

Montreal Temperatures.		
MONTREAL, Aug. 3rd.		
8 A.M.	1 P.M.	6 P.M.
72	82	82
MAX.	MIN.	M.
85	65	65
BY STANDARD BAROMETER.		
8 A.M.	1 P.M.	6 P.M.
30.19	39.19	39.19

STEAMSHIPS.

Under Contract with the Governments
Canada and Newfoundland for the
Conveyance of MAILS.

This Company's Lines are composed of
following Double Engine Clyde Built

IRON AND STEEL STEAMSHIP

They are built in water-tight compart-
ments are unsurpassed for strength, speed and com-
fort, and are fitted up with all the mod-
ern improvements that practical experience can
suggest.

	Tons.
Acadian.....	931 Capt. C. Myllus.
Assyrian.....	3970 Capt. John Bentley
Austrian.....	2458 Capt. Vipond
Brazilian.....	4400 Capt. W. L. White.
Buenos Ayres.....	4100 Capt. R. Carruthers
Canadian.....	2906 Capt. Dunlop.
Carthaginian.....	4214 Capt. A. Macnicol.
Caspian.....	2728 Capt. R. P. Moore.
Circassian.....	5724 Capt. Alex. McDoug.
Corean.....	3488 Capt. C. J. Menzies
Greek.....	2907 Capt. J. H. G. G. G.
Hibernian.....	2907 Capt. John Wallace
Lucerne.....	1926 Capt. Nu'.

Manitoban.....	2975	Capt. J. S. Main
Mongolian.....	4750	Builder
Monte Videan.....	3500	Capt. J. S. Main
Nestorian.....	3680	Capt. J. S. Main
Norwegian.....	3223	Capt. R. H. Hughes
Norwegian.....	3223	Capt. W. Christie
Nova Scotian.....	3336	Capt. R. H. Hughes
Noridian.....	4750	Building.
Parisian.....	3539	Capt. Joseph Ritch
Peruvian.....	3038	Capt.
Polish.....	2425	Capt. John Kerr
Polynesian.....	3539	Lieut. R. Barrett, E
Pomeranian.....	4394	Capt. W. Dalziel
Prussian.....	3630	Capt. J. Ambury

Rossarian.....	3500	Capt. D. McKillop.
Sardinian.....	3376	Capt. Wm. Richard.
Sardinian.....	3647	Capt. John Brown.
Scandinavian.....	3088	Capt. John Francis.
Siberian.....	3904	Capt. John Park.
Waldensian.....	2256	Capt. D. J. James.

-Summer Arrangement-

1890.

The Steamers of the
**Liverpool, Londonderry, Q
 bec and Montreal Mail
 Service,**
 -- ARE INTENDED TO BE DESPATCHED --

From Liverpool.	Steamships.	From Montreal.	From Quebec.
20 May	Polynesian ..	18 June	19
5 June	Parisian	25 " "	26
	Subsidiary	July	28

9	"	Circassian	...	9	July	10
26	"	Sardinian	...	16	"	17
3	July	Polynesian	...	23	"	21
10	"	Parisian	...	31	"	31
	"	Siberian	...	6	Aug	7
	"	Circassian	...	13	"	14
31	"	Sardinian	...	21	"	21
7	Aug	Polynesian	...	27	"	28
14	"	Parisian	...	3	Sept	13
21	"	Siberian	...	10	"	18
28	"	Circassian	...	17	"	25
4	Sept	Sardinian	...	24	"	31
11	"	Polynesian	...	1	Oct	2
18	"	Parisian	...	8	"	9

25 "	†Siberian	15 "	16 "
2 Oct.	Circasian.....	22 "	23 "
9 "	Sardinian.....	29 "	30 "
23 "	Polynesian.....	23 Nov.	23 "
23 "	†Persian	12 "	13 "
30 "	†Siberian	19 "	21 "

† N. B.—The Siberian will not accommodate for any class of passengers on voyages from Montreal and Quebec to Liverpool.

Mail Steamers are despatched from Liverpool at daylight Wednesdays. Cabin, Steerage and Steerage passengers desired.

Rates of Passage from Montreal to Quebec.

By S.S. Parisian—\$60, \$70, \$80, according to accommodation. Return: \$110, \$130, and \$150.
By other steamers: \$45, \$50, \$60, according to accommodation.

For accommodation Return: \$80, Steerage: \$15.
Intermediate, \$30; Return, \$60. Steerage, \$20; Return, \$40.
The Intermediate and Steerage rates are the same by all steamers, no extra charge being required for passage by "Parisian".

THE STEAMERS OF THE
Glasgow, Quebec & Montreal S.S. Co.
ARE INTENDED TO SAIL AS FOLLOWS:

	From Glasgow.	Steamships.	From to Glasgow on or about
3 June		Canadian.....	29 June
7 "		Samartian.....	24 "
12 "		Rosarian.....	29 "
21 "		Pomeranian.....	8 July

These Steamers do not carry Passengers
voyage to Europe.

THE STEAMERS OF THE

London, Quebec and Montreal

ARE INTENDED TO BE DESPATCHED
FOLLOWS:—

Inter-	From London.	Steamships.	From London or on
0 Ex-	30 May	Grecian	20 June
reach	12 June	Brazilian	3 July
ing at	25 "	Assyrian	17 "
ing at	30 July	Grecian	31 "
Seven	24 "	Brazilian	14 Aug
	7 Aug.	Assyrian	28 "

These Steamers do not carry passengers
voyage to Europe.

THE STEAMERS OF THE
**Liverpool, Queenstown
 John's, Halifax and Ba**
more Mail Service
 ARE INTENDED TO BE DESPATCHED
 FOLLOWS:—

From Liverpool to Baltimore	Steamships.	By
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	Via St. Johns and Halifax.		
27 May		Caspian.....	
10 June		†Carthaginian.....	
24 "		Nova Scotian.....	
8 July		Caspian.....	
22 "		†Carthaginian.....	
5 Aug.		Nova Scotian.....	
19 "		Caspian.....	
2 Sept.		†Carthaginian.....	

†The Carthaginian will carry on

via
RATES OF PASSAGE BETWEEN HALIFAX
ST. JOHN'S:—
Cabin.....\$20.00 | Intermediate
Steerage.....\$6.00

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Chicago: H. BOURLIER, Toronto
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Lawrence Hall; D. BATTERSBY, 174
street; W. D. O'BRIEN, 143 St. James
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Communo, street, M.

The Montreal Herald.

PUBLISHED DAILY BY
The HERALD COMPANY Limited
No. 6 BEAVER HALL HILL.

HON. P. MITCHELL - President
WILL H. WHITE - Secretary-Treasurer
and business manager.
OLYNEUX ST. JOHN - Editor

Business Correspondence should be addressed to THE HERALD COMPANY Limited. All other correspondence to be addressed "The Editor," Mr. M. St. John.

MONDAY MORNING, AUGUST 4th.

CIRCULATION 1889
Daily Average.....5,112

TO-DAY'S DOINGS.

Afternoon and evening concerts at Sohmer Park.
General meeting of the Board of Trade at noon.
Cigar-makers' picnic on the Exhibition grounds.
Harmony Band excursion boat leaves Jacques Cartier wharf at 8 p. m.
Monthly meeting of St. Patrick's and English workmen's societies at 8 p. m.

IN DARKEST AFRICA.

Mr. Stanley's latest work, a record as well as a descriptive account of the marchings and counter-marchings of the Emin Pasha Relief Expedition, is a wondrous tale of many things. It tells of a region of Africa never before traversed by white man, and except in parts by none, white or black; it tells of human suffering and endurance unparalleled by any described in other books of travel; it shows patience and the conquering power of patience in such a light that none may mistake them, and it shows how the most carefully made plans, the noblest efforts, may be set at naught by stupidity or disobedience, or by devotion to an idea after rough experience has, or ought to have, shown its fallacy. So many confused ideas concerning this latest journey of the African explorer exist that it may be worth while explaining in a few words the object of the expedition. When Gordon was made Governor-General of the Sudan and exercised authority at Khartoum, where he was eventually murdered, he made Emin Pasha Lieutenant Governor of Equatorial Africa, a province which Egypt had laid out on the map as part of its domain. When Gordon was killed and Khartoum fell into the hands of the Mahdi, it was seen that unless relieved Emin Pasha and the Egyptians who were with him in Equatorial Africa must soon share the fate of the Governor-General. Emin himself had appealed for succor lest he and the Egyptians under him should perish. A society in England set to work collecting money to fit out an expedition for his relief, and in this they were assisted by the King of the Belgians and by the Egyptian Government. Mr. Stanley, who at the time was lecturing in America, was sent for to take command of the expedition. For reasons duly considered, it was determined that the expedition should fit out at Zanzibar, on the east coast of Africa, sail round the Cape of Good Hope, and proceed inland to Emin Pasha on the Albert Nyanza via the Congo river, which empties into the Atlantic on the west coast of Africa. A force comprising several hundred carriers, principally Zanzibaris, and some Sudanese soldiers with nine Englishmen were engaged and the expedition, carrying a vast store of arms and ammunition partly for their own use but more largely for delivery to Emin Pasha, started up the Congo by steamer. Mr. Stanley was to carry these arms and ammunition to Emin Pasha, and was to deliver a letter from the Khedive of Egypt to that gentleman, instructing him to abandon the Province of Equatoria, and with his Egyptians accept the escort of Mr. Stanley's expedition. If, for reasons of his own, he preferred to stay in Africa, he was to take the arms and ammunition sent him, and thenceforth act on his own responsibility, no longer in the service of Egypt, as Egypt had abandoned Equatoria and could not afterwards assist him. At the point of embarkation on the Congo, it became necessary to divide the expedition, one wing under Stanley, proceeding on the journey at once, while the rear division under Major Bartlett, was to remain for a certain defined time to wait for carriers and other auxiliaries contracted for with that eminent slave-hunter and profound scoundrel, Tippoo Tibb. The outline history of the expedition is this. Stanley's wing advanced as far as they could by the Congo and then left it to plunge in to the great hitherto unknown and untraversed forest which covers the greater part of Equatorial Africa. After some months' travel and almost unparalleled difficulties and hardships, fighting their way here and there through a hostile country, they reached the foot of Lake Albert Nyanza, expecting to find Emin Pasha waiting for them in pursuance of advice sent him by courier from Zanzibar. The expedition saw nothing of him. This was their first great and serious disappointment. They were then compelled to retreat from the lake to find food and they established themselves at a small improvised fort some way inland amongst friendly natives. By this time serious anxiety had arisen about the rear column and about men left sick on the road, tidings from whom should, by this time, have reached headquarters. Having succeeded in opening up communication with Emin Pasha, Stanley sent one of his officers, Mr. Montney Jephson, to the Pasha's capital to assist him in expediting the departure of the Pasha and his Egyptians, while he himself, with a

portion of his force, returned to the point of departure on the Congo, expecting at every stage of his journey to meet the rear division on their way to the front. He never met them, but on his arrival at the original point of departure where he had left them, he found that Major Bartlett had been murdered by one of his own men, that numbers of the men had deserted, taking with them quantities of the stores, that other stores including his own baggage had been sent back to the seaboard, that the camp was helpless by reason of sickness, and that the whole division was in a state of muddle and demoralization. He succeeded at length in starting with the remains of this rear division and conducted them by the route he had at first taken to the camp near the Nyanza, thus making a third journey where one should have sufficed. On arriving there he found that instead of Emin Pasha and his people being all prepared to move at once, the Egyptians had mutinied and deposed the Pasha, who, with Jephson, was a prisoner in the hands of the mutineers, and that a scheme was afoot to capture the relief expedition, and deliver Stanley and the others into the hands of the Mahdi, whose forces were moving upon Equatoria. By the whirligig common in the affairs of mutinies Emin Pasha and Jephson were set at liberty, but even then though time pressed it seemed to be almost impossible to get Emin Pasha to make up his mind to leave the place. Trying as had been the accumulated and complicated difficulties which the expedition had met with in their journey up the Congo, in their passage through the pigmy-haunted forest where the slightest indiscretion—and they were neither slight nor infrequent—resulted in the wounding or death of some of the men by the poisoned arrows of the dwarfs who inhabited the forest, in their starvation and the diseases that resulted from it, and in the frequent attacks of the natives through whose country they passed when the forest had been left behind, nothing could have been more exasperating than the conduct of the Pasha and the men it was intended to save, and who would have been left to their fate by other men of less patience than that possessed by Mr. Stanley. Finally, these people having given endless trouble and having caused the loss of many lives by their indecision and contrariness were induced to set out, even then giving as much trouble as they could and more than most people would have put up. Once started, the journey was continued to the east coast and by ship to Zanzibar. It would be quite impossible to give more than this sketchy outline of the story in reasonable space, and to enter upon the question of Emin Pasha's subsequent course would be to open a field for disputation. We can cordially recommend everyone to read "In Darkest Africa." It is written by one who evidently understands every point of his subject, one whose many tributes to the officers who assisted him is never wanting and whose keen insight into character, and patience with the weaknesses of human nature and particularly African human nature, is no doubt one of the causes of his success when success seemed hopeless, and the reader will feel that not two, but half a dozen volumes might have been made out of the terrible journey. There is no straining after picturesque writing, no space occupied in the narration of trifling or uninteresting detail; it is the work of a man good at explanation, but more concerned in producing a record of important matters and valuable information than of one desirous of showing his ability as a graphic writer. Nevertheless it is brimful of interest and creates the desire to ask the writer of it a hundred questions concerning people and country, which the requirements of space, and perhaps personal familiarity, have induced him to dismiss in short paragraphs. The art of writing, Sam Weller said, is in leaving off and creating the wish that there was more, and "In Darkest Africa" certainly fulfils that condition.

In reference to the volumes as they come from the publisher, we may say that in England the price is two guineas (\$10.50), and that in Canada and the United States it is published by subscription, the price being \$7.50 for the volumes handsomely bound in cloth. It is published by C. Scribner & Son's, whose agent in Montreal is Mr. S. Goddard, of 750 Craig street.

OBJECT LESSONS FROM LIVERPOOL.

Mr. Sherman, U. S. Consul at Liverpool, G. B., has sent to the State Department at Washington an interesting report on the pavements, tramways and artisans' dwellings of that city. A summary of the report published in the New York Commercial Bulletin embodies some instructive points for the citizens of Montreal. Liverpool has an area of 5,210 acres, with a population close upon 600,000, or 115 people to the acre, the most densely populated city in Great Britain. The street pavements cover 250 miles, and are claimed to be the best in the world. The paving and sewerage are done by the corporation with great care and with considerations of close economy. In 1870, with 226 miles of streets, the expenditure for repairs was \$136,080. In 1889, with 254 miles, the expenditure was \$40,824. Permission is never given to private companies or persons to cut through the pavement in any street for any purpose. When such work is necessary, the corporation will do it in its own thorough way, and the interested parties must pay the entire cost—a regulation worth noting, especially in contrast with the incessant tearing up of streets to be witnessed in Montreal. Here the *modus operandi* is something as follows: The Road Department rounds up the road-bed and nicely

adamizes the surface; then the Water Department comes along and opens up the street to lay water pipes; and then, perhaps, the Gas Company puts in an appearance a few weeks later and again opens up the street to lay gas pipes. And yet, with civic departments and private corporations working at such cross-purposes, people wonder why our thoroughfares are in such a disgraceful condition, and why so much money is wasted on them. The wonder is that the streets are not worse and the waste greater. It would be a very great improvement, and obviate a good deal of loggerhead business, if the Water, Roads and Light Committees were merged into one, as a department of public works under one responsible and efficient head. The manner in which the Liverpool corporation does its work indicates that contractors' combines and attendant booting operations—which flourish in so many Canadian and American cities—find little scope for their operations in that city.

In regard to street railways the report conveys the information that they are laid and owned and kept in order by the corporation, and the companies using them pay ten per cent. on their cost to the city. The City Engineer declares that the rails, as laid in Liverpool, "do not form the slightest impediment, even to the narrowest-wheeled vehicles." Here is the solution for the vexed street railway question in Montreal. It would be a pleasant surprise to our citizens to see rails laid so that they would not "form the slightest impediment even to the narrowest-wheeled vehicles." It may be taken for granted that the street railways of Liverpool are operated in the interests of the travelling public, and that the corporations using them are compelled to carry out the requirements of their franchise. That would be a healthful and pleasant innovation for Montreal.

During the last seventeen years sewers laid in Liverpool have cost \$1,703,000 and have improved the sanitary condition to such an extent that the death rate has dropped from 27.2 in 1880 to 20.3 in 1888. House drainage is carefully provided for and main sewers, not self-cleansing, are periodically flushed by large movable tanks placed over a man-hole. These tanks contain 1800 gallons of water, and can be discharged in 28 seconds. The cost of this work is about \$6,000 per annum. Here is another hint for Montreal, which should be the healthiest city on the continent, but is not. With our admirable location, abundance of fresh water and facilities for keeping sewers clean, the fact that the death rate is higher here than in some less favorably situated communities, indicates that there is a screw loose somewhere. Will our civic fathers and health authorities put on their "considering caps" and give their attention to these matters?

According to the report from which we have already quoted, the Liverpool corporation has embarked in work which is not usually regarded as within the province of municipal bodies—in clearing away great masses of buildings and reconstructing houses for artisans. These houses are fitted with the latest improvements and are rented at twenty-four cents per month for each room. One of these buildings on Victoria Square contains 611 rooms and covers 3,924 superficial yards, besides 5,271 in approaches and the quadrangle. The structure is five stories high, and cost, with land, \$350,000. The return in rental is estimated at 43 per cent. after all expenses are deducted, and with a balance "which, if capitalized on a 3 1/2 per cent. basis, will represent the full market value of the site." In doing this work, they say that their object is not so much "to cover the space with buildings, but to erect buildings of the best class for their purpose and of the highest sanitary standard, thus affording an example to be followed in the future by private enterprise, while at the same time providing a large unobstructed space in a densely populated district."

We do not think we would recommend our City Council, as at present constituted, to go into an undertaking of this kind—they would be pretty sure to make a mess of it; but they could at least exercise such control over builders and building operations as would secure the erection of thoroughly sanitary dwellings. In various parts of the city are lots of unsanitary rookeries, in which poor people are compelled to live—or rather to exist—and for which conscienceless landlords, who refuse to make the tenements decently habitable, actually charge rent. Steps should be taken to have these rookeries cleared out so that people may not be compelled or permitted to drag out a miserable existence in such unhealthy, disease-breeding localities, whose existence to a large extent accounts for the high death rate in this city. We suggest that our City Council take steps to get points on municipal administration from cities like Liverpool and Glasgow.

THE HIGH COMMISSIONER'S ADVICE.

Sir Charles Tupper having failed in negotiating that long pending commercial treaty with Spain, has once more turned his attention to the United States; at least we judge so from the following paragraph which appeared recently in the London Canadian Gazette which we have no doubt was inspired by the High Commissioner: "It will be interesting to see what will be done with the large increase which the activity of commerce has placed at the disposal of the finance minister. It would be a happy event if the negotiations now pending at Washington could be brought to result in the conclusion of a commercial treaty which would relieve the customs department of some portion of its

"labors and open up extended trade with the United States." It will be remembered that when Sir Richard Cartwright was Finance Minister Sir Charles Tupper declared he should not have a surplus, that he should reduce taxation. To be consistent he delicately recommends Finance Minister Foster that the best use he can make of his surplus is to reduce taxation by seeking extended commercial relations with the United States. Besides, Sir Charles Tupper is too shrewd a man not to see that the protective system is breaking down—is doomed—both in Canada and the United States; and he thinks it would be a wise thing for Canada to begin the work of reversing her fiscal policy in good season, when it can be accomplished without too seriously disturbing the business interests of the country; because the longer the protection system is adhered to, the more difficult will it be to get rid of it. It would be a good thing for Canada if her Government could muster up courage enough to act upon the advice tendered by the High Commissioner through the columns of the Canadian Gazette.

THE WAY OF IT.

The Toronto World is angered with one of its neighbors for saying that the N. P. is destroying the shipbuilding industry of the maritime provinces, and points to the shipbuilding industry at Owen Sound as evidence of the benefits derived from the Government's policy of protection. If our esteemed friend, the Atlas of Toronto, would only enquire he would find that in order to enable Messrs. Polson & Co. to build the two steamers they have constructed at Owen Sound it was necessary to abrogate certain provisions of the N. P., so far as their material was concerned. Had the Government's policy been enforced they could not have built the Manitoba or the other steamer now lying in the basin. That is their own statement. Now that is a nice kind of policy, is it not, which requires to be eased up here to suit one firm, and to be let out there to suit another, and which from first to last makes fish of one part of the community and flesh of the other.

In suggesting that Liberals should leave the Dominion Alliance and form an Association of their own, our chief thought was not precisely to please the Gazette, but we regret, nevertheless, to find that we have annoyed our neighbor and that it relieves its feelings in elephantine playfulness. We are very far from thinking that the formation of a Liberal Temperance Alliance is necessary to sweep the field at the next elections, and we have not said anything that would enable an ordinary intelligent school boy to suppose such to be our meaning. We merely recommended Liberal Temperance men to be no longer used by their Tory associates in the Alliance. In its own way the Gazette enumerates a number of forces—omitting, of course, as its way, the principal ones—which will be arrayed against its patrons, great and good, and no doubt only anticipates the cry of its party when it says, "Woe, woe, woe." Sir John, no doubt, well calculates what here will be to face, and probably the reflection occasionally crosses his mind that when he is falling before the blows of his enemies he may count upon a stab in the back from a certain one of his journalistic friends.

Smoke the Sohmer Cigar, 10c.

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SOLID EXTRACT, in Jars, 2oz., 4oz., 6oz., 12oz., 16oz., 24oz., 32oz., 48oz., 64oz., 96oz., 128oz., 192oz., 256oz., 384oz., 512oz., 768oz., 1024oz., 1536oz., 2048oz., 2560oz., 3072oz., 3584oz., 4096oz., 4608oz., 5120oz., 5632oz., 6144oz., 6656oz., 7168oz., 7680oz., 8192oz., 8704oz., 9216oz., 9728oz., 10240oz., 10752oz., 11264oz., 11776oz., 12288oz., 12800oz., 13312oz., 13824oz., 14336oz., 14848oz., 15360oz., 15872oz., 16384oz., 16896oz., 17408oz., 17920oz., 18432oz., 18944oz., 19456oz., 19968oz., 20480oz., 20992oz., 21504oz., 22016oz., 22528oz., 23040oz., 23552oz., 24064oz., 24576oz., 25088oz., 25600oz., 26112oz., 26624oz., 27136oz., 27648oz., 28160oz., 28672oz., 29184oz., 29696oz., 30208oz., 30720oz., 31232oz., 31744oz., 32256oz., 32768oz., 33280oz., 33792oz., 34304oz., 34816oz., 35328oz., 35840oz., 36352oz., 36864oz., 37376oz., 37888oz., 38400oz., 38912oz., 39424oz., 39936oz., 40448oz., 40960oz., 41472oz., 41984oz., 42496oz., 43008oz., 43520oz., 44032oz., 44544oz., 45056oz., 45568oz., 46080oz., 46592oz., 47104oz., 47616oz., 48128oz., 48640oz., 49152oz., 49664oz., 50176oz., 50688oz., 51200oz., 51712oz., 52224oz., 52736oz., 53248oz., 53760oz., 54272oz., 54784oz., 55296oz., 55808oz., 56320oz., 56832oz., 57344oz., 57856oz., 58368oz., 58880oz., 59392oz., 59904oz., 60416oz., 60928oz., 61440oz., 61952oz., 62464oz., 62976oz., 63488oz., 64000oz., 64512oz., 65024oz., 65536oz., 66048oz., 66560oz., 67072oz., 67584oz., 68096oz., 68608oz., 69120oz., 69632oz., 70144oz., 70656oz., 71168oz., 71680oz., 72192oz., 72704oz., 73216oz., 73728oz., 74240oz., 74752oz., 75264oz., 75776oz., 76288oz., 76800oz., 77312oz., 77824oz., 78336oz., 78848oz., 79360oz., 79872oz., 80384oz., 80896oz., 81408oz., 81920oz., 82432oz., 82944oz., 83456oz., 83968oz., 84480oz., 84992oz., 85504oz., 86016oz., 86528oz., 87040oz., 87552oz., 88064oz., 88576oz., 89088oz., 89600oz., 90112oz., 90624oz., 91136oz., 91648oz., 92160oz., 92672oz., 93184oz., 93696oz., 94208oz., 94720oz., 95232oz., 95744oz., 96256oz., 96768oz., 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ROUGH LACROSSE!

Concluded from 8th Page.

which forms the approach to the picturesque little town, and which is so destructive to clean clothes and highly polished boots, was lined with the pleasure-seekers who were assembling to patronize this annual regatta of the Pointe Claire Boating Club.

The day was scorching and hardly a breath of air tempered the fierce rays of the sun, which made it warm work for the contestants, and the fact that no cases of sunstroke resulted was rather marvellous.

The occasion was rendered considerably more pleasant by reason of the attendance of a large number of the members of the American Canoe Association who are just now camping on the Cadienx, near Comoy. This association is one of the highest organizations of its kind on the continent, and each year they select some beautiful spot for a two week's camp during which they beguile the time in pleasure, cruises and concerts as well as the more serious business of sailing and paddling, racing and other similar contests.

It is of course needless to observe that the boats owned by the members of this association are of the most costly description fitted with the most modern improvements for speed or comfort as the case may be. Several specimens of beautiful canoes were at Pointe Claire on Saturday and some of them participated in the various events.

Few people have any idea how much money can be expended on these diminutive craft, or how much difficulty and knock there is in managing them with the comparatively enormous sail which they carry.

The management of the regatta on Saturday was excellent, the races being started with reasonable despatch, but it might have been preferable had it been put through quicker as under the existing train arrangements, those who did not wish to stay till half-past eleven had to tear themselves away before several interesting events had come off.

The wind was so light as to render the sailing race a tedious drifting match, but it freshened slightly towards 5 o'clock, and blowing gently from the southwest, brought the boats in in fairly good style.

In this respect it was a marked contrast to the Valois regatta of the Saturday before.

The yacht race resulted in a victory for Mr. Duggan's new boat "Valda" on time allowance, with the "Lulu" second, although she came in first and "Minnie A." third.

The second race was a special sailing match in which skiffs and canoes all started together, and on returning, were divided into their classes. There was also a special prize for the best time over the course. Mr. W. A. Wallace in the "Freyga," won the prize in the first class sailing skiff, and also the special prize. There were no second class skiffs entered.

In the double canoe sailing race Mr. C. Archibald, of Pointe Claire, suffered defeat for the first time, the victor being Mr. W. G. McKendrick, of Toronto, in his canoe "Mac."

The single scull race for boys under 15, was well contested, Mr. J. Howard being the victor, and Mr. P. Sanderson a rather poor second.

The single scull race was very interesting and came in the hottest part of the day. Mr. L. Mitchell, of the Grand Trunk club, came in victor and looked as undisturbed as if he had been on a pleasure spin. Mr. Higginson was second.

In the single blade paddling race there were three entries and it was another close event between Mr. Percy Taylor, of Lachine, and Mr. F. Logan Girdwood, of St. Anne, the former being victor.

The third was Mr. T. Mantz, of Toronto. In the boys' double scull St. Lambert came in with Messrs. Hunt and Thompson in the first place—Messrs. Darling and Tooke, of Pointe Claire, were second.

In the single scull, which was a club green race, Mr. C. Sanderson was the successful man, with Mr. F. McCallum second.

The double scull race was a close event, and resulted in a victory for Messrs. Mitchell and Hendon, of the Grand Trunk club, first; Messrs. Thompson and Morris, of St. Lambert, second; and the Childs Bros., of Valois, third.

The tandem canoe race should have been the event of the day, and was exciting in the extreme, but much confusion took place among the numerous contestants.

Messrs. Duggan and Shearwood, of Lachine, however, came in clearly the victors and pulled splendidly. The Routh Bros. crossed the line second and the McKendrick Bros., of Toronto, third, but their place will probably have to be awarded to the "Two Freds" (Fairbanks and Stewart) owing to fouling.

There were two entries for the four-oared race in practice shells. Pointe Claire came in first with St. Lambert a close second. A foul was narrowly avoided.

There were three entries for the four in a canoe. Messrs. McKendrick Bros., Lighthouse and Muniz, of Toronto, Messrs. Routh Bros., Fairbanks and Stewart, of Lachine, Messrs. Amos, Rawling and Lavare, of Lachine.

The tandem canoe race standing on gunwale excited the usual amount of amusement, and the war canoes resulted in a victory for Lachine.

The course was kept better clear of boats than is usually the case, and the crowded club house afforded a grand view to all.

The bonnet hops in the evening were largely attended, and exceedingly successful despite the warmth of the weather, and the numerous and handsome prizes were given away with much grace and well deserved compliments.

TURF.

RACING IN SARATOGA.
SARATOGA, Aug. 2.—First race, 1 mile, Lord Harry (Tatal up) first, Void (Thompson up) second, Fairview (Bunn up) third. Time 1.16.

Second race—1 1/4 mile, Come to taw (Tatal up) first, Lavinia Belle (Bunn up) second, Hypocrite (Allan up) third. Time 2.08.

Third race—1 1/4 mile, Sir John (Bergen up) first, Masterlode (Tatal up) second, Fantiago (Barnes up) third. Time 1.51.

Fourth race—1/2 mile, Drizzle (Tribbe up) first, Irene (Goodale up) second, Blue Rock (Bergen up) third. Time 1.16.

Fifth race—1 1/4 mile, Million (Steppe up) first, Cloy (Stockton up) second, Carrie G (Thompson up) third. Time 1.50.

BASEBALL.

NO GAME SATURDAY.
The baseball game which was to have taken place on the Crescent A.A.A. grounds on Saturday morning between the Crescent and Cornwall clubs, fell through owing to the latter being unable to bring down their full team.

THE FEMALE PLAYERS.

The female combination of ball-play

ers will arrive in town on Wednesday morning and will play the Dominions on the afternoon of the same day on the Crescent grounds, corner of deLorimier avenue and St. Catherine street. The females are not very great players, but the novelty may attract a large crowd.

CLIPPERS AND VALLEYFIELD'S.

The Clippers have arranged to play the Valleyfield team on the grounds of the latter club on August 10th. In their last match the Clippers had an easy victory over the town boys.

THE RING.

GUTHRIE LOOKING FOR FIGHT.
Dick Guthrie, Canada's middle-weight champion, is desirous of meeting the St. Cuneogone pugilist Laplante for the purpose of arranging a fight, either for a specified number of rounds or to a finish. Guthrie is in training, and is anxious for a "go" with any of the local craft.

CANADA'S LIGHT-WEIGHT CHAMPION.
The light-weight champion of Canada, Jack Fitzpatrick, arrived in town from Cornwall on Saturday, and is willing to arrange for a contest with any of the Montreal pugilists. Fitzpatrick recently won the light-weight championship of England, and is confident that he can best any man in Canada, even if he should be over his fighting weight. It is probable that some arrangement may be arrived at for a "mill" between him and Guthrie.

Spots of Sport.

At a meeting of the Hunt Club held on Saturday evening at the Windsor Hotel, it was decided to hold their annual steeplechase on Oct. 2nd and 4th. The track will be agreed upon at a later date.

Smoke Noisy Boys 1890 Cigars.

FIRST ANNUAL PICNIC

Of the Catholic Order of Foresters on the Exhibition Grounds.

The first annual picnic and games of the Catholic Order of Foresters was held on the Exhibition Grounds Saturday afternoon and proved most successful.

An Italian orchestra furnished music for dancing and a large number of the fair sex and their male friends indulged themselves in this fascinating art to their heart's content. Mr. Glenhugh and Dr. Guerin acted as judges, and in the horse reel competition were assisted by Chief Patterson of the G. T. Brigade. The results in the different events were as follows:

Quoit match—1st, Geo. Feet; 2nd, J. Gamley.

Throwing 56 lbs.—1st, John Carey, 23 ft. 6 in.; 2nd, John O'Rourke, 17 ft. 8 in.

Putting 16-lb. shot, amateurs—1st, Hugh Tracey, 38 ft. 6 in.; 2nd, P. Whitley, 36 ft. 2 in.

Three quick leaps, amateurs—1st, P. Whitley, 33 ft. 9 in.; 2nd, P. Regan, 33 ft. 1 in.

Running hop, step and jump, amateurs—1st, Geo. Feet, 39 ft. 10 in.; 2nd, P. Whitley, 39 ft.

Quarter-mile race, open to amateurs—1st, John Rogers; 2nd, Geo. Rogers.

One hundred yards, girls' race—1st, Annie Robinson; 2nd, Annie Buckley.

Quarter-mile race, open to City Fire Brigade—1st, Wm. McCullough; 2nd, Damese Cyr.

Quarter-mile policeman's race—1st, P. Kelly; 2nd, Jos. Carey.

Quarter mile, open to members in good standing—1st, M. Flynn; 2nd, S. Edwards.

Two hundred yards, married members—1st, T. Kelly; 2nd, S. Edwards; 3rd, Joe O'Keefe.

Horse reel competition—1st, City Fire Brigade, 1 min. 20 sec.; 2nd, No. 2 team Canadian Rubber Co., 1 min. 30 sec.; 3rd, No. 1 team Canadian Rubber Co., 1 min. 33 sec.

One hundred yards, members' wives—1st, Mrs. Rogers; 2nd, Mrs. Carlin; 3rd, Mrs. Walsh.

One hundred yards, members' sons—1st, J. McNally; 2nd, J. McKay; 3rd, Wm. Mullin.

Quarter mile, single members—1st, M. Flynn; 2nd, Jno. White.

Throwing 56 lbs., open to members—1st, J. O'Keefe, 20 ft. 5 in.; 2nd, M. Roach, 19 ft. 6 in.

Putting 16 lb. shot, open to members, 1st, John O'Rourke, 35 ft.; 2nd, M. Roach, 33 ft. 6 in.

One hundred yards, young ladies' single, 1st, Miss Hammond; 2nd, Miss O'Neill; 3rd, Miss Whitewood.

Fifty yards, married ladies (open), 1st, Mrs. Regan; 2nd, Mrs. Rogers; 3rd, Mrs. Powers.

Committee race, 1st, M. Flynn; 2nd, George Rogers; 3rd, J. O'Keefe.

Tug of war between married and single members, won by married men.

Mr. Earle, of the Catholic Order of Foresters of Detroit, acted as time-keeper.

UNDER CANVAS.

The Montreal Field Battery in Camp on St. Helen's Island.

The Montreal Field Battery went into camp on St. Helen's Island on Saturday. The officers commanding are Lieut.-Col. Stevenson, Capt. Hall, Lieut. George R. Hooper, 2nd Lieut. Richard Costigan, Surgeon Major G. Fenwick, M.D., and Veterinary Surgeon Charles McEachern.

There are under canvas 80 men, including the officers, non-commissioned officers and privates, and thirty horses. The men had not things into ship-shape when a reporter went over yesterday, and were taking an easy time of it, preparatory to commencing active drill to-day.

There was a refreshing breeze blowing on the island, which was quite in contrast to the sweltering heat of the city, and it is needless to say that the officers and men enjoyed the change. There was a large number of visitors to the camp yesterday during the open hours. At three o'clock there was a muster for service, which was held in the men's mess tent instead of outside on account of the threatening state of the weather. An appropriate service was conducted by the Rev. Mr. French, of St. John the Evangelist Episcopal church. It was short and impressive, and the men all joined heartily in it. The battery will remain under canvas for twelve days and each day will go through the following drill: 4 a.m. reveille; 4.15 a.m., stables, 4.45 a.m., squad parade; 5 a.m., turn out; 7.30 a.m., muster; 7.45 a.m., breakfast; 12 a.m., mid-day stables; 12.30 p.m., dinner; 6 p.m., evening field drill; 7.30 p.m., supper; 8.30 p.m., evening parade; guard mounting; 10 p.m., horse post; 10.45 p.m., last post and roll call; 10.45 lights out.

Appliances have been placed on the grounds for supplying electric lights by the Royal Electric Light Co., which will give the camp a fine appearance at night. Col. Stevenson has also made complete arrangements for friends who wish to visit the camp in the evening. A boat will leave the city at 8.15 and remain at the island until 10 o'clock. Staff Sergeant Long of "B" Battery will be drill instructor during the encampment.

ABOLISH THE WATER TAX.

A Mass Meeting of Workmen Protest Against It.

A largely attended meeting of the laboring class was held on Chaboillez Square Saturday night to protest against the imposition of the water tax, as levied on the workmen at present. Mr. P. Duff, who presided, in opening the meeting said it had been called in the interest of the taxpayers of St. Ann's division, and that invitations had been sent to the representatives of that ward in the Council, but none of them had seen fit even to answer the invitations. He then introduced Mr. Wm. Darlington, who said that their (his) representatives in council could not settle the question of the water tax upon tenants, but they had to handle it now. It would take him ten minutes to settle it. He would wipe it out altogether. He recommended them to take the matter in their own hands and elect men who will work for their interests as well as those of the landlords. Let them go as the Knights of Labor were going to do at next year's election, viz., elect their own mayor. He then proposed the following resolution:

Resolved that this meeting composed of taxpayers of Montreal, hereby call upon those who are supposed to represent them in the City Council, to demand that the present water tax be abolished, and that to supply the revenue the city would be thereby deprived of, vacant land be taxed sufficiently to make up the deficiency.

Continuing he said he did not doubt for a minute that rents would be increased if the tax was abolished, but by taxing vacant land they would bring about the erection of new and better dwellings, and they would not be forced to live in the present hovels that some of them now resided in. He quoted statistics from the Royal Labor Commissioners' report, and declared that the landlords had brought their influence to bear to have the business and property tax lowered and the water tax increased. They should watch well the landlords' candidates and fight shy of them.

A representative of the Knights of Labor of Hamilton, next spoke on the subject of property qualification in aldermanic elections, and recommended the electors to imitate Michael Davitt, and the Irish party in the way of agitating for their rights. He then proposed the following:

Resolved that any increase in the water taxes that may have been made this year be wiped off on presentation of the bill, and that in no case shall more water taxes be collected from the same dwelling houses of under \$200 rental than was charged last year.

Mr. Geo. Warren next spoke forcibly in both French and English and concluded by proposing the following resolution:

Resolved that this meeting of taxpayers of the city of Montreal demand the abolition of the property qualification for aldermen, so as to allow a greater number of candidates to choose from, and we pledge ourselves to vote for no candidate for municipal honors who does not pledge himself to vote and work for the abolition of the property qualification.

Mr. Wilkins spoke in support of the resolutions and after a few further remarks from Mr. Duff, thereon they were dispersed, and the meeting was held in St. Gabriel ward.

Personal Mention.

Mr. Hector McRae, of Ottawa, is at the Hall.

Smoke the Sohmer Cigar, 10c.
Ald. G. W. Stephens has returned to town.

Smoke Noisy Boys 1890 Cigars.
Hon John Costigan arrived at the Windsor on Saturday.

Smoke the Sohmer Cigar, 10c.
Mr. C. N. Armstrong, of Sorel, is staying at the Hall.

Smoke Noisy Boys 1890 Cigars.
Judge St. Julien, from Aymer, is a guest at St. Lawrence Hall.

Smoke the Sohmer Cigar, 10c.
Mr. Barlow Cumberland, of Toronto, is registered at the Windsor.

Smoke Noisy Boys 1890 Cigars.
Dr. O. S. Haines and wife, of Philadelphia, are guests at the Hall.

Smoke the Sohmer Cigar, 10c.
Mr. A. Edward Carpenter, R.L.S.C., of Fredericton, N.B., is at the Hall.

Smoke Noisy Boys 1890 Cigars.
Captain H. Bosse, from Edmonton, N.B., was at the Windsor yesterday.

Smoke the Sohmer Cigar, 10c.
Mayor Milburn and wife, of Cornwall, were in the city on Saturday and put up at the Hall.

Smoke Noisy Boys 1890 Cigars.
Sir John and Lady Thompson, according to a private despatch, will sail for home on August 14.

Smoke the Sohmer Cigar, 10c.
The Cornwall team and a large contingent of friends, while in town on Saturday, stayed at the Hall.

Smoke Noisy Boys 1890 Cigars.
Mr. A. N. Shewan, of the High School, has just returned from a pleasure trip to Chicago, by the lakes.

Smoke the Sohmer Cigar, 10c.
During the very hot term Mr. Thomas Pringle, Millwright, builder of many of our largest mills was stricken by sunstroke. His many friends will be pleased to hear that he is recovering.

Smoke Noisy Boys 1890 Cigars.
Dom Benoit, of the Immaculate Conception Order, who is on a visit to Montreal, intends going to Lake Temiscoumiquet to select a locality for the establishment of colony of Frenchmen from the Jura mountains.

Smoke the Sohmer Cigar, 10c.
The general Professor H. Parker so well known to Montrealers as the champion banjo player, leaves for England on Tuesday. Mr. Parker is going on a professional tour and will carry with him the best wishes of a host of personal friends. He has recently patented an improvement on the banjo which renders it much sweeter and more powerful in its tone. "Brother" Parker will be warmly welcomed back to Montreal in the Fall.

Smoke Noisy Boys 1890 Cigars.
Col. Stevenson's battery will camp on St. Helen's Island from the 4th to the 14th inst. His friends are legion and they will be happy to learn that arrangements have been made by a late boat will leave the island daily at 10 p.m. Let the colonel, and his gallant troops, make ready to receive the assault of a phalanx of friends.

DEATHS.

ANDERSON—Mary Ann McDermott, aged 69 years, wife of Robert Anderson, who was killed by a train on Tuesday, the 5th inst., at 8.30 a.m., to St. Patrick's Church, and thence to Cote des Neiges Cemetery. Friends and acquaintances are respectfully invited to attend.

JOTTINGS ABOUT TOWN.

Mr. R. S. Weir has made a demand of assignment upon Mr. L. Frowse, kin-smith.

Smoke the Sohmer Cigar, 10c.
The Provincial Executive of the Dominion Alliance will meet to-morrow afternoon at 4.30 to elect delegates to the Dominion Council.

Smoke Noisy Boys 1890 Cigars.
At a meeting of St. Ann's Young Men's Society it was decided to hold the annual excursion of the society at Lake St. Peter on August 18th.

Smoke the Sohmer Cigar, 10c.
Mrs. Elizabeth Howley, wife of Mr. Jas. Howley, has served a protest upon the City Clerk with reference to the sale of Ald. Shore's property.

Smoke Noisy Boys 1890 Cigars.
Mr. G. L'Heureux, of St. Hyacinthe, dropped dead the other day while arranging for the admission of his children to a charitable institution.

Smoke the Sohmer Cigar, 10c.
The Visiting Governors to the Montreal General Hospital for the week commencing Monday, 4th August, will be Messrs. J. W. Tempest and Philip J. Scott.

Smoke Noisy Boys 1890 Cigars.
The visiting governors for the present week to the Protestant House of Industry and Refuge and to the Home at Longue Pointe are Messrs. John Kerry and M. Hannon.

Smoke the Sohmer Cigar, 10c.
A young boy was badly gored by one of a herd of oxen being driven through St. Henri to the Western Abattoir on Saturday. His injuries here serious but it is believed not fatal.

Smoke Noisy Boys 1890 Cigars.
At 4.32 yesterday morning the eastern division of the Fire brigade was called out to put out a fire at C. Lambert's hotel, 644 Notre Dame street, caused by the exploding of a lamp.

Smoke the Sohmer Cigar, 10c.
The English mails from the mail steamship Circassian arrived by special train at Bonaventure depot last night at 10.25. The Circassian arrived off Father Point at 9.36 yesterday morning. The run up from Rimouski was made in good time.

Smoke Noisy Boys 1890 Cigars.
The remainder of the Raymond excursion party from Boston, about forty in number, arrived at the Windsor on Saturday night. They spent yesterday in visiting the city and will leave to-day by the C. P. R., following the same route as taken by the previous party.

Smoke the Sohmer Cigar, 10c.
While on patrol at 5 o'clock Sunday morning, Acting-Sergeant Sullivan, of No. 6 Police Station, found a starved looking infant about one month old on a doorstep on St. Margaret street. The poor little thing was in rags and was nearly dead. It was placed in the Hospital St. Joseph.

Smoke Noisy Boys 1890 Cigars.
The amount of water pumped at the Wheel House during the month of July was 483,609,433 gallons, being a daily average of 15,603,526 gallons, as compared with the corresponding month last year, when there were pumped 425,790,733, being a daily average of 13,831,959 gallons.

Smoke the Sohmer Cigar, 10c.
The statement of the Protestant House of Industry and Refuge for the week ending August 2nd, 1890: Number of permanent inmates at country house, males 72, females 48. Total, 120. Corresponding number last year: Males 67, females 50. Total, 117. Number of night lodgings given in night refuge, 180. Last year, 177.

Smoke Noisy Boys 1890 Cigars.
The result of the examination by the Fire Commissioners into the Baltimore fire was that the blaze must have originated from spontaneous combustion in a heap of rubbish in the attic. They attributed much of the damage to the sawdust stuffing in the walls, which smoldered unnoticed and was difficult to get at.

Smoke the Sohmer Cigar, 10c.
The Retail Fancy Goods Merchants' Association of the Province of Quebec intend holding an excursion on Thursday, August 14th, to Lake St. Peter. The steamer "Barbier" has been chartered for the occasion and a stop will be made at Lavaltrie, both on the down and return trip. This excursion is strictly private and the number of tickets are limited.

Smoke Noisy Boys 1890 Cigars.
The vacancy caused by the appointment of Mr. H. P. Zimmerman to the general superintendency of the New Brunswick railways has necessitated two changes on the Canadian Pacific Railway staff. Mr. J. A. Cameron takes Mr. Zimmerman's place as superintendent from Winnipeg to Port Arthur, and Mr. C. W. Milestone, chief train despatcher of Winnipeg, takes the place vacated by Mr. Cameron.

Smoke the Sohmer Cigar, 10c.
Perth, Ont., has quite a relic, interesting in railway history, which occupies a resting place in the rear of the railway shops. It was shipped there with other old broken cars to be taken apart, but when it was found to be the first engine of the old Canada Central Railway (now C. P. R.), it was given a special place in the depot behind the shops, and now lies there as a relic of the days when the now great C. P. R. first carried passengers. The side of the old engine bears the historic inscription, "C. C. R."

Smoke Noisy Boys 1890 Cigars.
"Montserrat" Lime-Fruit Juice is the standard summer drink throughout England, and is delightfully cool and refreshing.

Smoke the Sohmer Cigar, 10c.
Having used your Burdock Blood Bitters successfully for some time past for my complaint, biliousness and acid stomach, I have never found its equal.

Smoke the Sohmer Cigar, 10c.
R. HENRY GRANT gives his personal attention to all water-bills left with us for repair. Over

45 YEARS' EXPERIENCE enables him to guarantee perfect and workmanlike repairs at a moderate charge.

HENRY GRANT, 72 Beaver Hall, corner Dock Street.

NOTICE—From Vital Thoun, that on the 15th day of August, 1890, he will petition the Provincial Treasurer to authorize the Telephone LaFontaine to transfer his hotel license to the said petitioner.

NOTICE—From Cleophas Roy, that on the 15th day of August, 1890, he will petition the Provincial Treasurer to authorize Albert Minard to transfer his restaurant license to the said petitioner.

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NOTICE—

MAKING A RECORD.

Mr. Van Punk Scores His Ninth Rejection.

Without Opposition.

"Please do not say anything more, Mr. Van Punk," protested the young girl. "I must not listen to you."

"Don't refuse to hear me, Miss Petherbridge," he exclaimed as he looked about the room as if to find a basket to kneel on, but seeing none, he stood upright, looked intently at the ceiling, and proceeded rapidly, in a high-pitched voice.

"Doubtless you will say, Miss Petherbridge, that you never have given me any encouragement. You will think I am presumptuous in venturing to address you thus. But it must occur to you that a young man has no other way of ascertaining in what light he is regarded by the object upon whom he has fixed his hopes of earthly happiness than to—"

"To try it on, you know,"—Therefore, Miss Petherbridge, to come to the point at once (for in matters of this kind it has always been my custom—)

"as I was about to say, in matters of this kind it is always best to be direct and explicit, let me ask you, without any preamble, prologue, or introduction, whether you could—"

"Mr. Van Punk, I am sorry to—"

"Whether you could make up your mind to consent to link your fate to that of a young man whom you never may have regarded as any other light than that of a friend, but of whose entire devotion you may be assured, and who long has entertained for you feelings that—"

"You will oblige me, Mr. Van Punk, by—"

"Feelings that he may not have suffered to escape him hitherto. In short, Miss Petherbridge—for the question is simply one of the heart, and need be occasion for the fewest words only—may I ask you whether, after mature deliberation—"

"What are you trying to ask, Mr. Van Punk?"

"I am trying to ask you, Miss Petherbridge, if you will marry me."

"Then there is no need of any more words, I am sorry that I cannot give you a favorable answer, but—"

"Do I understand you to refuse?"

"I certainly do refuse."

"You reject me?"

"If you must have it in the plainest possible words, Mr. Van Punk, I reject you, though I am sorry to say anything that gives you pain."

"The young man took a note book from his pocket and made a mark in it with his pencil."

"You will not deny," he said, "that I have asked you whether you would marry me?"

"Certainly not."

"And you have said you would not?"

"That is what I have said."

"That's right. Check!"

"And he made another mark in the note book."

"You are the ninth young woman who has given me the same answer since last Thursday," he said briskly. "I'll get over the pain, Miss Petherbridge. I'm trying to make a record. That's all. Good morning."

—Chicago Tribune

She Agreed with Him.

Emerson Waldo (of Boston)—I do despise petty personal remarks. There are so many lofty and elevating subjects on which cultured minds may converse—literature, art, science, and the broad field of metaphysics. Don't you agree with me, Miss Platte?

Miss Platte (of Omaha)—You bet I do, Mr. Waldo. But do look at Mrs. Lakar over there; she walks as if she had corns.—Light.

One Soul Saved.

First Feminine Reformer—"Do you think you have finally saved Mr. Tipple?"

Second Feminine Reformer—"Yes, indeed, I have prayed with him, and sang with him, and read to him until he has become converted, and he is going to get a divorce from his wife and marry me."—Life.

Marrying a Failure.

Cobwiger—"Did you ask Brown if he liked his new house?"

Morritt—"It wasn't necessary. I heard his wife say she liked it.—Epoch.

Had Her Revenge.

A woman carrying a faded carpet-bag stopped a policeman in Chicago, and said:

"Which way must I go to the World's Fair?"

"Headquarters of the directors are around on Dearborn street."

"I don't care a snap for the headquarters. I want to know where the Fair is—where they air showin' things."

"There isn't any such place, madam. The Fair must be open for three years yet."

"What, ain't there no show at all?"

"Not yet."

"Didn't I see in the paper that congress had sent the Fair to this town?"

"You may have read that this place had been selected as the site of a fair to be held three years from now."

"An'th'ar won't be none till then?"

"Not that anybody knows of."

"An congress has fooled me into comin' all the way from Missouri to see that Fair. Look here, this thing is a fraud, an' I believe you had something to do with it. Do you hear me?"

"Yes, I hear you."

"Well, what have you got to say for yourself?"

"Nothing."

"Then you acknowledge that you are a fraud, do you?"

"I suppose I am."

"An' you air not sorry for it, nuther, I reckon."

"No, I am not particularly cast down."

"Wall, will you do me a favor, jest to sort'er make things square?"

"I will try to."

"All right. Then hold this carpet-bag till I step right over yander an' eat a snack."

"Why don't you take it with you?"

"I've been somebody must steal it while I'm eatin'."

"Will you hold it?"

"Yes, I'll take charge of it for you."

When the woman had been for half an hour the policeman began to feel uneasy.

An hour passed, and still the woman did not return. Late that evening the carpet-bag was opened. It contained four dead cats, together with the following note:

"These cats lay in an alley next to my house, on the West Side, for four days. I have time and again notified the authorities, but as no notice was taken of my appeal, I have taken this method of disposing of them. You may return them to me when we meet at the World's Fair.—Arkansas Traveler.

WAGGONS, CARTS, &c.

MANUFACTURED BY

DOMINION TRANSPORT CO.

Shops - 30 ANN STREET

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The Royal Electric Company

NOTICE TO SHAREHOLDERS

A quarterly dividend of (2) Two per cent. on the paid-up capital stock of the Royal Electric Company has been declared, payable on the 15th of August next, and will be mailed to the shareholders on that day.

The Transfer book will be closed from the 1st to the 15th prox, both days inclusive.

By order of the Board,
CHAS. W. HAGAR
Secretary.

Montreal, July 31st, 1890.
185 to 199

The Royal Electric Company

Notice is hereby given that application will be made at the next session of the Legislature of the Province of Quebec to change the par value of the shares of the Royal Electric Company from Ten dollars to One hundred dollars par value each.

By order of the Board,
CHAS. W. HAGAR
Secretary.

Montreal, July 31st, 1890.
185 to 199

WM. PARKS & SON

(LIMITED)

ST. JOHN, N. B.

COTTON SPINNERS, BLEACHERS, DYERS

AND MANUFACTURERS

Cotton yarns, cotton warps, ball knitting cottons, hosiery yarns and yarns for manufacturers' use.

Beam warps for woolen mills, gray cottons, sheetings, drills and ducks.

SHEETING, SHIRTING AND STRIPES

Eight oz. cottonades in plain and fancy mixed patterns

THE ONLY "WATER TWIST" YARN MADE IN CANADA

—AGENTS—
WM. HEWITT, Toronto; H.A. LAROCHE, Montreal.
JOHN HALLAM, Ont.

—MILLS—
NEW BRUNSWICK ST. JOHN
Cotton Mills Cotton Mills

ST. JOHN, N. B.

JAS. A. CANTLIE & CO.

LATE

CANTLIE, EWAN & CO.

Established 21 Years.

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CANADIAN WOOLENS AND COTTONS

15 ST. HELEN STREET

MONTREAL.

Correspondence solicited. Advances made on consignments.

A. BISHOP STEWART,
CARVER AND GILDER,
MIRROR, CORNICE, and
PICTURE FRAMES,
748 CRAIG ST., First door west of Victoria
Square, MONTREAL.
Old Frames Re-Gilt Equal to New.

PATENTS

Caveats and Re-issues secured. Trade-Marks registered, and all other patent causes in the Patent Office and before the Courts promptly and carefully prosecuted.

Upon receipt of model or sketch of invention, I make careful examination, and advise as to patentability free of charge.

With my offices 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 applications for patent, and attending to all business entrusted to my care, in the shortest possible time.

FEES MODERATE, and exclusive attention given to patent business. Information, advice and special references sent on request.

J. R. LITTELL,
Solicitor and Attorney in Patent Causes,
Washington, D. C.,
(Mention this paper.)
Opposite U. S. Patent Office

WHITE STAR LINE

STEAMERS

On and after July 30th fall and winter rate passages from

NEW YORK TO LIVERPOOL

can be had by those favorite

steamers by applying at

The Montreal Agency

364 St. Paul St.

Early application is requested.

S. COCHENTHALER,
IMPORTER OF

FINE HAVANA CIGARS.

167 ST. JAMES STREET.

Next Door to the "Star" Office

Sole Proprietor of the celebrated "Virginity High Class" Smoking Mixture—Unexcelled in the Dominion.

The Royal Canadian

Fire and Marine Insurance Co.

157 St. James Street, Montreal.

Capital.....\$500,000

Assets.....700,000

Income, 1889.....\$17,678

I. LUCAS MCINTYRE, Esq., President.

HON. J. R. THIRAU DEAU, Vice-President.

gent for City and District of Montreal.

HARRY CUTT, ARTHUR NICOLL,
Secretary. Marine Underwriter.

Geo. H. McHENRY, Manager.

M. J. S. DROLE

GIBB & COMPANY

Are Receiving Novelties in

TAILORING AND HABERDASHERY

Pattern Suits from Poole.

INVITE INSPECTION.

St. Leon Palace Hotel opened June 1st, 1890.

Rates \$2 to \$3 a day; special rates by the week, month and season. Low fares by water or rail. M. A. THOMAS, manager, formerly of the European Hotel, Toronto. For information address the St. Leon Mineral Water Co. (Ltd.), Toronto, or St. Leon Springs, Quebec.

FOR SALE

NOBEL'S No. 1 DYNAMITE

75 per cent. Strength.

Safest, Cheapest and Best

Price 30c per lb at Magazine.

B. & S. H. THOMPSON & CO.,
28 St. Sulpice St.,
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CRATHERN & CAVERHILL

Heavy Hardware and Metal Merchants

CAVERHILL, LEARMONT & CO.

Shelf Hardware Merchants

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REAL ESTATE.

FOR SALE

DESIRABLE RESIDENCES,

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FOR PARTICULARS APPLY TO

CHARLES HOLLAND,

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LENNOXVILLE, P. Q.

For Calendars apply to

REV. PRINCIPAL ADAMS, D.C.L.

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Import and Commission Merchant

Steel Rails, Iron, Metals, &c.

Agency for Canada for the Marks Automatic

Car Coupler, Millmore's Car Wheel

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146 BROADWAY

NEW YORK.

OSWALD BROS.

Members Montreal Stock Exchange

77 St. Francois Xavier Street.

DIRECT WIRE

In Connection with

BATEMAN & CO.,

Stock Exchange, New York.

BALDWIN & FAIRBANKS,

Board of Trade, Chicago.

Stocks, Grain and Produce on margin or

for cash. Commission business only.

National Colonization Lottery

Under the Patronage of the

REV. FATHER LABELLE.

Established in 1884, under the Act of Que-

bec, 32 Vic, Chap. 38, for the benefit of the

Provinces of Colonization of the Pro-

vince of Quebec.

CLASS D.

The 5th Monthly Drawing will take place

WEDNESDAY, AUG. 20th, 1890,

AT TWO O'CLOCK P.M.

Prizes Value.....\$50,000

Capital Prize worth.....5,000

TICKETS - \$1.00.

Winners' names not published unless

specially authorized.

Drawings on the third Wednesday of every

month.

A. A. AUDET, Secretary,

Offices, 19 St. Jacques Street,

Montreal, Can.

RIDDELL & COMMON

Chartered Accountants,

22 ST. JOHN STREET

Commissioners for New York State and

the Canadian Provinces.

A. F. RIDDELL.

W. J. COMMON.

By James Stewart &

C. I. A. D.

James Stewart & Co.

REAL ESTATE AND GENERAL

AUCTIONEERS.

204 St. James Street.

(Mechanics' Chambers.)

Special attention given to Trade Sale

LA BANQUE DU PEUPLE

DIVIDEND NO. 108.

The stockholders of La Banque du Peuple

are hereby notified that a semi-annual

dividend of three 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 first September next.

The transfer book will be closed from the

15th to the 18th August, both days inclusive.

By order of the Board of Directors,

J. S. BOUSQUET,
Cashier.

Montreal, 29th July, 1890.

FOR MEN ONLY!

VIGOR FOR LOST OR FAILING MANHOOD

General and NERVOUS DEBILITY,

Weakness of Body and Mind, Effects

of Excess or Excessive Indulgence in

Indiscretions, UNDEVELOPED ORGANS PART OF BODY,

Abnormally softening, HORME TREATMENT—Results in a day

See testifies from 80 States and Foreign Countries. Write them

Descriptive Book, explanation and profit mailed (cost) free

Address ERIC MEDICAL CO., BUFFALO, N. Y.

POST-OFFICE TIME TABLE

FOR AUGUST, 1890.

DELIVERY.

MAILS.

CLOSING.

A.M. P.M. A.M. P.M. A.M. P.M.

Ontario and West. Prov.

and States.

7.45 7.00

(a) Ontario and West.

States by C.P.R.

7.00

(b) Ontario and West.

States by C.P.R.

7.00

(c) Ontario and West.

States by C.P.R.

7.00

(d) Ontario and West.

States by C.P.R.

7.00

(e) Ontario and West.

States by C.P.R.

7.00

Uncanl Dyvison, starter; C. McLean and J. O. Trempe, judges; J. Bourdeau, referee, and H. Millard, honorary secretary.

THE POINTE CLAIRE BOATING CLUB'S REGATTA

Pointe Claire was the destination of hundreds of our distinguished citizens on Saturday afternoon from all points of the compass, and the long dusty road

Concluded on 5th Page.

THE HERALD is printed and published by
"THE HERALD COMPANY" (Limited)
Hon Peter Mitchell, President, at No. 4,
Beaver Hall Hill, Montreal.