be but little less than to one running eighty."—New York Press.

Six Peas in a Pod.

A bad man generally hates a good dog.

To listen to a doubt is to listen to a devil.

No man's character is any better than his word.

The devil will not be afraid of your Bible if there is dust on it.

It doesn't take a bit of meanness out of a rascal to polish him.

Too many people are electric lights in prayer meeting and tallow dips at home.—Ram's Horn.

A

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VERDICT OF THE PRESS.

MUNSEY'S MAGAZINE is an excellent illustration of what a popular magazine should be.—*Mail and Express, N.Y.*

"FULL of snap and sparkle from the first line to the last."—*Morning Advertiser, N.Y.*

"THE subjects treated are timely and interesting, are capitally handled, and the illustrations are admirable."—*Mail and Express, N.Y.*

"THE Magazine fully deserves the success it is achieving."—*Boston Traveller.*

"MUNSEY'S is steadily growing in popular favor because each new number of the magazine is better than the preceding one."—*Philadelphia Star.*

"THE new monthly is clean, bright and attractive. The illustrations are excellent."—*The Press, N.Y.*

"THIS magazine has a great many attractions and works within such a definite field that it is always sure of success."—*Boston Herald.*

"A GOOD feature of MUNSEY'S MAGAZINE is that all its reading matter is complete in one number, a fact which adds greatly to the reader's enjoyment and undoubtedly promotes the sale of individual issues."—*Phila. Ledger.*

"MUNSEY'S MAGAZINE is the equal, in matter and illustrations, of its older competitors."—*Detroit News.*

"ONE'S admiration for MUNSEY'S MAGAZINE increases with each number. Without any loss of dignity or merit, it is in better touch with the intellectual and artistic wants and sympathies of the great reading public than most of our older magazines."—*Lewiston Journal.*

MUNSEY'S is another example of the astonishing evolution of handsome and clever magazines in the race with great ones long established.—*Brooklyn Eagle.*

MUNSEY'S MAGAZINE, its beauty, typography and the variety and interest of its articles makes a claim for recognition among our best monthlies. It has already won an assured position.—*Christian Intelligencer.*

THERE is not an unreadable paper in the whole magazine.—*Omaha Bee.*

THE latest and greatest success in publishing circles is that of MUNSEY'S MAGAZINE. It has just completed its first volume, and has already reached a wide circulation. The magazine has merit of the highest order. It is excellently well illustrated, and the subjects treated are of the character that interest the great reading public—timely, juicy subjects. The October issue was the first issue in magazine form. Prior to that time it appeared as a weekly, under the title of Munsey's Weekly—a publication which became well known and was popular in its line. Changing from weekly to monthly, with an entire change in character, is a hazard that few publishers would contemplate but the wisdom of the stroke in this instance is abundantly evidenced.—*New York Commercial Advertiser*, March 12, 1892.

THE HERALD speaks for itself. Those who read it know what it is; those who do not should send for a sample copy.

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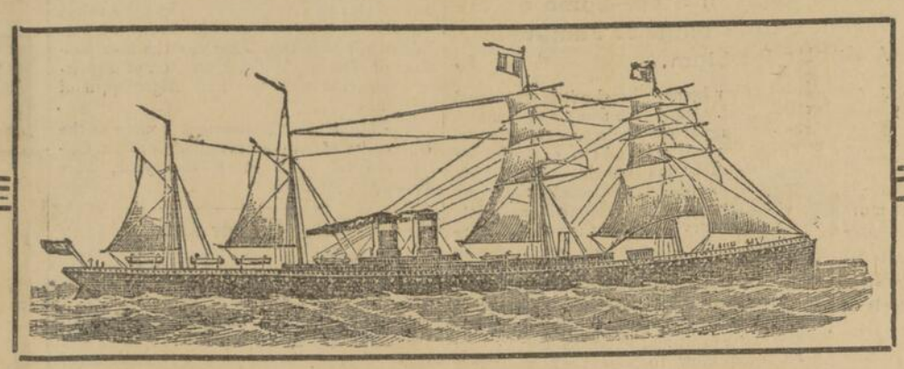
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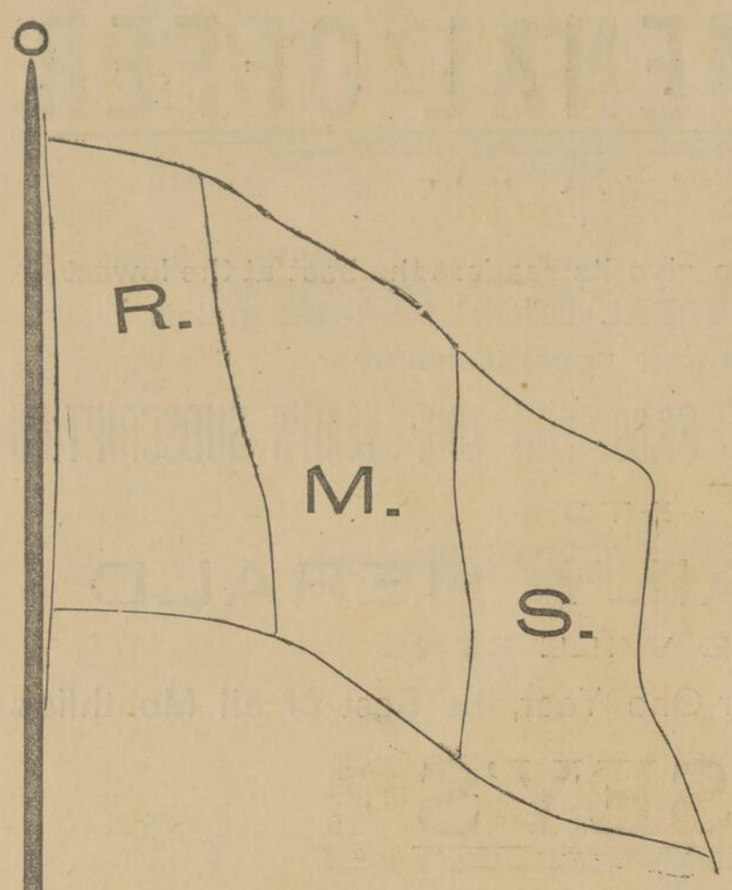
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AGRICULTURAL

Grain for Ensilage Purposes.

In the account in the Journal of Agriculture of the Ensilage Convention which was held in Montreal last winter, the following paragraph appears:

Discrepancy among experts.—Curiously enough, at the meeting of the Ensilage Associations last month in Montreal, Professor Robertson, of the agricultural department at Ottawa, advised farmers to grow the grain for their cows on their own farms, while Mr. aMcPherson advised them to buy it. I agree with the latter, as the consumption of cake, etc., imported from abroad must conduce to the augmentation of the fertility of the land.

The heading with the word "Discrepancy" is hardly a fair one, as Professor Robertson and Mr. MacPherson were clearly with different circumstances, and speaking from different standpoints. As a fact the advice of both might be and often sound and to the point.

Professor Robertson, in the very practical address he delivered before the convention, dealt with what the average farmer of the country could in pure farming accomplish. By pure farming is meant the raising of crops and utilizing them to feed stock. In this pure farming there is very little of a speculative tone or commercial character except in the final disposal of the finished product, beef, pork, butter, cheese or milk.

Mr. MacPherson was dealing with his own practice, and showing by it what an enterprising business man who owns farming land could do in the way of utilizing that land as a manufactory of food for the public.

The farmer who follows Prof. Robertson's line will, in this province and Ontario, at any rate, do what may be called a "retail business." His operations will be limited by the production of his land, strictly speaking. Under the most favorable conditions, and with the very best methods, only he will be able to keep our head of full-grown horned cattle to about three acres of land. So the average 200 acre farm will enable the owner who works it on that principle to keep about 60 or 70 head of cattle, and the necessary horses with which to work it and the hogs necessary to utilize his bye-products to the best advantage. Probably to-day in Canada there are not more than two or three farmers in a county who do this, if indeed, so many could be found. Under Mr. MacPherson's plan the business can be run on a much larger scale, a good deal of buying and selling enters into it; the manager or owner has scope to display much varied business talent, and indeed the success of the venture depends as much on the commercial capacity of the man as on his knowledge of cultivation of the soil, or of the raising and feeding of stock, or of the manipulation of milk, cheese or butter.

It is not our purpose to make comparisons between the two methods. Circumstances, opportunities and individual character or training must decide which line any farmer had better adopt. There are, however, some points which it is well to discuss, and certainly there is more to be considered than the one which in the above quoted paragraph seems to be put forward as conclusive What are the conditions which will justify the farmer to buy all his concentrated food? Take Mr. MacPherson"s own case as an example. In that address he described what he had done. His farm is alongside a station on the Grand Trunk, where he can have his boughten food delivered by the carload within a quarter of a mile of his barns. The farm itself is well adapted to corn and clover raising. It is all, or very nearly all, arable and easily worked. It is situated in a section where cheese factories abound, and, unless our memory errs, there is a creamery on the farm. The station, by which it is, is only about one hour and a half run to Montreal, and has many trains a day back and forth so that the best local market in the county is at command. Mr. McPherson himself is not only an exceptional man, as is shown by his position at the head of his business in the whole Dominion, but from his other interests and commercial connections, thoroughly at home in large transactions, and has unusual facility for obtaining the best information upon all points connected with the business. Mr. McPherson, by buying carloads of feed, is able to keep on his acres nearly one head to the acre. For him it is easier to do this by buying concentrated food and only raising the bulky ensilage corn and clover hay than it would be to buy more land, probably twice as much more as he has, and devote his energies and capabilities to raising on that extra land the food he now buys. He can buy Western bran, Southern cottonseed meal, etc., more cheaply than he could raise corn, peas, barley and oats to make up the deficiences of his ensilage. But it is not by any means every farmer who could do this, and were the great majority to attempt it they would come to grief at once. Suppose even a good farmer who, as is often the case, has had no experience in business were to undertake it, In the first place he could not buy as cheaply and would probably pay an average of $1 to $2 more for his feed. Most farmers are from two to five miles away from a station. The hauling of the feed would add from 50 cents to $1.50 a ton more to its cost. On a great many farms there is a proportion of rough land whish cannot be worked right and must be pastured. This reduces the number of cattle that can be kept, and consequently reduces the scale on which the grain buying can be done, which, of course, makes the feed more costly. Most farmers cannot sell their products to as good advantage as Mr. cMPherson and so would find themselves cut off at both ends and the balance on the wrong side.

Of course, between the two extremes there are many gradations, and it is probable that in the Eastern Provinces where mixed farming prevails, it would pay most farmers to buy some extra feed. One of the greatest advantages to be derived from doing this, is that alluded to in the criticism above, namely, the improvement in the land sure to come from it. To many, even old farmers, a ton of manure is just a ton of manure, no matter from what made. There is nothing, however, more certain than that rich feed makes rich manure—a ton of barnyard manure from well-fed cattle, especially if fed on highly nitrogenous foods like cottonseed meal, bran, peas, etc., is worth much more than a ton of manure made from cattle fed on straw and hay. The principle of never selling hay off the farm is just the converse of this principle of buying grain on to the farm. If a farmer sells off hay, or grain, or roots, he cannot keep so much stock, and his land is robbed of the natural fertilizing material which ought to go back on to it. On the contrary, if the farmer buys a few tons of grain feed of some kind, he can keep more cattle and enrich his manure pile and so give a greater dressing to his fields. These again will give him a greater crop and enable him to keep still more stock. If a certain sum of money is available for the enriching of the farm, there is no way it can be better laid out than in feed. The good feeder ought to be able, under ordinary circumstances, to pay for the feed by means of the animals it is fed to and get the extra manure for nothing, or at most, the labor of handling. This is a better outlay than to buy manure whether artifical or dung.

Still if a farmer has a farm suitable for the growth of peas, barley and corn, his tastes, habits and training lead him more to cultivation than to trading, he can raise both his bulky foods, such hay, ensilage, and his concentrated foods, such as peas, corn and barley, keep his stock entirely off his own land, make quite sufficient manure to keep up the fertility of that land; run no risk of bad bargains or loss on the handling, and turn over of the feed, and make a good living off his moderate-sized farm. This is one of the great attractions which farming, as an occupation, holds out, namely, that the farmer need not worry over the rise and fall of prices; need not be at the mercy of the speculators of a distant produce exchange, but living in close contact with nature as disclosed on his land, and in his animals gets a good living for himself and family, and lives a safe, healthy and happy, if uneventful and unexciting life. Far stronger and richer would be the community made up of such men, each tilling and owning a moderate sufficiency of land, than one where the soil might be owned and worked by energetic enterprising capitalists, each working in his office and transacting the business in what are called business methods, of large areas with large stocks.

Agricultural Notes.

In reply to the question, "Can skim milk bo treated so as to keep sweet for twenty-four hours?" the Ontario Agricultural department sent the following: "Yes, both whey and skim milk may be kept sweet twenty-four hours in the hottest weather by heating to 150 deg. or 160 deg. Farenheit. This treatment kills the germs which cause the souring of the milk and milk products. Most factories have steam, and the cost of heating the bye-products to a sufficiently high temperature to preserve them sweet would cost very little. It has been demonstrated that sweet whey for feeding hogs is worth from eight to ten cents per hundred pounds compared with middlings and corn. What sour, stinking whey is worth has never been shown. We doubt whether it more than pays for the labor of hauling it to the farm and the feeding of it to the only class of animals that can thrive on it at all.

High farming is kept up on the island of Guernsey, which last year exported to London 400,000 packages of garden produce, although it has only 10,000 cultivatable acres, and supports a population of 35,000. The produce exports have increased 300 per cent in seven years, although nearly all the growers are amateurs, who are principally engaged in other pursuits and possess but small agricultural holdings.

I have found out by experience, writes a farmer, that cows will give from ten to fifteen per cent more milk when they have all the salt they will eat. I like the plan of throwing a small handful of common salt in the manger every time I put them in to milk. If your cows are used to being salted once or twice a week, try my plan and see if it does not increase your amount of milk the most with the least outlay of anything you ever tried.

A Question.

A correspondent in the West writes on on the subject of ashes: "I see in Harris's 'Talks on Manures,' that unleached wood ashes contain 10 per cent potash and 6 1-2 per cent phosphoric acid. Is the phosphoric acid in a condition to serve readily as food for plants?"

Answer.

It is about as available as the phosphoric acid in bone dust, but not as available as that in superphosphates. Mr. Clark says, "most farmers about here sell their ashes for about seven cents per bushel." That would seem to indicate either that the soil does not need potash and phosphoric acid, or that the farmers have not found out their real value. Unleached wood ashes contain everything of real manurial value in barnyard manure except nitrogen. If barnyard manure does good, and ashes do not, it is nitrogen that is needed.

Crops in Quebec.

The harvest month of August is now nearly over, and a pretty accurate estimate of the crop returns can be made. Unfortunately the weather has been such that the fears expressed in the middle of the summer have been justified. A great deal of wet weather has hurt much of the late hay, especially in the Eastern Townships, and there is now no doubt that while the ha crop on the whole is abundant, the quality of much will not be high, and the feeding value of even that well saved will not be as great ton per ton as in a dry year. Wheat in the level land is not by any means up to the average, and much has been wet after cutting and will be discolored, and some even sprouted. Peas are an entire failure, as also potatoes. These have been badly rusted or attacked with the blight. Possibly thorough treatment with the Bordeaux mixture would have saved them in a measure, but it is only the reading class of our farmers who have even heard of this remedy, and of them probably but few have tried it. Oats and barley are a fair crop, but oats will be found to be light in quality and feeding value.

This has been a season for the light, warm soils, and on them and thoroughly underdrained land, good returns will be obtained, but on heavy moist or undrained land the crops have been very uneven and the average poor.

OUR SHIPPING INTERESTS.

Continued From Page Twelve.

OTTAWA RIVER NAVIGATION CO.

The carrying traffic of the Ottawa River, both in freight and passengers, is a very important one. The leading concern engaged in it is the Ottawa River Navigation Company. This is an old and well-established enterprise, and controls a fine fleet of vessels for the trip between Montreal and Carillon. Their mail service to Ottawa is carried on by means of railway to Lachine, and thence by steamers Sovereign and Empress daily, which run the Lachine Rapids every evening in summer. Their other steamers are: Market steamer Princess, to Carillon; steamer Maud, market boat to Hawkesbury; L'Orignal, Brown's wharf etc., every Tuesday and Friday evening, 6 p.m. Steamer Prince of Wales runs as an extra market boat, to assist both market boats when required, and is available for excursion charters in connection with Sherringham Park.

Mr. R. W. Shepherd is president, and R. W. Shepherd, Jr., manager and secretary. Office, 87 Common street.

KINGSTON AND MONTREAL FORWARDING CO.

This company includes among its shareholders some of the leading capitalists in the Dominion. The business is mainly between the upper lakes and Montreal, and so rapidly does it increase that it is found necessary to make frequent additions to the already large fleet of grain-carrying vessels. The business of this concern is a most important item in the total trade of the harbor of Montreal.

SINCENNES-MACNAUGHTON LINE LTD.

This is a towing company, old established, with a capital of $50,000. Mr. G. H. Matthews is president; F. Dupre, vice-president and general manager, and E. Laframboise, secretary-treasurer; They are forwarders from Ottawa and vicinity to Montreal, Quebec, Albany, New York and intermediate points, and are the proprietors of the Montreal harbor tugs.

This line is composed of 12 steamers, viz., John Young, Dandy, W. F. Logie, Silver Spray, W. C. Francis, T. H. Nasmith, Calumet, Alfred Demers, Georgianna, Hudson, Elfin, Conqueror and Azilda John.

MERCHANTS' LINE.

The above is one of the strongest and most efficient lines on the St. Lawrence. Their vessels ply between Montreal and ports on Lake Ontario, Lake Superior, and Lakes Erie amd Michigan, for Chicago, Milwaukee, Duluth, Detroit, Cleveland and Toledo. The steamship Persia between Montreal, Toronto, Hamilton, and intermediate ports, leaves Montreal every Friday, returning Tuesdays, and the steamer Ocean leaves here every Tuesday. Messrs. G. E. Jacques & Co., 108 Common street, are the Montreal agents.

MONTREAL TRANSPORTATION CO.

This company has cultivated the business of the upper lakes, and has been the means of bringing an immense through traffic via Montreal, that, but for such a company, would have sought some other route. They control also an immense traffic on the rivers. A large fleet of barges and tugs, as well as elevators at Kingston and other important points are owned and operated by this enterprising concern. The manager of the company is Mr. Hugh McLennan, and the superintendent, Mr. D. G. Thomson.

WHITE STAR LINE.

The above company have been represented in this city for something like 15 years by Mr. B. J. Coghlin, 413 St. Paul street, who is their first agent here. A large number of passengers are booked yearly by Mr. Coghlin, per the well known racers of the line.

BLACK DIAMOND LINE.

The Black Diamond Line of steamships are owned by a Montreal company, which was established ten years ago. Their fleet consists of the steamships Coban, 1,350 tons; Bonavista, 1,700 tons; Cacouna, 2,000 tons; Cape Breton, 2,500 tons; Thorn Holme, 2,500 tons. These steamers are English built, full powered and of the highest class. They carry passengers, general merchandise and coal. Messrs. Kingman, Brown & Co., 14 Custom House square, are the general agents.

MONTREAL AND JAMAICA LINE.

This direct line has only recently been established, and consists of the new steel steamship America. It leaves Montreal every month during the season of navigation for Kingston and Jamaica, West Indies. Messrs. T. S. and G. Vipond, 474 St. Paul street, are the Montreal agents.

THE QUEBLC STEAMSHIP CO.

This company is represented in Montreal by Mr. J. G. Brock, freight and ticket agent, 221 Commissioners street. The company was established in 1867, and the present secretary is Mr. A. Ahern, Quebec. They ply between Montreal and the Maritime Provinces by the well known steamship Miramichi, which sails on alternate Mondays. They also have an excellent service to Bermuda and the West Indies by steamers sailing from New York. Mr. Brock is also agent for the steamship Beaver, which leaves Montreal on alternate Fridays for Gaspe and Baie Chaleurs. All the above steamers carry both passengers and freight.

ROBERT REFORD AND CO.

This firm of steamship agents is one of the oldest doing business in this port. The steamers of the lines they represent form an important factor in the maritime importance of Montreal. They comprise the Donaldson Line, which performs a weekly service between Montreal and Glasgow; the Ross Line to London, and the Thompson Line to Newcastle-on-Tyne.

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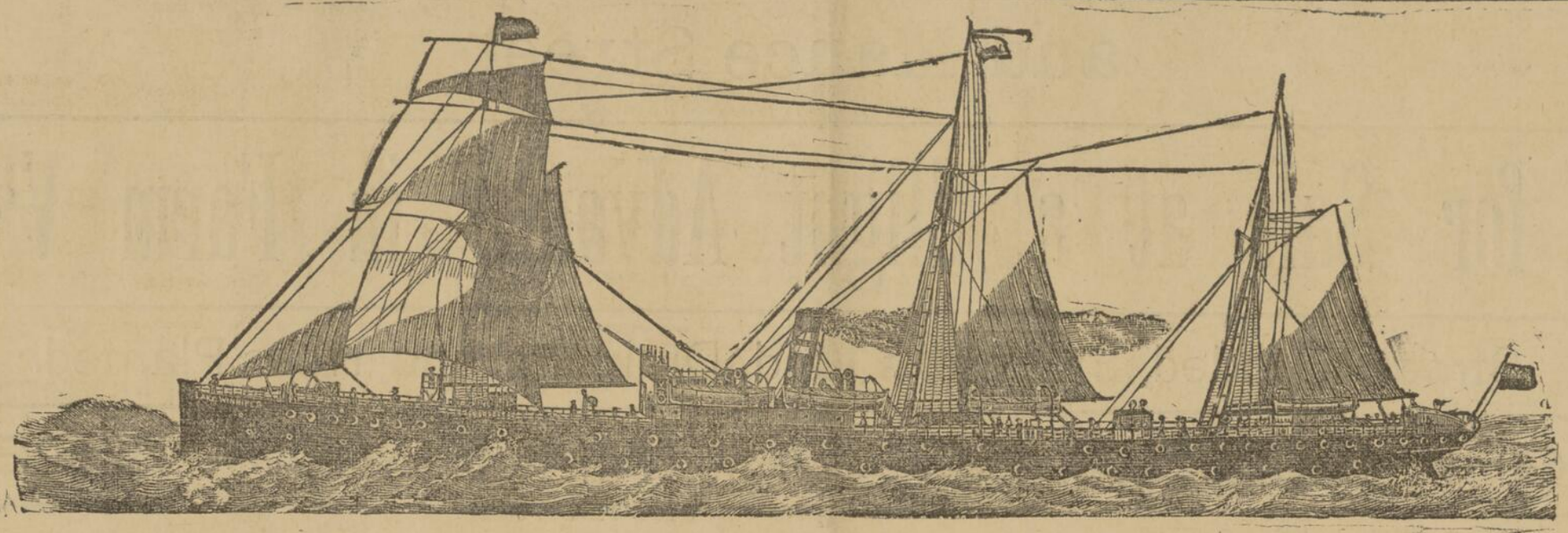
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THE AUDITOR'S WIFE.

HOW LITTLE MISS BURTON BEAT THE OPPOSITION CANDIDATE.

It was September, and Sile Burton was "in the hands of his friends" for the fourth time, after the ancient and honorable custom of candidates for political preferment. Odd, is it not, that men who are otherwise very bright will delude themselves with the idea that they are deluding other people with that venerable lie? I never knew a man to rise to any remarkable altitude in the world political who left his candidacy to "his friends." Once in a while, a man of that sort comes to the surface and is pushed into the city council, or on to the Board of Education by 'friends" who are too lazy to want those thankless, bootless jobs themselves. This trustful individual always shines in the potion thus thrust upon him. Having no thing to fear, he inaugurates reforms, says what his innocent, guileless mind prompts him to say, and does divers other impractical and impolitic things, thereby making himself a record, but making it uncomfortable for "the boys" who tremble all the time for fear he will succeed, by the help of the only too willing opposition, in doing some supremely idiotic thing that will cost the party a lot of votes at the next election. So his first term is generally his last, and 'the boys' gently but firmly, consign him to the oblivion of his own private affairs and a clear conscience, which latter is considered by most people to be a very comfortable thing to possess.

As I said, however, Sile Burton, auditor of Apache county, was in the hands of his friends. That was literally true, however, on this particular occasion, for Sile was a very sick man. It was his own fault; that is, he had no business to go, as he did, with Sheriff Tom Owens to suppress that riot over in the Bloomer district last month. It was not in line of his duties. But then, the call had been a hasty and imperative one, and poor Tom was short on deputies as well as being pressed for time, and Sile could hardly have refused to go even if he had wanted to, which he did not. He enjoyed a little row as well as the sheriff himself did, and, besides, he was one of the most obliging men in the world. So he went, and not only got hit with a club or something, but received a forty-four bullet in his interior department, while Tom and the rest of the posse escaped without a scratch. Sile was better now, and could think with considerable facility; which was unfortunate, perhaps, because his thoughts were mostly of his expiring term of office and his helpless condition.

It was pretty tough, everybody agreed, because it was going to be a "close" year, and Sile was a great worker. His friends, too, unfortunately, were kept pretty busy looking after their own scalps, and could not give his affairs the attention they needed.

There was the last payment still due on the house; there was "paper" in the bank to be taken up; Sile Burton was in a bad financial way, because in addition to being what is known as a "good fellow," he had made some unfortunate investments lately, and now to complete his misery and overflow the cup, Brad Boutwell, of Chloride district, had come out in his sneaking but effective way, for Jere Hobart for County Auditor, and was working night and day for his man, who had been Sile's strongest opponent in the last convention. Oh, it was tough, and here was Sile lying helpless, with the nominating convention only two weeks away.

All this and much more, Sile poured into the ears of his pretty wife as she hovered over him attending to his many wants, in the way that nobody but a woman, and a womanly woman, ever will learn. She did not say so, but she had had a talk with Tom Owens that day, and he had agreed with her that the outlook was pretty blue; for Brad Boutwell, boss of the Mountain Girl and two lesser mines, employer of 300 men and an entirely unscrupulous politician, was about the worst man in the county to have on the other side, and he had assured Owens that he certainly intended to defeat Burton's renomination, and "that's all there is to it. It goes too, what Brad Boutwell says, and you know it Tom Owens."

Yes, Tom did know it, and he knew that without Boutwell his own name was "Dennis," for he had not the strength in the precincts near the town that Burton had, so his hands were tied, and he could do nothing for Sile in the Chloride district.

Mrs. Burton said nothing to Sile of Tom's visit to the boss of Chloride. She closed his complaining lips with a kiss every now and then, and chirped away as cheerfully as though mortgages and unpaid notes and big surgeon's bills and conventions had never a part in her life. And all this time she kept up a 'blame sight o' thinking," as Tom Owens used to say to his wife, who was also an ardent admirer of the little "tenderfoot" bride Sile Burton had brought from the States a few months before.

Sile Burton was sleeping soundly next morning when his wife, the usual smile gone from her face stole up to his bedside kissed him softly two or three times, and ran over to the Owens'. It was not until 10 o'clock that he awoke and noticed that the woman by the window as not Mary, but Mrs. Owens. And he did not know that this kindly, big-hearted woman lied when she told him that Mary had "just gone down to the springs to get a prescription filled that they couldn't put up here, and would be back on the 2.30 train."

Tom Owens, with the buckboard and fidgeting Bay Nell, was waiting, just off the trail, a short distance from Chloride Camp. A pretty little woman, stared at respectfully by the numerous men loafing about—for women were scarce in Chloride, especially pretty and respectable ones—tripped down the street trying to look inconscious, and entered the door of Brad Boutwell's office. It was the noon hour, and he was alone, engaged in the pleasureable occupation of disposing of an excellent lunch and a bottle of beer. He heard the hesitating step in the outer office and stepped to the door of his sanctum, where he stood, somewhat taken aback at the sight of his visitor. It was several seconds after her sweet voice had asked "Is this Mr. Boutwell?" that he recovered his equanimity and gracefully acknowledged the fact.

"I am Mrs. Burton—Mrs. Silas Burton. I came to see you—to—to—"

But here her courage gave out for a moment, and she did the very best thing she could have done—just wept a few relieving tears, while the sympathetic Boutwell, who had been a bachelor 'ever since he could remember'," as he himself said, "My dear madam-ed" he stammered, grew red in the face, vaguely felt himself a triumphant ass, and finally led her gently to a chair, where she finished her weep.

Then she pulled herself together and told him the whole pitiful tale. It was indeed, thought Boutwell, who had always had more money than he had known what to do with, a harrowing state of affairs, and so, his bachelor heart overflowing with sympathy for the poor, frightened little emissary who sat before him, and being, it must be said, rather unsettled by this extraordinary visit, he agreed, almost before he knew it, to let the affair alone and switch the ambitious Hobart off the track. Then with her heartiest handshake, a world of thankfulness shining in her big, brown eyes, and fervent words of gratitude on her sweet lips, the little missionary was gone, and Boutwell, his brain in a whirl, sat down to think.

Well, by Jove! Now he had done it! Why, great sacrificed Caesar! The thing was impossible, utterly! He rushed to the door. His late visitor was not in sight. He sat down to think more calmly this time.

n politics there are complications no man can overlook or ignore. There are multifarious complications and obligations that must be attended to and whose existence is due, more often than not, to circumstances whose discovery by the unsympathetic world would be a calamity to the individual or individuals most interested. This case was such an one. Hobart had a "cinch" on the boss of Chloride, and was master of the situation, and no one knew it so well as did Jerry himself, who was never slow about gratifying opportunities.

Thus Boutwell communed with himself, and the result was much perspiration and an uncomfortable conscience.

"Well, no use shedding any tears," he said aloud; "but, by Jove, I wish I could keep my word with the little woman. What a little duck she is, and how Burton ought to congratulate himself! uHm—hum—hum! Poor thing! How rocky she'll feel when she finds I played such a dirty trick on her. Ye-es, and what'll I say to myself?"

Teddy O'Hara, whose family had been kept from starving during the strike a few months before by the charity of the "little duck" and her husband, and who had awakened from his noonday nap under the office window about ten minutes previously, chuckled softly to himself and sneaked away, remarking to himself as he reached the street:

"O-ho! Thot's it, is ut! A-ha! Teddy, me bye. Oi t'ink yees had betther tek a bit thrip over t' Apache the day. Yees don't feel loike worrkin', do yees now?" And he hid his dinner pail and started down the trail for the county seat, whistling gleefully.

. . . . . .

Of Mrs. Burton's second interview with the smooth Mr. Boutwell it is unnecessary to speak at length. It was uncomfortable for him, but he kept his wits about him and did not lower his flag, and Mrs. Burton went away with a white, drawn face—and with the set lips of a brave little woman who has made up her mind to something.

. . . . . .

The day for the convention dawned. The visitors from the outside precincts including those from Chloride, were all on hand to see the fun. It was almost time to call the convention to order, but two or three delegations had not arrived. The Chloride delegation was one of these. The visitors from the camp reported that the delegation had only stopped to hold a brief pow-wow in Chairman Boutwell's office, and would be along soon. Jere Hobart, as luck would have it, had gotten a glorious "jag" on the night before, and was in bed in his quarters at Chloride, as the result of a fall into the cellar of the Nugget Saloon. He might have pulled himself together and went over to Apache, but everything was "fixed" and there was no need, he concluded. So he grunted and turned slowly over toward the cocktail on the table, with that action consigning his fate to Brad Boutwell and a supposedly "packed" convention.

The chairman of the County Central Committee called the convention to order and read the call. The convention effected a temporary organization and the usual committees were appointed, during whose deliberations a recess was taken.

Tom Owens came to Mrs. Burton, who with a number of other women whose husbands or brothers were interested, directly or otherwise, in the proceedings, was sitting in the gallery. Owens spoke quickly and earnestly:

"The Chloride crowd isn't here yet. Hobart's too sick to come. If Boutwell could only be kept away it'd be O. K. for Sile. He's the only man that can put Hobart in nomination, and there's a whole mess of his fellows ready to backslide. If only they wouldn't come! I——"

But here he was sent for in great haste by an anxious constituent and hurried away. When, ten minutes later, he looked up at the gallery, Mrs. Burton was missing.

The six men composing the Chloride delegation were in a hurry and, in Boutwell's three-seated wagon, behind his big grays, were making good time for Apache.

There is a deep ravine, nearly always dry, on the trail between Apache and Chloride that has to be crossed carefully. It is an abrupt descent and a yet more abrupt ascent, and the trail on the Apache side of the gully is flanked by big rocks, which sheltered many a highwayman in the old days. The delegation from Chloride had just reached this spot, and Boutwell was urging the horses up the steep incline, when short and sharp and firm, in a woman's voice, came the command:

"Halt!"

The six men in the wagon could hardly believe their senses. Sitting beside the big rock on the left, very pale, but with compressed lips and eyes that flashed fire and determination, sat a small woman, with a big Winchester, and the weapon was cocked and aimed at Brad Boutwell.

The six men in the wagon raved and stormed; they pleaded, begged and threatened; but the little woman on the rock spoke only once, and then said:

"Bradford Boutwell, you gave me your sacred word that you would not oppose my husband's renomination. If he is defeated to-day it will probably kill him, and that is what you intended—to defeat him, after your promise to me. Now, sir, if you so much as attempt to move from here, you or any of the others, I will kill you!"

That was all; but Boutwell, looking at the set face, knew that she would keep her word, and his seat mate's suggestion that such was the case, was met by an emphatic "You bet she would!"

* * * * *

The committee reported; the temporary organization was made permanent, and the Apache County Convention was in full swing.

"Nominations for county auditor are now in order," announced the chairman, and, a moment later, "Mr. Randall has the floor.'

Hollis Randall, the rising young District Attorney, rose and made one of the best speeches of his life, setting forth clearly, convincingly, the merits, the claims, the worth of the present incumbent, and when he told of the unfortunate man, lying so ill as the result of a wound incurred in the discharge of unrewarded duties not his own—fighting in the defense of the law—there was a rousing, prolonged cheer.

Randall finished amid uproarious applause, and sat down, mopping his forehead with his handkerchief. There was a moment's "vociferous silence," during which there was some rapid change of sentiment on the part of Hobart delegates. The "Pop" Gordon rose.

"Mr. Chairman, I move that the nomination of Mr. Burton be made by acclamation, thar seemin' t' be no more nominations."

"Second the motion! Second the motion!" came from a dozen throats.

"Mr. Chairman!" screamed a Hobart "faithful." "I call the gentleman to—"

Here Bill Dover, chairman of the dissenter's delegation, grabbed him by the coat tails and pulled him down. Bill was an astute politician and he knew the day was lost. But the enthusiast would not "down." When the yeas and nays were called for he and a half score of others came out strongly in the negative, and when further nominations were declared in order, he rose and nominated Jere Hobart.

The ballot stood sixty-three to thirty-seven in Burton's favor, and Tom Owens, forgetting that in a few minutes the nominations for sheriff would be made, dashed over to Sile's house with the news, and was surprised to learn that anxious little Mrs. Burton was not there.

But the Chloride visitors who left to convey the news of Hobart's defeat home were more surprised than Owens when they suddenly found, on the way home, where the missing delegation was, and why it was missing, and it almost took their breath and the delegation's away to see that fire-eating Amazon on the rock collapse into very weak tears when she heard the glad news.

Hobart and his friends were mad, of course; but one cannot make war on a woman, you know, and, besides, most of them came to look on the matter after a while as a huge joke.

Boutwell? I am inclined to think, after it was all over, that he was rather glad than otherwise.—R. L. Ketchum in the Argonaut.

A Sailor Husband.

Oh, he goes away singing
Singing o'er the sea!
Oh, he comes again, bringing
Joy to himself and me!
Down through the rosemary hollow
And up the wet beach I ran.
My heart in a flutter follows
The flight of my sailor-man.

Fie on a husband sitting
Still in the house at home!
Give me a mariner, flitting
And flashing over the foam!
Give me a voice resounding
The songs of the breezy main!
Give me a free heart bounding
Evermore hither again!

Coming is better than going;
But never was queen so grand
As I while I watch him blowing
Away from the lazy land.
I have wedded an ocean rover,
And with him I own the sea;
Yet over the waves come over
And anchor, my lad, by me.

Hark to his billowy laughter,
Blithe on the homeward tide!
Hark to it, heart, up and after:
Off to the harbor side;
Down through the rosemary hollow
And over the sand hills, light
And swift as a sea-bird, follow;
And ho! for a sail in sight!

—The New Haven.

Sayings by Gail Hamilton.

Wildness is a thing which girls cannot afford.

Delicacy is a thing which cannot be lost or found.

No art can restore the grape its bloom.

Familiarity without confidence, without regard, is destructive to all that makes woman exalting and ennobling.

It is the first duty of a woman to be a lady.

Good breeding is good sense.

Bad manners in a woman are immorality.

Awkwardness may be ineradicable.

Bashfulness is constitutional.

Ignorance of etiquette is the result of circumstances.—New York World.

Defenceless Man.

The man's wife was a terror from Terror Incognita and everybody knew it. One day a friend was talking.

"How in thunder," he said, "did you ever happen to marry such a woman?"

The man looked about cautiously. "I didn't," he whispered. "She done it herself."

WITHOUT THEIR WIVES.

Do Men Have Better Times With or Without Their Women Folks?

At this season there are so many men left in town while their families hie themselves off to the country that the question arises; Do these compulsory widowers have a better time with or without the women folks that belong to them?

One man, who is a devoted husband and father, frankly acknowledges that he looks forward to this particular period as a season of emancipation from family cares, and as soon as the last wave of his wife's handkerchief fades from sight becomes once again a bachelor and takes up his club life with all his old-time fervor.

"I miss them, of course," he adds, "yet I must say I enjoy the sense of freedom their absence brings. I do not have any desire to do anything that could be looked upon as unbecoming my position as a husband and father, yet it is a very nice feeling to know that no dinner is getting cold if I stop to talk to a man or take in a base ball game, and that no little moaning cry will waken me when once I settle down to sleep."

This is one man's views. "Selfish," we hear you say; a trifle, perhaps, but undeniable truthful.

Another type says: "Home is simply a tomb when the folks are away. I always have a better time when they are along, and somehow I don't get half as much enjoyment out of an elaborate dinner at club or restaurant as when I sit down to my simple home meal with my wife and little folks all about me. It seems to me if a man is what he ought to be it makes no difference in his fun if his wife is along. If, however, he doesn't want her to know of it then you may depend it is altogether wrong and he ought never to have married."

We hear some man say "Cant," yet all the women will undoubtedly uphold this latter opinion.—New York Commercial Advertiser.

The Rapidity of Flies.

"The speed of a fly is something that I have always had a great curiosity to know," said J. A. Bascomb, of Little Rock, Ark., at the Lindell. "I rode out of Little Rock early one morning over the Little Rock and Memphis Railroad. My business necessitated my occupying a seat in the engineer's cab. The air was chill and crisp, and as we passed through a stretch of swamp I noticed that great swarms of little green flies that abound in the Arkansas swamps were attracted to the locomotive by its heat. They appeared almost frozen. They flew along close to the engine to keep warm. Going on a down grade of forty-five miles in length we ran a mile a minute. The flies easily kept up with us, and really went faster than we travelled. I am confident their speed was greater than a mile a minute, and I will venture the assertion that they then didn't reach the limit."

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