

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

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

VOL. LXXXII.—NO 182

MONTREAL, WEDNESDAY, JULY 31 1889

SUBSCRIPTION \$6.00 PER ANNUM

NEW ADVERTISEMENTS.

SALT!

NOW LANDING:
Stubb's Washington F. F. Salt.
"Franklin"
Liverpool Coarse Salt.
Rock Salt for Cattle.
IN STOCK:
Rice's Pure Salt, grained for Butter,
Cheese and Table use.
FOR SALE BY
VERRET, STEWART & CO.
271 to 275 Commissioners Street.

NEW HERRINGS,

Now Landing From Newfoundland,
In Barrels, Halves and Quarters. Apply
early as quantity is limited.
Also for Prompt Sale.
Golden's Smoked Herrings, Caplin, and
Finnan Haddies.

STEWART, MUNN & CO.,
22 ST. JOHN STREET.
Telephone, No. 1235.

Cumberland Ry. & Coal Coy.

TENDERS are invited for stores of various
kinds required by the Company at SPRING-
HILL, J. C. WICKHAM, N.S., on the
August 1st, 1889.
Forms of Tender, with full particulars, can
be had on application to E. LAFLAMME,
General Storekeeper, Springhill, N.S., or
at the Head Office, Imperial Buildings,
Montreal.
Tenders, endorsed "Tender for Stores," and
addressed to the undersigned, will be received
before THURSDAY, 25th July.
J. E. COWAN,
General Manager,
Springhill, N.S.

HERTER BROTHERS,
154 FIFTH AVENUE,
NEW YORK,
MANUFACTURERS OF
Interior Decorations, Furniture,
Stained Glass, Mosaics,
Gas Fixtures, &c.
IMPORTERS OF
TAPESTRIES, FINE CARPETS, CURTAIN
MATERIALS, PAPER-HANGINGS, &c.
Sept. 28

THE BEST DRINK
FOR HOT WEATHER
— IS —
"MONTSEERRAT"
Pure Lime-Fruit Juice.

Nothing is better after any athletic exertion
than a glass of "MONTSEERRAT," either alone
or with soda water.
The effect is peculiarly satisfying; it
quenches thirst, leaving a grateful sense of
cleanness and freshness in the mouth, is
very palatable, and perfectly pure and wholesome.

"MONTSEERRAT" is sold everywhere in
Imperial Quarts and Pints.
Evans and Sons, Lim.,
Montreal and Toronto.
LONDON, ENG.: Evans, Lescher & Webb,
LIVERPOOL, ENG.: Evans, Lescher & Co.

917 Sherbrooke Street,
FOR SALE,
LARGE AND SUBSTANTIAL
RESIDENCE!
In first-class order and with all modern con-
veniences. Lot covers about
25,000 SQUARE FEET.
For particulars apply at 24 St. Sacrament
street.
GEORGE W. HAMILTON,
For Trustees late Hon. John Hamilton.

Cleanse
the System
DO IT NOW
With that most reliable
medicine—Paine's Celery
Compound. It purifies the
blood, cures Constipation,
and regulates the liver and
kidneys, effectually cleans-
ing the system of all waste
and dead matter.
Paine's Celery Compound
combines true nerve tonic and strengthening
qualities, rousing the energies and spirits.
"I have been troubled for some years with a
complication of difficulties. After trying vari-
ous remedies, and not finding relief, I tried
Paine's Celery Compound. Before taking one
full bottle the long troublesome symptoms be-
gan to subside, and I can truly say now, that I
feel like a new man. Digestion has improved,
and I have gained ten pounds in weight, since I
have commenced taking the Compound."
HONESTY STEARNS, Felchville, Vt.
\$1.00. Six for \$5.00. At Druggists.
WELLS, RICHARDSON & CO., MONTREAL.

ANY ONE
CAN DYE
A Dress, or a Coat, Any Color
Ribbons, Feathers, Yarns, Rags, etc. FOR
TEN CENTS
and in many other ways SAVE Money, and make
things look like NEW, by using **DIAMOND**
DYES. The work is so simple, quick, and
colors the BEST and FASTEST known. Ask for
DIAMOND DYES and take no other.
For Gilding or Bronzing Fancy Articles Use
DIAMOND PAINTS.
Gold, Silver, Bronze, Copper. Only 10 Cents.
A COOK BOOK
FREE
By mail to any lady sending us
her post office address.
Wells, Richardson & Co., Montreal

NEW ADVERTISEMENTS.

ROYAL BAKING POWDER
Absolutely Pure.
This Powder never varies. A marvel of
purity, strength and wholesomeness. More
economical than the ordinary kinds, and
cannot be sold in competition with the multi-
tude of low-test, short weight adulterated
powders. Sold only in cans. **ROYAL**
BAKING POWDER CO., 106 Wall Street, N.Y.

Eric Railway Returns.
NEW YORK, July 30.—The June statement
of the Eric Railroad shows an in-
crease of \$4,670 in net earnings as com-
pared with June, 1888.

Cotton Printing Company.
FALL RIVER, Mass., July 30.—The
American Printing Company started to-
day, and for the present will run about
20,000 pieces weekly.

Drowned White Bathing.
BRANTFORD, Ont., July 30.—George
Clemens, aged 13, of West Brantford, was
drowned while bathing in the river this
afternoon. His body was soon recovered
but life had gone.

Heavy Failure.
BOSTON, Mass., July 30.—McKean &
Appleton, shoe manufacturers at Lynn,
have assigned to Junius Beebe, of Bos-
ton. The estimated liabilities are from
\$65,000 to \$75,000; assets, \$40,000.

Afraid of English Capital.
FALL RIVER, Mass., July 30.—Consider-
able excitement was caused to-day by
the report that an English syndicate had
made an offer for the American Printing
Company's works and were also negotiat-
ing for other mill property.

Earthquake in Russia.
LONDON, July 30.—An earthquake in
the Russian Province of Priekavlsk has
destroyed 267 houses and entirely wiped
out a whole village. The suffering of the
people is reported to be very great and
relief committees are organizing to assist
them.

Buildings and Cattle Destroyed.
SANTA BARBARA, Cal., July 29.—Field
fires have been burning in the foothills
back of Santa Barbara. Twelve build-
ings, besides a number of barns and a
large quantity of hay, have been de-
stroyed. A number of horses and cattle
also perished. The loss will reach \$50,-
000.

The First of the Harvest.
BELLVILLE, Ont., July 30.—The first
load of the season's barley was brought
to the city yesterday. It was a plump
sample weighing 49 lbs to the bushel, but
coloured.

The Equal Rights Association will meet
on Friday night when officers will be
elected.

Timber Burned in California.
CHICO, July 29.—Large forest fires are
raging on the Humboldt road, eighteen
miles from Chico. The fire has burned
over a district four miles in length, and
is sweeping everything before it. Much
valuable timber has already been de-
stroyed. The inhabitants have all turned
out and are fighting the flames with
great energy. They hope to have the
fire checked by night.

Parnell Indemnity Fund.
DUBLIN, July 30.—The Dublin Express
(Independent-Conservative) says that the
surplus of the Parnell Indemnity Fund
exceeds £40,000. The accounts show that
only £20,000 have been used for legal ex-
penses in connection with the special
commission. The remainder cannot be
legally distributed among evicted ten-
ants, and it therefore ought to be return-
ed to subscribers of the fund.

The Lewis Bros. Failure.
PHILADELPHIA, Pa., July 30.—Members
of the firm of Lewis Bros. & Co. deny the
report that the firm held 25,000 shares
of the Reading Railroad stock. Henry
Lewis says that when his late
father consented, at the request of
friends to enter the Reading directorate
he bought only enough to qualify him,
and when he retired he sold the stock.
The firm never owed him any of the stock.

Printers' Troubles All Over.
NEW YORK, July 30.—The trouble be-
tween Typographical Union No. 6 and
the three morning newspapers whose
compositors struck last week has been
settled to the satisfaction of all con-
cerned, and no further difficulty is ex-
pected. The union made some slight
concessions, and yesterday committees
were sent to the representatives of the
papers and the terms of the union were
accepted. Last night all the committees
met in joint conference and made their
reports to the General Executive Com-
mittee, which expressed itself as per-
fectly satisfied. The concessions made
by the union will cause only a very
slight reduction of wages.

Loss of U. S. Arctic Whalers.
WASHINGTON, D.C., July 30.—Secretary
Tracy has received the following from
Lieut. Commander Stockton, of the
Thetis, dated at St. Michael's, Behring
Sea, July 8, and sent from San Francisco
by telegraph: "Thetis arrived at St.
Michael's, Behring Sea, from Arctic
Ocean with some of the survivors of
Barque Little Ohio, of Bedford, wrecked
at Port Hope, October 5, 1888.
Out of 33 men on board but eight sur-
vived. The names of the survivors are:
Edward Maison, W. E. Tart, Anton
Roderiguez, James Ray, Frederick W.
Swartz, Enos Yaco, Peas Perez and
Samuel Brown.
The whaling barque Ohio the Second,
of New Bedford, was wrecked on Mook-
wick Island, about June 1, 1889. The
vessel was a total loss. Officers and men
were saved. The Thetis will return in a
few days to the Arctic ocean.

MIMIC WARFARE.

The Naval and Military Demon-
stration at Halifax.

CONVERTS TO THE TAX EXEMPTION POLICY

St. Catharine Milling Co. Present a
Big Bill to Sir John.

THE SHAM FIGHT AT HALIFAX.

PROGRAMME OF THE ATTACK AND DEFENCE.

HALIFAX, N.S., July 30.—The naval and
military demonstration, on Tuesday
morning next, promises to be the grand-
est affair of the kind ever attempted in
America. The military and naval au-
thorities have decided to confine the
attack on the city, from Point Pleasant
to within a few yards of St. George's
Island.

The combined military and
militia forces will meet on the Common
at seven o'clock in the morning, where a
review will be held and the entire force
inspected by Sir John Ross and General
Sir Frederick Middleton. At the conclu-
sion of the review the various regiments,
including the West Riding regiment,
60th Princess Louise Fusiliers, 63rd
Rifles, Halifax Garrison Artillery, Royal
Artillery and Royal Engineers, will
march from the Common and take up
their positions near Steele's Pond and
Point Pleasant, and will there await
the attack of the fleet, which
will commence at ten o'clock. The
warships engaged in the attack will be
the Belcherophon, Comandante and the
Fylades. The militia will march from
the common down the Tower road and
take up positions as follows: The 60th
will extend from the head of the north-
west arm to Point Pleasant; the 63rd
will take up the line of the 60th and line
the shore as far as Steele's Point; the regu-
lars will take up a position at the end of
the 60th line, extending to the water's
edge. The city brigade will be under
the command of the Deputy Adjutant-
General, and the whole defence will be
under the immediate direction of Colonel
Penn, of the West Riding Regiment. A
field battery from the Halifax Garrison
Artillery will be under the command of
Col. Curran, who will take up his position
on the 60th line, and will be equipped
shows itself. The guns will be mounted
on carriages and drawn by horses. Fort
Ogilvie, which is at the
extreme end of the Point Road will be
occupied by the Royal Artillery, as
also will be the Tower and Citadel. The
Royal Artillery will be under command
of Col. Ryan, who recently arrived from
England. General Sir John Ross and his
staff and General Sir Frederick Middle-
ton will take up positions on the
hill, immediately in the rear of Steele's
Pond, overlooking the scene of conflict.
Particulars of the probable movements of
the men-of-war were learned to-day.
About 5.30 o'clock some thirty boats, in-
cluding cutters, launches, etc., will leave
the ships, and be manned by sailors, mi-
nutes, etc., will row in procession to the
rear of McNab's Island, where they will
await the report of the first cannon an-
nouncing the opening of the fight. The
sailors will be armed with rifles, bay-
onets and cutlasses. The mariners will
also be ready to blow up any
boat that may be put out from the shore.
All the boats will be fitted with small
cannons, from which shots will be fired
as well as from the rifles. The boat
will contain surgeons who will attend to
the wounded sailors. In fact everything
used on the occasion of a real battle will
be found in the ships boats. When the
first cannon announces the opening of
the fight the boats containing the sailors
who will be under the command of Capt.
Drury, of the flagship, will leave their
position behind McNab's Island and
make an attack upon the soldiers on
shore. Shots will be fired from Fort
Ogilvie, the tower and Citadel hill. The
soldiers lining the shore will try to
prevent the sailors from landing, who in
turn will open fire upon the military.
The fight will last the whole forenoon.

They report the fishing as excellent and
the scenery magnificent.

PROPOSED TAX EXEMPTION CONFERENCE.
Mayor Erratt has received still further
communications from Ontario municipal
bodies expressing approval of his pro-
posal for a tax exemption conference, and
in most cases appointing delegates. Al-
monte council are so anxious over the
matter that they have written a second
time to ask for further information.
Morrisburg council, county of Wellington,
have appointed delegates. The city of
Hamilton Council have appointed the
Mayor and Finance Committee as dele-
gates. In a letter from Port Elgin the
Council say they are very anxious to
note what is doing in connection with
the proposed convention and what steps
it is proposed to take. The town and
villages in that country are deeply inter-
ested in having exemptions abolished,
and in securing amendments to the law.

CABINET COUNCIL.
A Cabinet Council was held to-day at
3 o'clock. There were present Acting
Premier Sir John Thompson, Hon. Mac-
Kenzie Bowden, Sir Adolphe Caron, Sir
Hector Langevin and Hon. H. G. Hag-
gart.

The Mounted Police Department have
received official intimation of the suicide
of Constable Hirsch, of the N.W.M.P. de-
pot at Regina, N.W.T. The rash act was
committed with a revolver while in a fit
of despondency. Constable Hirsch was
a German birth, and was a young and
promising member of the corps.

The Department of the Secretary of
State have received a petition from the
Province of Quebec praying the Governor
General to disallow the Jesuits' Estates
Act on August 12th. The petition is
signed by 4,000 residents of the province.
It will be forwarded to the Governor
General at once.

SEIZURE OF A BRITISH VESSEL.
The despatch published yesterday an-
nouncing the seizure in Behring Sea, of
the British schooner Black Diamond by
the United States cutter Rush, was con-
firmed by a telegram received at the
Department of Fisheries to-day, which
also announced that the British schooner
Triumph had been warned off by the
Rush and had arrived at Victoria. The
Black Diamond had 130 skins aboard.
An American pike crew was put on her
and she proceeded to Unalakleet.

The tenders for hard and soft coal for
use in the Public Buildings are coming
in fast to the Public Works Department.
The last day for receiving them is August
2nd. The tenders for the construction of
a bridge across the Bell River, south of
Calgary, N.W.T., are all in and may be
opened to-morrow or following day.

ST. CATHARINE MILLING COMPANY.
In 1883 a number of gentlemen, in-
cluding Messrs. J. A. Gouin, P. E. Che-
valier, O. Latour and Capt. Murray, secured
a license from the Dominion Government
to cut timber and transact the business
of lumbering generally on Lake
Wabigoon. With this secured they
formed a company, named it the St.
Catharine's Milling and Lumber
Company and were incorporated by let-
ters patent and started business. Some
million feet of lumber had been cut
when in 1884 the Ontario Government
secured, through the exertions of Hon.
Oliver Mowat, a decision of the Privy
Council of England, the highest tribunal
of the British Empire, on the question
of the ownership of that portion of the
country in which the St. Catharine's
Milling Company were operating. The
result of this was that the Ontario Gov-
ernment served writs of injunction upon
each of the members of the St. Cathar-
ines Company restraining them from
further operations. The season's cut of
logs and plant was also seized and
subsequently sold. The Fed-
eral Government, however, using the
name of the St. Catharine's com-
pany resisted the Provincial authori-
ties in the courts, claiming that although
Ontario had a right to the land, the
Federal Government owned the miner-
als and timber. Judgement being given
adversely to the Dominion, an appeal
was made to the Privy Council,
who upheld the decision of the Supreme
Court and gave judgement in favour of
Ontario. The St. Catharine Milling Com-
pany have now put in their claim for
damages, loss of logs and plant, etc.,
amounting to \$210,000, to the Dominion
Government, who have referred the mat-
ter to the Exchequer Court for settle-
ment.

Further revelations in the matter of
the sensational sequel to the Barton
Bridges marriage lead to the belief that
the unfortunate groom was not only
duped by his wife in regard to the state
of her affections but was the victim of a
very deep scheme to swindle him out of a
large sum of money. The woman, some-
times known as the cause of the trouble is
Fred Hammill, a native of Utica, and
who recently became a resident of Ogden-
sburg, where he was engaged in the
laundry business. Hammill arrived in
Ottawa on Thursday morning and regis-
tered at the Russell. That afternoon Mr.
Stone, the Ogdenburg lawyer, arrived
here. After consultation with Hammill,
both left the next morning for home.

FROM THE PRAIRIE CITY.
Burke's Extradition—Discovery of Gold
at Portage la Prairie—New Coal Dis-
covery.

WINNIPEG, Man., July 30.—Judgment
was given in the Burke extradition case
this morning, when a full court unani-
mously gave judgment dismissing the
rule nisi applied for by prisoner's counsel.
It is expected Burke will be sent to
Chicago under a strong escort next Sun-
day.

A telegram from Neche, Dak., says
Cole, an escaped prisoner, has been cap-
tured there. Extradition proceedings
will begin at once.

Hon. Mr. Dewdney will probably be
banquetted by Conservatives at Medicine
Hat, N.W.T.

A Portage la Prairie telegram says
that a farmer there has discovered gold
in the rock while digging a post hole.

The C.P.R. Telegraph Company reports
clear, fine weather in all parts of the
province and in Assiniboia East.

From Medicine Hat comes the report
that coal of a much better quality than
heretofore mined has been discovered
there.

MORE MONEY FOR THE ARMY.
Poor Germany's Neglected Artillery.
LONDON, July 30.—The German Gov-
ernment has decided to ask the Reich-
stag for an extra credit for the army, to
be devoted exclusively to the artillery
branch of the service. It has been a
standing cause of complaint for years,
that although every advance in military
science enhanced the importance of the
artillery in warfare, this branch of the
service was treated with neglect.

NEW ECCLESIASTICAL PROVINCE

Kingston an Arch-Diocese.

KINGSTON, Ont., July 30.—On the 24th
July a telegram was received by the
Catholic News of New York, sent direct
from the Vatican, announcing the ap-
pointment of Dr. Walsh, of London, to
the Archbishop of Toronto, vice Arch-
bishop Lynch deceased. Through some
inadvertency only one part of the tele-
gram was published, the part which re-
lated to Bishop Walsh. The following
is the message as originally received:
"To the Catholic News, New York: Bishop
Walsh, of London, has been made Arch-
bishop of Toronto. Kingston, heretofore
a suffragan diocese, has been made an
archdiocese." Why the latter part
was omitted in transmission to the
western papers, it is hard to say. All
the French papers down East have
the message in full. Of course the fact
of Kingston being raised to the dignity
of an Archepiscopal See gives the rank
of Archbishop to Dr. Cleary. A reporter
to-day saw a gentleman whose testimony
is not to be doubted, and who is well
versed in all the facts. This gentleman
received a telegram from a source which
is reliable, in every way confirming in
all points the statements already made.
He himself, on being asked his opinion,
said in a most decided manner that al-
though no official information had been
received, the public might accept the
news as final and positive.

BATTLES WITH FOREST FIRES.
Distressing in Montana and California.
FORT FENTON, July 30.—Forest fires are
reported in the mountains and along the
banks of the Missouri for many miles
below here. At Bowdoin the section
house was burned and Miss Mattie John-
son, a school teacher so severely burned
that her recovery is doubtful. The
Northern Pacific track east of Living-
ston was burned out for a short distance,
but has been repaired.

Several mining camps have been de-
serted and ranchers are ploughing around
their land to prevent fire in the grass
from running. Telegraph lines are some-
times demoralized from the burning of
poles.

A NINETEENTH CENTURY PIRATE.
A Sea Captain with a Shady Record.
WASHINGTON, D.C., July 30.—The State
Department has received a cable report-
ing the conviction by the Consular Court
at Tamasee, Madagascar, of Capt. De R.
Duverge, a French adventurer, of kill-
ing Victor F. Stanwood, the United
States Consular agent at Andakabe,
Madagascar. The despatch stated that
Duverge had been convicted of man-
slaughter and sentenced to 10 years and
to pay a fine. He will be brought to the
United States to serve out the sentence.
Duverge was captain of the vessel "Sol-
itaire." One night last November his
vessel went ashore on Strong Brook, gave
away, and a large body of water carried
away the Coddington ice houses and the
Green Valley mills, with total destruction.
The damage along the course of the
stream will prove to be heavy. At
twenty minutes to six Siers' dam, on
Green Brook, collapsed, precipitating a
great body of water through the centre
of this town. Green Brook divides the
two counties of Somerset and Union, and
running as it does through the town
centre is built entirely over. The water
in a great torrent rushed down the
stream and found its way blocked by
buildings it forced its way around into
the streets. Somerset street was flooded
and many small buildings were washed
away and demolished. Several houses
sifted along the brook were flooded and
inhabitants compelled to move. French
mills and carriage factory are threat-
ened, and, if the rain continues, will
probably go. The damage to property
will be great. The Great Cut on the
Jersey Central Road at Fanwood was
also flooded this afternoon, the tracks
being entirely submerged. Freight and
coal trains are held at Plainfield and be-
low.

DOWN ON THE REGULATORS.
Arrest of a Lynching Party.
NEW ORLEANS, July 30.—The first really
severe blow at the suppression of the
lawless regulators has been struck at
Lafayette, and it is said that the tur-
bulent element has had a check put upon
it that will deter further operations.
Following the regulator outrages early in
June by the Lafayette outlaws, came the
lynching of negro Felix Keye on June 1.
It will be remembered that Keye killed
his wife with an axe; the regulators
went to the gaol, took
Keye and hanged him. The Sheriff
then set about capturing the parties,
most of whom were known to him. The
movement was consummated to-day by
three military companies, who arrested
the sheriff in arresting the following
named persons: Ernest Bernard, planter;
A. C. Galbeau, Mayor of St. Pierre;
Matul Bernard, Gabriel Dubeau, Rosie
Rosemond, a farmer; Adolph Galbeau,
school teacher; Bebe Potier, Ursen Pre-
zeaux, Dr. Sintet Drex, G. Elot, Anstelle
Breaux, Duplex Drex, City Marshal of
St. Pierre; Broussard, Adolph Prezeau,
Gateau Costelle. The prisoners are
charged with wilful murder. Public
sentiment seems to be with the authori-
ties.

Death of an Inventor.
TITUSVILLE, Pa., July 30.—Dr. W. B.
Roberts, the originator of nitro-glycerin
torpedoes for blasting in oil wells, died
at 1 o'clock this afternoon.

A Big Success.
For Summer complaints and diarrhea
I can truly recommend Dr. Fowler's Ex-
tract of Wild Strawberry, as I have used
it in my family with great success and
would not be without it. JOHN B.
HAVENS, Grimsby, Ont. Never travel
without it.

Ayer's Pills lead all aperients and pur-
gatives. Their action is gentle and sim-
ple.

FLOUTING THE FLAG

Seizure of British Vessels on the
High Seas.

LORD CHURCHILL TURNS TO SOCIALISM

A Big Bid for the Support of City
Workmen.

SCOUTING THE UNION JACK.

Seizure of a British Vessel.
SAN FRANCISCO, Cal., July 30.—The
steamer Dora arrived from Behring Sea
last night and brings the first news of
the capture of the British sealer Black
Diamond, by the United States revenue
cutter Richard Rush. On July 11th the
Rush overtook the Black Diamond and
ordered her to heave to. The captain
of the Black Diamond refused to obey,
thereupon the commander of the
Rush ordered his ports open and the
guns were run out. This action
caused the schooner to heave to.
Capt. Shepard and Lieut. Tuttle then
boarded the craft and asked for her
papers. The officers of the Black Dia-
mond offered no armed resistance, but
refused to deliver the ship's papers.
Capt. Shepard at once broke open the
cabin and forced the hinges of the strong
box and the captain's chest, thereby se-
curing the papers. A search of the ves-
sel disclosed 103 sealskins, which had
been taken in Behring Sea. Capt.
Shepard placed a non-commissioned of-
ficer in charge of the Black Diamond,
and ordered the vessel to be
taken to Sitka to await further in-
structions. The captain is sent back
to the States, and the statement that
when in Victoria he had been ordered to
pay no attention to the Rush, in case he
was overhauled by her. He said he
would not have surrendered if the Rush
had had a force inferior to his own. A
passenger by the steamer Dora says that
on the way down from the coast the
Rush was seen in close pursuit of the
sealer, and that additional captures had
undoubtedly been made by this time.

REPORTS FROM BEHRING SEA.
U. S. Police Fleet at Work.
WASHINGTON, July 30.—The first news
from the vessel sent to carry out the seal
fishing laws in Behring Sea was received
at the Navy Department this morning in
the form of an official report from Lieut.
Commander Stockton, the commander of
the Thetis. The report is sent under
date of June 24, from Unalakleet, and
states that the Thetis arrived there
on June 19th, eight days from
Sitka. The revenue steamer Rush
was found in port, having arrived a few
hours previous. On the 22nd of June the
revenue steamer Bear arrived from San
Francisco. Commander Stockton ex-
pected to sail on June 29th for the north,
to communicate with the whaling fleet,
and to cruise in the vicinity of Behring
Straits, while awaiting the opening of
the ice in the vicinity of Point Barrow.
He also expected to call at Port Clarence
for a boat and other material for the
Point Barrow refuge station.

**LORD RANDOLPH'S SOCIALISTIC
CREED.**
**Change in Land Tenure—Rescue of City
Workmen from Landlord Oppres-
sion.**
LONDON, July 30.—Lord Randolph
Churchill made a speech at Walsall last
evening and to-day Liberals and Con-
servatives alike hold up their hands in
horror at the sentiments expressed. Lord
"Randys" eccentricities are so well un-
derstood that up to yesterday most
people would have supposed that he
could not possibly say what he said
yesterday. Lord Randolph's speech at
Walsall demonstrated this theory, and
if the speaker's sole object was to refute
the idea that he could no longer surprise
the English people, he could scarcely have
improved upon the language used or the
sentiments expressed. In the first place, he
advocated

A CHANGE IN THE LAND LAWS,
so that owners of land would be de-
prived of the right to lease it to any
one after his death. This position he
supported with all the vigour, eloquence
and logic for which he is noted, and his
language was such as would be more apt
to be looked for at a gathering of ultra-
Socialistic reformers than from the lips of
a noted Aristocratic member of a dual
House. Next he advocated the purchase
of municipalities, under the rights of
 eminent domain, of large tracts of land
within the limits of their cities and the
erection thereon of

MODEL DWELLINGS FOR WORKMEN,
these to be rented at such figures as shall
return a fair interest on the cost of erect-
ing the houses, but not return anything
whatever for the cost of the land itself.
He advocated further, local option in
the treatment of the liquor question, so
that each town shall be permitted to decide
for itself whether or not licenses for
the sale of liquor should be granted.
Finally he avowed his adhe-
sion to the ultra Radical demand
of the regulation of laws of labor by the
Government, not alone for women and
children but for adult males as well.

LORD RANDOLPH NEVER STOPS HALF WAY,
and his long jump from ultra Radicalism
to ultra Conservatism and back again
have been so frequent that some of the
Liberal papers are inclined to brush
aside even his latest utterances as unim-
portant. The press generally, however,
appears very much disturbed, and there
is no attempt to belittle Lord Randolph's
influence in certain quarters. That he
speaks from conviction, nobody doubts,
and though no one would be surprised
to find him shift his position to-morrow
to the ultra-Conservative side, on other
questions he may certainly be depended
on to push his extreme Radical notions
to the subjects discussed last evening
with all the vigor and great ability which
friend and foe concede him.

The Radicals and Socialists are jubilant
over the capture of such a powerful
ally and predict that Parliament, which
has long turned a deaf ear to their en-
trearies, will now be compelled at least
to listen if not to act.

A Long Delayed Sugar Ship.
PHILADELPHIA, July 30.—The Italian
barque Olivia Speciosa, Capt. Dall Orosio,
in port from Canton in a cargo of
sugar, was 118 days in making the pas-
sage, and was given up for lost. She en-
countered contrary winds in the Straits
of Gibraltar. When she came out she
was accompanied by 180 sailing vessels.

TRADE AND COMMERCE. FINANCIAL.

THE HERALD OFFICE, Tuesday Evening, July 30, 1889. Montreal Stock Market.

There was not so much doing in local stocks to-day as there are no sellers, but the feeling continues very strong and prices are still tending upwards and it looks as if the bulls could run prices much higher, even though the public are convinced prices are now much too high for all stocks, especially bank stocks.

The stock market opened very dull but firm and first prices were 1/2 higher than last night's closing figures. There was an advance of 1/2 in Northwest preferred, but after Reading, Northern Pacific preferred, Atchison, St. Paul, Chesapeake and Ohio lead trusts also showed some life, the latter and Reading declining each shortly after 11 o'clock. At noon the market was dull but steady and generally slightly below first prices. After 12 o'clock the market became more active, but became dull about 2 o'clock, and at 2:15 was dull and steady at the best prices of the day. Chicago gas having in the meantime advanced 1 1/2 per cent., Chesapeake and Ohio 2nd preferred, 1 per cent., Reading, 1 per cent., St. Paul crossed 70. A small part of the improvement was lost in the last half hour, leaving prices at the close from 1/2 to 1 1/2 higher than yesterday. Total sales, 185,000 shares.

The following were the fluctuations of prices and sales in New York, Tuesday, July 30, as specially reported for THE HERALD by Macdonald Brothers, 69 St. Francois Xavier street—

Table with columns: Stock Name, Closing Price, Change, Volume. Includes Bank of Commerce, Eastern Townships Bank, etc.

The closing figures are as follows, compiled by Messrs. D. L. McDougall & Co., No. 13 St. Sacramento street—

Table with columns: Stock Name, Value of Shares, Last Year's Price, Dividend, etc. Includes Bank of Montreal, Bank of Toronto, etc.

Consols were steady at 98 9/16 for both money and account. Canadian Pacific opened steady at 58 and closed at 57 1/2.

Messrs. L. J. Forget & Co.'s special cable quotes Grand Trunk securities at 75 for first preference, 55 1/2 for second, compared with 74 1/2 and 55 1/2 yesterday.

The open market for sixty day bills is again firmer to-day at 1 1/2 per cent. Exchange. There is no change in rates for sterling exchange to-day, and the market was flat. New York funds were more active at 1/2 @ 1-10 discount between banks, 1/2 @ 1/4 premium over the counter.

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

Table with columns: Instrument, Rate. Includes Sterling 60 days, do. demand, do. cables, etc.

There was a marked improvement in this market to-day. More business was done than for some time past at steadily advancing figures. Reading showed some weakness soon after the opening, and declined to 42 1/2, but closed firmer at 43 1/2. St. Paul closed 1 1/2 higher than yesterday at 70 1/2. Chicago & Northwest closed very strong 1 1/2 higher at 105 1/2. M. O. P. also advanced 1/4, closing at 67 1/2. The Post's financial article says: "To-day's stock market was dull and heavy, except for C.C.C. and St. L., and C. & O.

PRODUCE AND PROVISIONS.

Western creamery of extra quality and Eastern creamery tubs. State creamery pails nearly all go to the grocery trade at 17c. as so few are arriving. Western creamery of quality below 14c and all western packings are very heavy and greatly neglected, with prices leaning strongly in buyers' favor.

NEW YORK, July 30.—Money closed at 2 1/2 highest 2 1/2. Exchange closed dull. Actual at \$4.85 @ \$4.85 for sixty days; \$4.86 @ \$4.87 for demand; posted, \$4.86 @ \$4.87.

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MARINE NEWS.

Arrived. Date, Steamship, At, From. July 30, Pomeranian, Quebec, Glasgow. July 30, Henri IV, Quebec, Liverpool.

PORT OF MONTREAL. ARRIVED—JULY 30. Schooner St. Anne, 127, Tremblay, St. Anne, C.B., C. A. Boucher, plaster.

NEW YORK FLOUR, GRAIN AND PROVISION MARKETS. [SPECIAL TO THE HERALD.] NEW YORK, July 30.—Flour closed dull and unchanged. Fine grades of winter, \$2.25 @ \$2.30; spring, \$2.75 @ \$3.10.

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Advertisement for Robert Mitchell & Co. Montreal, featuring 'Look-up Pop Safety Valve' and 'Daily Journals'.

Advertisement for Children Cry for Pitcher's Castoria.

EUROPEAN CROPS.

Bad Reports from Russia, Austria and India.

The Situation Worse Than First Predicted.

LONDON, July 29.—The harvest news with which the week opens shows that the situation of the world's breadstuff supply is much more serious than was expected a fortnight ago...

church. Over \$300 at one time was raised for the church, and it is now claimed that it has not all been accounted for...

INLAND NAVIGATION.

Richelieu & Ontario Navigation Co. 1889-SEASON-1890



The following steamers now run as under and call at the usual intermediate ports: TO TRENT-Leave daily until 13th Sept...

TO THE SAGUENAY-Commencing 21st June, until 15th Sept. leaves Quebec at 7:30 a.m. four times a week...

TO THE ST. LAWRENCE-Leave daily until 13th Sept. (Sundays excepted) at 10 a.m. from Lachine at 12:30 p.m. from Coteau Landing at 6:30 p.m.

TO BOUCHERVILLE, VALENES, VERCHERES and BOUT DE L'ETUILE-Daily (Sundays excepted) per BERTHER, at 3:30 p.m. From 7th May to 23rd August...

TO LAPELRIE-From 7th May to 23rd August, Mondays, Wednesdays, Thursdays and Saturdays, leave from Laprairie at 5:30, 8 a.m., 1:30 and 5:30 p.m.

TO LONGUEUIL-From Longueuil 5 a.m. and every subsequent hour until 11 p.m. From Montreal, 2 p.m. and 6 p.m.

TO THE ISLAND FERRY-Commencing Sunday, May 20th-Table same as last year.

TO THE ISLANDS-Commencing Saturday, May 4th, by Steamer BERTHER, every Saturday at 2:30 p.m. for Vercheres, and Sundays at 7 a.m. for Contrecoeur, returning same evening at about 8 p.m.

For all information apply at Company's Office, 260 St. James Street, Montreal, Hotel, Balmoral Hotel, Canal Basin and Richelieu Pier.

JULIEN CHABOT, General Manager, Montreal.

A. MILLOY, Manager W. D. J. B. LABELLE, Traffic Mgr., A. DESROSIERS, Inspector, Montreal, 22nd, April 1889.

OTTAWA RIVER NAVIGATION CO.

DAILY LINE BETWEEN MONTREAL AND OTTAWA AND CALEDONIA SPRINGS. Return to Ottawa by Boat, \$4.00. Up by boat down by Rail, \$5.15, and vice versa.

DAY EXCURSIONS-Leave Montreal at 10 a.m. for Ottawa, and return at 10 p.m. Passengers take 7:45 a.m. train daily for Lachine, to connect with steamer for Ottawa and intermediate ports.

SHOOT THE RAPIDS. Take 1:30 p.m. train for 2:10 p.m. (Saturdays) to ST. ANNE'S R and trip. Round trip, 80c.

Take 5:00 p.m. train to LACHINE, 50c. Tickets at Grand Trunk offices, 174 and 143 St. James street, and Windsor and Balmoral Hotels.

MAIL STEAMERS-Steamer MAUDE for Brockton, White, etc. Tuesdays and Fridays, 6:00 p.m. Steamer PRINCESS for CARLTON, etc. Steamer DAGMAR, for Port Hope, etc. Wednesdays and Saturdays at 6 a.m.

FOR EXCURSION CHARTER-Steamer PRINCESS (1888), Steamer Beglar rebuilt 1886, class A 2.

E. W. SHEPHERD, Jr., Manager.

Baie des Chaleurs Route.

STEAMER "ADMIRAL," J. DUCAL, Master. Great Inducements to Tourists and Sportsmen. ROUND THE MOST PICTURESQUE PART OF THE GULF, Where Interest, Comfort and Pleasure are Combined.

Commencing on the 27th April, the first-class Passenger Steamer "ADMIRAL" leaves Dalhousie for Gaspe (weather permitting), on WEDNESDAYS and SATURDAYS, touching at Carleton Place, New Richmond, Bonaventure, New Carlisle, Passaic, Port Daniel, New Port, Pabos, Grand River, Cape Cove, Percé and Point St. Peter.

Returning from Gaspe for Dalhousie on SUNDAYS and THURSDAYS, calling at the Intermediate Ports.

Rates for Passages, Meals and Rooms moderate. Connections East and West with the Intercolonial Railway.

Passengers leaving Quebec by the 8:00 Express train, Tuesdays and Fridays, reach Dalhousie on the evening of the same day to connect with the S.S. "Admiral," arriving at Gaspe the following evening at seven o'clock.

Tickets for sale at all the Intercolonial Agencies. For information please call at R. M. Stocking's General Ticket Agent, opposite St. Louis Hotel, T. D. Shipman, Sous-le-Port street, or T. LAVERDIERE, No. 49 Dalhousie street, Quebec.

129

TORONTO TO CHICAGO

The First-Class Passenger Steamer "CUBA,"

Alternating with the Steamers "ALMA MURRO" and "ACADIA," will leave the Canal Wharf

EVERY TUESDAY, at 10 a.m.

FOR - KINGSTON, TORONTO, CLEVELAND, DETROIT, CHICAGO.

First-class fares include meals and sleeping berth. No extra. Berths secured on purchase of tickets.

C. E. JAQUES & CO., 152 mvt 2m 110 Common Street.

Children Grv for Pitcher's Castoria.

STEAMSHIPS.

BEAVER LINE.



The Canada Shipping Co's. LINE OF STEAMERS BETWEEN MONTREAL & LIVERPOOL.

Comprising the following First-class, Clyde built, Full-powered Iron Steamships:

Lake Ontario, Capt. H. Campbell, 5,300 Tons Lake Superior, " Wm. Stewart, 5,000 " Lake Huron, " J. H. Murray, 4,100 " Lake Winnipeg, " P. D. Murray, 3,300 " Lake Nepegin, " F. Carey, 3,300 "

SUMMER SAILINGS, 1889.

FROM MONTREAL: LAKE HURON, Tuesday, June 25 LAKE ONTARIO, " " July 2 LAKE SUPERIOR, " " " 16 LAKE WINNIPEG, " " " 23 LAKE HURON, " " Aug 6 LAKE ONTARIO, " " " 13 LAKE SUPERIOR, " " " 21 LAKE WINNIPEG, " " " 28 LAKE HURON, " " Sept. 3 LAKE ONTARIO, " " " 10 LAKE SUPERIOR, " " " 17 LAKE WINNIPEG, " " " 24

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

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

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

An experienced Surgeon is carried by each steamer also Stewards attend to the wants of families and children.

RATES OF PASSENGER FARES MONTREAL TO LIVERPOOL. Saloon, \$40, \$50 and \$60. Round Trip, \$70, \$80, \$90 and \$100. According to Steamer and Accommodation.

For freight or other particulars apply in Belfast, to A. A. WATT, 8 Custom House Square, in Queenstown, or G. SEYMOUR & CO.; in Liverpool, to R. W. ROBERTS, 21 Water Street; in Boston, to BRIGHTMAN & PILSBRY, 38 Central Street; in New York, JAS. ARKELL & CO., 25 Whitehall street.

H. E. MURRAY, General Manager, 1 Custom House Square, Montreal, Nov.

Quebec Steamship Co.

The S.S. "MIRAMICHI"

A. BAQUET, Master, IS INTENDED TO LEAVE MONTREAL ON MONDAY, 5th AUGUST, at 4 p.m., and afterward throughout the season for every ALBERTA MONDAY, 5th AUGUST, on Father Point, Caspe, Mal Bay or Point St. Peter, Percé, Summerside, Charlottetown and Pictou.

For Freight, Passage, or State-rooms, apply to BROCK & CO., Freight and Ticket Agents, 265 Commissioners Street; or for Passage to H. FOSTER CHAFFEE, Opposite St. Lawrence Hall, 184 St. James Street.

BERMUDA & WEST INDIES ROYAL MAIL LINES OF THE QUEBEC STEAMSHIP CO., sailing from Pier 47 North River, New York.

For Bermuda:- SS. ORINOCO, Thursday, August 1, at 3 p.m. For St. Kitts, Antigua, Dominica, Martinique, St. Lucia, Barbados, Grenada, and St. Vincent, Saturday, July 27, at noon.

For Trinidad, Saturday, July 27, at noon. For freight, passage and insurance, apply to A. E. OUTERBRIDGE & CO., Agents, 29 Broadway, New York, ARTHUR AHERN, Secretary, Quebec.

BROCK & CO., Agents, 265 Commissioners Street, Montreal.

CANADIAN PACIFIC STEAMSHIP LINE

One of the Fast Clyde-built Steamships Alberta and Athabasca

Is intended to leave Owen Sound every Wednesday and Saturday on arrival of the Steamship Express leaving Toronto at 11:05 a.m., for Port Arthur (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 North-West and Pacific Coast.

AND ONE OF THE PALACE SIDE-WHEEL STEAMERS Carmona and Cambria

Is intended to leave Owen Sound every Tuesday and Friday at 10:30 p.m. on arrival of the Canadian Pacific Railway train (leaving Toronto 4:45 p.m.) for Sault Ste. Marie, calling as usual at intermediate ports.

Mackinaw Excursion Trips Commence Tuesday, 2nd July, and will continue every Tuesday and Friday during July and August.

Round trip fare from Toronto, \$16.00 " " " Owen Sound, \$12.00

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

GIBB & COMPANY,

HAVING RECEIVED THEIR Spring and Summer Stock of TAILORING AND HABERDASHERY, ALSO Pattern Suits from Poole, INVITE INSPECTION.

ASTOR-FLUID Registered-A delightfully refreshing preparation for the hair, should be used daily. Keeps the scalp healthy, prevents dandruff, promotes the growth. A perfect hair dressing for family, 25c per bottle.

A. M. UNDERHILL & CO., 35 Broadway, New York. J. Y. CILMOUR & CO., 354 St. Paul street, or D. BATTERSBY, 174 St. James street.

July 10

STEAMSHIPS.

REFORD'S AGENCIES



DONALDSON LINE

WEEKLY GLASGOW SERVICE, Sailing from Montreal every Thursday Morning

Warwick, 3,000 tons, 4th Aug. "Alec," 3,000 tons, 8th Aug. "Sarmia," 3,000 tons, 15th Aug. "S.S. Concordia," 3,000 tons, 22nd Aug. "S.S. Concordia," 3,000 tons, 29th Aug. Glasgow Agents:-DONALDSON BROS., 165 St. Vincent street.

THOMSON LINE.

NEWCASTLE-ON-TYNE SERVICE, VIA LONDON, SAILING FROM MONTREAL ON OR ABOUT:

S.S. Fremont, 3,500 tons, 15th Aug. S.S. Geneva, 3,500 tons, 22nd Aug. Agents:-CARRON, YOUNG & CO., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ROSS LINE.

LONDON SERVICE, SAILING FROM MONTREAL ON OR ABOUT: S.S. Queen King, 2,500 tons, 20th Aug. S.S. Earl King, 2,500 tons, 24th Aug. S.S. Michigan, 3,000 tons, 28th Sept. Montreal Agents:-WILLIAM ROSS & CO., 3 East India Avenue, E.C.

All the vessels of the above lines are a 1st highest class in Lloyd's, and have been built expressly for this trade, and possess the most improved facilities for carrying Grain, Butter, Cheese and Cattle.

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Granted by any of the above Lines to any point in CANADA or WESTERN STATES And by any of the CANADIAN or WESTERN RAILWAYS to any point in GREAT BRITAIN, IRELAND or EUROPE at LOWEST THROUGH RATES.

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IMMAN ROYAL MAIL STEAMERS.

FOR QUEENSTOWN AND LIVERPOOL Carrying the United States MAIL PROPOSED SAILING.

City of Paris, Wednes., May 15, 5:00 p.m. City of Chicago, Wednes., May 22, 12 noon City of Richmond, Saturday, May 25, 3:00 p.m. City of New York, Wednes., May 29, 2:00 p.m. City of Chester, Saturday, June 1, 7:30 a.m. City of Berlin, Wednes., June 5, 9:30 a.m. City of Paris, Wednes., June 12, 5:00 p.m. City of Chicago, Wednes., June 19, 10:0 a.m. City of New York, Wednes., June 26, 4:00 p.m. City of Richmond, Saturday, June 29, 3:00 p.m. City of Berlin, Wednes., July 3, 8:30 a.m. City of Paris, Wednes., July 10, 3:00 p.m. City of New York, Wednes., July 17, 2:00 p.m. City of Berlin, Wednes., July 24, 9:00 a.m. City of Paris, Wednes., July 31, 7:00 p.m. City of New York, Wednes., Aug. 7, 3:00 p.m. City of Berlin, Wednes., Aug. 14, 7:00 p.m. City of Chicago, Wednes., Aug. 21, 7:30 a.m. From Imman Pier, 43 North River.

Steerage at very low rates. Intermediate passage, \$55. Round Trip \$65. RATES OF PASSENGER FARES: First Cabin, \$100; Second Cabin, \$70; Third Cabin, \$50; Steerage, \$20. According to accommodation, all having equal saloon privileges. Children between 2 and 12 years, one-half fare. Servants, \$50.

Special Round Trip Tickets at reduced rates. Tickets to London, \$7; and Paris \$15, and \$20 additional, according to route and class of berth. Smoking and Bath-rooms amply provided. These steamers do not carry Cattle, Sheep or Pigs. For freight or passage apply to PERET WRIGHT & SOUS, General Agents, New York, or G. C. McFALL, 143 St. James street, or J. Y. CILMOUR & CO., 354 St. Paul Street, Mon. 189

WHITE STAR LINE

CALLING AT CORK HARBOR, IRELAND Carrying British and American Mails Provided with every Modern Improvement. NOTICE-The steamers of this Line take special routes, according to the seasons of the year, which include the LANE routes, recommended by Lieutenant Maury.

Sailing between NEW YORK and LIVERPOOL, via Queenstown, are appointed to leave as follows: FROM NEW YORK, 1889. Adriatic, Wednes., July 3, 9:00 a.m. British, Wednes., July 10, 8:00 p.m. Celtic, Wednes., July 17, 9:00 a.m. Germanic, Wednes., July 24, 8:00 p.m. Adriatic, Wednes., July 31, 9:00 a.m. Celtic, Wednes., Aug. 7, 2:00 p.m. Teutonic, Wednes., Aug. 14, 2:00 p.m. Germanic, Wednes., Aug. 21, 2:00 p.m. British, Wednes., Aug. 28, 7:00 a.m. Adriatic, Wednes., Sept. 4, 1:00 p.m. Teutonic, Wednes., Sept. 11, 7:00 a.m. Germanic, Wednes., Sept. 18, 1:00 p.m. British, Wednes., Sept. 25, 1:00 p.m. Adriatic, Wednes., Oct. 2, 11:01 a.m. Teutonic, Wednes., Oct. 9, 5:30 a.m. Germanic, Wednes., Oct. 16, 3:00 p.m. British, Wednes., Oct. 23, 3:00 p.m. Adriatic, Wednes., Oct. 30, 10:00 a.m.

*These steamers have superior Second Cabin accommodations. \$35 and \$40 to Queenstown or Liverpool. CABIN RATES. New York to Liverpool and Queenstown, according to time and location of Berths, \$20, \$30, and \$40. Return tickets, \$100, \$110, \$144, \$180.

Tentonic rates on application. Tickets to London \$1 additional, and lowest rates

The Montreal Herald. PUBLISHED DAILY BY THE HERALD COMPANY, Limited, AT No. 6 Beaver Hall Hill

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TO-DAY'S DOINGS. SOMMER PARK-Concerts by City Band and Mons, De Seve, violinist, at 3 and 5 p.m.

OTTERBURN PARK-Annual picnic of the Tonic Club.

CYCLORAMA-Jerusalem on the day of the Crucifixion, corner St. Catherine and St. Urbain streets, open from 9 a.m. to 10 p.m.

WEDNESDAY MORNING, JULY 31 THE LAST CHANCE.

This is the last day for registering votes before the closing of the lists. A magistrate will be at the Witness office from 12 to 2 o'clock to attest the necessary form provided by the statute.

WEST WARD-J. S. Archibald, Citizen's building, St. James street. EAST WARD-Judge Mathieu, at Messrs. Adam & Dubamel's office, 1618 Notre Dame street.

CENTRE WARD-H. J. Kavanagh, room 59, Imperial building, St. James street. All applications must be filed before 4 o'clock this afternoon.

ANOTHER SEIZURE. It is to be hoped that some member of the British Parliament, careful of the honour of the British flag, will enquire when the seizure of British vessels in Behring Sea is to be discontinued.

We have little hope that their Canadian nationality will be of much use to their owners. Canadian vessels have been seized, confiscated, sold, and their owners ruined, but the years slip by and the chance of redress fades with departing time.

It is only Canada, and the Government of Canada is far more concerned in securing some office for a Ministerial relative than in protecting the vessels of Canadians or caring for the honour of that flag which has been added the armorial bearings of the Dominion.

It will not be much use looking for aid to Ottawa, but there is just the chance that some English Member of Parliament may induce the British Government to think that there is neither safety, profit nor honour to be gained by allowing the plaything of the nation to remain in the Pacific.

If any parliamentary votes were in danger no doubt Sir John Macdonald and the Minister of Marine would be active enough, but British Columbia and particularly Victoria are held to be the political property of the Tory chieftain, so that the latest seizure will probably fall into line with those of former years still unredressed, and Canadians will once more be made to feel that they are an inferior appendage to the Empire, whose grievances must not be too loudly talked about.

There is, however, a certain amount of danger to the peace of the two great English nations—Great Britain and the United States—in these continued seizures. Skippers despairing of protection from their own Government may take it upon them to defend themselves, and thus bring about a state of things which no Government—that of Canada perhaps excepted—could quietly ignore.

As these skippers would be flying the British flag the English Government would be compelled at last to intervene, and so the good relations between the eagle and the lion would be disturbed. It would be the part of wisdom to come to an understanding between themselves on this Behring Sea matter; and if necessary protect the seals by international agreement. Anything would be better than continued winking at the buccannery which is now going on in the North Pacific.

Of course it will be well understood that Canada has no rights which Great Britain or the United States is bound to respect, or at least no rights the violation of which will detract the Canadian Government's attention from the absorbing occupation of squaring angry followers, or making positions for needy relatives. Both Great Britain and the United States have pretty well realized that fact and have therefore allowed these seizures of Canadian vessels to go on, but as we have shown a continuance of the practice is fraught with danger to their own peace.

COLLAPSED. The contemplated salt trust has collapsed before it was fairly launched. American capitalists fought shy of it—they were not innocent enough to be caught by the "salt," in the shape of stock certificates and promises of large dividends, which were being sprinkled on their tails.

Perhaps American capitalists are beginning to realize that the trust business is overdone in that country, that there is danger to the protection system if legalized robbery of the people is carried any further, and therefore consider discretion the better part of valor. Whatever be the cause of the collapse,

consumers in both Canada and the United States will breathe more freely at the removal of the danger which threatened to enhance the price of their salt. Possibly the danger is not removed, only postponed.

THE SUPREME INDUSTRY.

Under the caption of "the national backbone" a Tory paper has the following:- Agriculture is the supreme industry of Canada. It lies as a substantial basis beneath all our enterprises. It is the national backbone. This fact, it is to be feared, is often lost sight of in the consideration which is given to urban industries, although no substantial grievance in this regard has risen.

So thoroughly does agriculture form the foundation of our national prosperity, that all classes are affected to a greater or less degree by the character of the harvest and the prices which farm products bring.

More than half of the articles which make up our vast export trade come from the farm, and the profits accruing from their sale are shared in by railway corporations, ship-owners and the great army of middle men who act legitimately as the agents of the farmers.

This is just what we have been trying for several years past to impress upon the protectionist press of Canada, and we are glad to know that one of that class of journals has been convinced. The conversion will be complete when that paper acknowledges the injustice and impolicy of exorbitantly taxing so important an industry for the benefit of a few pels of the Government.

"Agriculture is the supreme industry of Canada" is true, and yet the whole fiscal policy of the Government, in its practical operation, is based on the assumption that the protected industries—which contribute only \$4,161,282 to a total export of \$78,297,750—are the supreme industry of Canada.

The protected producers, according to protectionist testimony, "are the men who get practically the sole benefit of the tariff laws," while the farmer, the lumberman, and the consuming classes generally bear the burdens.

That is, the farmers of Canada, who contribute forty million dollars to the export trade of the country, whose industry more than any other helps to keep the wheels of commerce and industrial enterprise in motion, are taxed exorbitantly for the benefit of a favoured few, who only contribute \$4,000,000 to the export trade of the country.

The farmer, in the pursuit of his daily calling, in equipping himself for the prosecution of farm work, in providing for the respectable and comfortable maintenance of himself and family, is compelled from time to time to purchase many articles which are the product of the highly protected industries.

It is safe to say that the farmers of Canada pay \$15,000,000 out of the \$22,000,000 paid in customs duties; and for every dollar they pay into the treasury they pay two dollars at least into the pockets of the protected manufacturers.

Is it either just or fair that the farmers should be subjected to such a crushing burden of taxation for the benefit of a favoured few? Is it a wise policy in the interests of the country at large that the industry which is the "national backbone" of Canada should be subjected to tariff taxation, which means all burden and no benefit to the farmers?

The duties on farm products are absolutely of no value whatever to the farmer; and even if they were, they are off-set ten times over by the heavy duties on farming implements, sugar, household furnishings, clothing, &c. And as for the parrot cry about the value of the home market—which is not absolutely secured to him by the tariff—that market is simply valuable to the extent to which it absorbs what he produces, and no further.

Where would the farmers and the trade of the country be if the forty millions of agricultural products exported last year were left on their hands to be absorbed by the home market? There would be stagnation for the "supreme industry" and disaster to the business of the country. Now that the combine organs are being awakened to the prime importance of the farmer's industry as the "foundation of our national prosperity," it is to be hoped they will urge upon the Government the importance of removing, to some extent at least, the burdens which press so heavily upon our agricultural population.

In this connection we note that some of the combine organs are indulging in long-drawn out jeremiads over the pitiable condition of the American farmer, the object being to show that the American farmer is worse off than his Canadian confrere, and that consequently free trade with the States would be of no advantage to the Canadian farmer.

Well, as to the first point, the American farmer is worse off than the Canadian in proportion as the American protective tariff is higher, wider in its range and more crushing in its effects than that of Canada. It is protection that is ruining the American farmer; and it is protection which is bringing the Canadian farmer rapidly down to the same level.

Any relaxation of tariff restrictions will benefit the farmers of both countries. As to the second point, if free trade with the States will not benefit Canadian farmers, why have the national policy organs so often been at pains to explain that they are ardently in favor of reciprocity in natural products; and what does the Government mean by keeping the statutory offer of reciprocity on our statute books?

The course of our export trade pretty accurately indicates where our natural and most profitable market lies. We have free access to the markets of Great Britain, while our trade with the United States is hampered by tariff restrictions on both sides of the line. What do the figures say? For the fiscal year ended June 30, 1888, our total export of goods, the produce of Canada, amounted to \$78,297,750, of which products of the mine, the fisheries, the forest and the farm constituted \$73,362,591. Of this

amount Great Britain and the United States took respectively as follows:

Table with 3 columns: Product, Great Britain, United States. Items include The mine, Fisheries, The forest, Animals and prod., Ag. products.

These figures speak for themselves and indicate quite accurately enough to satisfy all men of common sense, where our natural market lies. Remove, or even lessen, the tariff restrictions between Canada and the United States and that trade, as demonstrated by our experience under the reciprocity treaty of 1854, will grow enormously, be profitable to the people of both countries, and promote the prosperity of both.

THE LIGHTNING EXPRESS OF THE FUTURE.

It was only a few days ago that the sanguine and enthusiastic Sir Leonard Tilley, at St. John, N.B., expressed his belief that the day was not far distant "when we will be able to sail through the air as we do now over the ocean." And as if this startling prophecy was not enough to worry over in the hot season, the Winnipeg Sun, next to be out-done by the wise man of the East, ventures to predict the possibility of modes of locomotion being so revolutionized that people will be able to travel at the rate of two hundred miles an hour; and "goes one better" than the New Brunswick knight by furnishing data which afford some slight justification for the belief that such a feat might possibly be accomplished.

The daring projector of travel at the rate of two hundred miles per hour, by rail, is Daniel G. Weems, of Maryland, who, it appears, has so far perfected his scheme as to be able to demonstrate by means of a miniature electric railway, that it will be possible, on a reasonably straight road, without too many steep grades, to develop a speed of three to four miles a minute. The only question that troubles him is how much speed the tracks and cars are able to stand. He appears to have no thought for the passengers with hair on end and gasping for breath, who will have to submit to the operation of being hurled along the surface of the planet at such a terrific rate of speed. But then Mr. Weems is not going to experiment with passengers at the outset, only with mails and express matter; so that if there should be a run-off or smash up and the love letters and dunning epistles, and accounts for "prompt settlement," and blackmailing postal cards, and correspondence for the morning papers, and money letters and valuable express parcels, etc., be all ground into powder, the daring inventor can call a halt, find out where the trouble is, and make the thing absolutely perfect before asking people to risk their lives on it. Speaking of the possibilities of his invention, Mr. Weems is reported to have said:

Within a very few years there will be a double track electric railway from New York to Chicago, about 90 miles long. The track will have a twelve-inch gauge and will be enclosed in a net-work of barbed wire. The wires of which this fence is made will be used for telegraph, telephone, and automatic signals. Overhead will be space for carrying a hundred commercial telegraph wires. Through this protected way trains two and a half feet wide and of about the same height will be run at the speed of 200 miles an hour. No engines, conductors or brakemen accompany the train, absolutely from the controlled easily and absolutely from the power stations. Of these stations there will be one in New York, one in Chicago and seven on the line about 100 miles apart. These power stations will require a capacity of about 300 horse-power each, and any practical engineer can compute the cost of maintaining them.

In operation, trains of four or five cars will be run, a motor car and three or four others. The cars are so telescoped together as to form unbroken surfaces, top, bottom and sides, and the rear car, as well as the first or motor car, is pointed, so as to offer the least possible resistance to air. The movement of each train is automatically and accurately registered on a chart in the power station. The slightest accident to the train or the presence of an obstacle on the track shuts off the connection. At the will of a despatcher a train can be stopped at any point, backed up or started ahead again. The trains are, therefore, under complete control, and if traffic should not justify the building of a double track, a single track could be easily and efficiently operated.

This is a very pretty scheme—on paper—and we note that our Winnipeg contemporary is very much enamoured with it. It admits that the scheme looks visionary, but expresses the belief that "there is apparently nothing" in Mr. Weems' ideas, "impossible of realization. When this system of railroading gets into full swing Toronto will be no further away from Winnipeggers, in point of time, than Brandon is to-day; "home sickness will be no more, and "transformations of residence will be made with Aladdin-like rapidity."

We have no doubt there are great possibilities in the development of rapid transit, but "sailing through the air as we do now over the ocean," and travelling by rail at the rate of two hundred miles an hour, are strides entirely too revolutionary to be realized by the ordinary run of people. Sir Leonard Tilley, and Mr. Weems, and the Winnipeg Sun should go easy. One step at a time will be the safest and most practical plan.

MAYOR GRENIER will have the sincere sympathy of all classes of citizens in the sad bereavement that has overtaken him in the death of his son, Adolphe, at the comparatively early age of 34 years. He was not only a good son but a faithful business man, and will be missed both in the home and the counting house, and by his friends and acquaintances, by whom he was highly esteemed.

MANITOBA "FREE PRESS."—The Montreal Gazette argues very ably that it is impossible for the Dominion Government to get the Jesuits' Estates' Act before the Judicial Committee of the Privy Council. Suppose it tries our own Supreme Court first? It can have no trouble in sending it there; and it is probably as qualified to determine the constitutionality

of the act as the Imperial tribunal. Why does not the Gazette urge this course?

Well, because—perhaps the Gazette will kindly answer the question, and at the same time explain its announcement of the 18th June to the effect that the Government had determined to so refer the Act.

We do not believe it is true that the St. Lawrence Sugar Refinery has shut down for the purpose of affording the employees an opportunity of studying how admirably protection furnishes steady employment and good wages to workmen.

SQUIBS.

Editor: Which is proper to say—that I went to see an opera or that I went to see a play? Ready? It depends on your sex, your age, and the sort of ballet the company carries.

Clara—They tell me that after your quarrel with Charles he wanted to break the engagement—asked for his ring and all that. Louise—Not at all, my dear, I only became somewhat injured, but I'm still in the ring.

Wife (suspiciously)—Cyrus, my nose never deceives me. You've been drinking again. Husband (rather thickly)—It's on my clothes, Emily. The car was crowded, and I had to occupy a seat with an internal revenue collector.

Mabel—I'll never try to flirt with a drug clerk again as long as I live. Flora—Why? Mabel—Why, I winked at one of them in the store the other day, and he insulted me by putting whiskey in my soda water.

How polite you are, Smith! "You're the last man to get into the elevator." "Well, it pays." "I don't see how?" "I'm the first one out."

Pupil—Teacher, kin me an' Bill go an' sit a pall e' war? Atkensis Schoolmaster—There you go again. How many times have I got to tell you that it ain't good grammar to say "me an' Bill?" Pupil—What ort I to say? Teacher—Bill an' me. Can't I never learn you nothin'?

Kutemoff—A man in your line down in our town got up an ingenious thing, as he heard back in the barber's chair at the hotel to have his face scraped after having his hair cut. It was a machine to blow the loose hairs of a customer's neck. It worked like a charm, and did the work of half a dozen men.

Barber—Yes, and turned half a dozen men out of work. Kutemoff—Yes, that's why the barbers had him boycotted. Barber—And made him lay up his machine.

Kutemoff—Yes. That is to say for a while. But he got ahead of 'em in the end. He just put a little onion juice in the machine, and as it stood behind him the customer never knew the difference, you know.

Barber grunts "H'm!" finishes in silence, slips off the towel viciously, and calls out "Next!" in the voice of a man who has killed his grandmother and is now yearning for the blood of the rest of the family.

WHAT OTHERS SAY.

THE JESUITS' ESTATES REVENUES. A curious fact in connection with the Jesuits' estates business has been brought to light by Dr. Cameron, M.P. for Huntingdon. After the estates were taken possession of by the Government in 1806, Sir James Craig, then Governor, granted a portion of the property to St. Andrew's Presbyterian Church, on which a church was erected, and in 1823, or 1824, Lord Dalhousie, then Governor, granted additional ground to enlarge it, and also £900 sterling for the revenue of the Jesuits estates to help in building the church. Between 1800 and 1831, £7,093 were granted to the Episcopalians of Quebec out of the fund, and £984 paid to the Episcopal minister. If the estates were held in trust by the Government for educational purposes purely, the administrators of affairs in the early part of the century were evidently not aware of the fact.—Exchange.

CRITICISING SIR JOHN.

Our contention is that Sir John should have unhesitatingly advised the vetoing of the Jesuits' Acts, and taken the consequences. The country would have sustained him; having done the opposite thing Parliament should have thrown its allegiance to the winds and voted "aye" to O'Brien's motion; or the alternative should have been adopted of referring the question of the constitutionality of the Acts to the Supreme Court, and then, if Quebec revolted against the decision, assuming it would have been adverse to Mercier's legislation—dissolve the Parliament and appeal to the country on the issue raised. Sir John showed an unusually hurry to endorse the Jesuits' Acts, and thereby shut out all chance of appeal to the law courts.—Richmond Guardian, Tory.

DIED.

GRENIER.—At his summer residence, Itherville, P.Q., on the 28th inst. Adolphe Grenier, son of Jacques Grenier, Esq., Mayor of Montreal, aged 34 years, 4 months and 21 days.

His remains will arrive to-day by special train at 2 o'clock p.m., at the Grand Trunk Station, and will be conveyed by His Worship the Mayor to residence No. 31 St. Denis street. Funeral notice hereafter.

NEW ADVERTISEMENTS.

To Railway Contractors

THE VAUDREUIL AND PRESOTT RAILWAY CO. invite Separate Tenders for the immediate construction of the first section of its road, less that portion now built at Rigaud.

Plans and Specifications to be seen on and after 1st AUGUST NEXT, at the Company's office, Hudson Village, P.Q. Written tenders will be received until noon of the 6th day of August, 1889, addressed to the undersigned at the St. Lawrence Hall, Montreal.

The lowest or any tender will not necessarily be accepted, and no tender will be entertained unless on the form advised by the Company's Chief Engineer.

SAMUEL W. FOSTER, General Manager.

REAL ESTATE.

BUILDING SITES, STORES, RESIDENCES, SHOPS, FOR SALE

On Sherbrooke Street, Park and Union Avenues, at TRINITY NEXUS, at the Company's office, Hudson Village, P.Q. Written tenders will be received until noon of the 6th day of August, 1889, addressed to the undersigned at the St. Lawrence Hall, Montreal.

The lowest or any tender will not necessarily be accepted, and no tender will be entertained unless on the form advised by the Company's Chief Engineer.

SAMUEL W. FOSTER, General Manager.

OFFICES TO LET.

IMPERIAL BUILDING! Place d'Armes. Apply at the Office of the Company, or to J. PHILIP WITHERS & CO. 26 Imperial Building. mwf 111

NEW ADVERTISEMENTS.

Carsley's Advertisement.

Wednesday, July 31st, 1889.

SPECIAL INVITATIONS.

Customers from the following municipalities are specially invited whether they want to buy anything or not:

- MAISONNEUVE, OUTREMONT, HOCHELAGA, MOUNT ROYAL VALLE, COTEAU ST. LOUIS, ST. GABRIEL, ST. JEAN BAPTISTE, POINT ST. CHARLES, MILE END, GRIFFINTOWN, STE. CUNEGONDE, ST. HENRI, COTE DES NEIGES, COTE ST. ANTOINE, S. CARSLY.

THE WHOLE ISLAND.

Customers from any part of the Island of Montreal are also invited. S. CARSLY.

EAST WEST NORTH SOUTH.

So that there may be no jealousy and to carry out what we pride ourselves in, namely, of serving all customers with perfect equality, the invitation is hereby extended to customers in all parts of the Dominion, from the Gulf of St. Lawrence to the Rockies. S. CARSLY.

ACROSS THE LINE.

In order to prevent anything but the very best of feeling among our patrons and also to do what we can in the way of encouraging the present happy and friendly relations existing between Canada and United States, we cordially extend the invitation to all our numerous customers residing south of line forty-five. S. CARSLY.

S. CARSLY.

1765, 1767, 1769, 1771, 1773, 1775, 1777

NOTRE DAME STREET, MONTREAL.

STEWART'S Furniture Warerooms,

1828 to 1834 NOTRE DAME ST. (Near McGill Street).

NEWEST DESIGNS

Oak, Natural Cherry and Mahogany BEDROOM SETS.

PARLOR SUITES of the very latest designs, covered with all the newest patterns and shades of covering. 120

ARMOUR'S Pork, Lard, Hams, Bacon

AND PREPARED MEATS. Packers of the well-known brand of MORGAN SHORT CUT CLEAR BOK. Stock held here in Bond and Duty Paid.

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

Coal Oil Stoves.

CLEARING OUT. To sell off the balance of Coal and Gas Stoves for this summer we have CUT DOWN PRICES

TO CLEAR COAL OIL STOVES. Full Size, with extension, \$2.15 2-Burner Coal Oil Stoves, 2.25 1-Burner Coal Oil Stoves, 75 Large Coal Oil Stoves, 2.50

GOLE'S LAMP STORES,

1792 NOTRE DAME, 2392 ST. CATHERINE.

HAVANA CIGARS!

Henricus Philippus. Reina Victoria Extra Fina. Reina Maria Victorias. Reina Victorias. Lansdownes. Regalia Conchas.

Telephone 750. PHILIP HENRY, 134 ST. JAMES STREET.

PHENIX Fire Insurance Company

OF LONDON, ENG. GILLESPIE, PATERSON & CO. General Agents for the Dominion.

Head Agency Office: 35 ST. FRANCOIS XAVIER STREET, MONTREAL. R. MacD. PATERSON, Manager.

IMPERIAL Fire Insurance Company

Capital, \$5,832,000 Assets, over \$8,000,000. Agencies for Insurance against Fire loss in all the principal towns of the Dominion, Canadian Branch Office.

COMPANY'S BUILDING, 107 St. James Street, Montreal. E. D. LACY, Resident Manager for Canada.

AMUSEMENTS.

Grand Musical Attraction

THE CITY BAND (50 strong, with 25 European soloists) OPEN AIR CONCERTS

Under the direction of MR. ERNEST LAVIGNE, will take place daily at SOMMER PARK, commencing on the first of June.

CONCERTS. Afternoon, 3 p.m. till 5.30 p.m. Evening, 8 p.m. till 10.30 p.m.

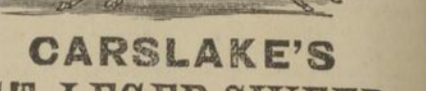
Sommer Park, which has been beautifully laid out for the summer season, is at the corner of Notre Dame and Panet Streets. Train car service by Notre Dame and Craig Streets every 5 minutes.

Park open from 1 p.m. till 11 p.m. Admission 10 Cents. 129

CYCLORAMA

Of Jerusalem, The Crucifixion and the Holy Land. The Greatest Attraction of the Century

CORNER ST. CATHERINE AND ST. URBAIN. Open daily, 9 a.m. to 10.30 p.m. The Street Cars pass the building. 1770



CARSLAKE'S ST. LEGER SWEEP

\$20,000.00. 1st horse (in duplicate) \$3,000 each - \$6,000 2nd " " \$2,000 " - \$4,000 3rd " " \$1,000 " - \$3,000 Other starters (divided equally) - \$4,000 Non-starters - \$4,000

4,000 Tickets, \$5 each. 205 Entries (in duplicate 40 horses). Drawing Sept. 9th, Sept. 11th, 1889. Results of Drawing sent to all subscribers. Ten per cent. deducted from all prizes. Address: GEO. CARSLAKE, Prop., Manoir Hotel, 522 St. James St., Montreal, June 11 98 139

ART ASSOCIATION OF MONTREAL, PHILLIP'S SQUARE.

Galleries Open Daily 10 to 5. Admission to Non-Members, 25c. SATURDAY'S FREE.

SUMMER RESORTS.

THE BEACHES, Richibucto, N.B.

UNSURPASSED SEA BATHING. The finest summer resort in the Lower Provinces will be open to receive guests on JUNE 10th, 1889.

This new and elegant hotel is unsurpassed as a health resort. Delightful climate, splendid scenery, efficient management, accommodation for 150 guests, good bathing and river and deep sea fishing. Beautiful drives. Livery in connection with Hotel. Lawn tennis courts, croquet, baseball and cricket grounds. Billiard room, ball and music rooms, with other attractions usually found at first-class summer resorts.

The menu of the house is unexcelled. For circulars showing out of houses and grounds, diagrams and general information, apply to E. E. PHAIR, P.O. Box No. 225, Richibucto, N.B.

CACOUNA. ST. LAWRENCE HALL

This favorite Seaside Resort will be opened on 15th June, with various attractions for amusement of guests. Mr. F. ELLIOTT'S saddle horses will be attendance. Applications for Rooms, Circulars, etc. should be made to JOHN BRENNAN, Late of St. Louis Hotel, Quebec, P.Q., Manager, Cacouna; or SHIPMAN & STOCKING, Quebec.

The Algonquin, ST. ANDREWS, N.B., Opens for the Reception of Guests

JULY 1ST, 1889. FRED. A. JONES, LESSEE.

Correspondence regarding Rooms, Rates, etc., address FRED. A. JONES, Prop. Hotel Dufferin, ST. JOHN, N.B.

Montreal Water Works, TENDERS FOR CULVERT

SEALED TENDERS, addressed to the undersigned and endorsed "Tender for Culvert," will be received at the office of the City Clerk, up to noon of THURSDAY, the 13th day of August next, for the Construction of a culvert under the Grand Trunk Railway, near the pumping works of the Montreal Water Works, in accordance with plans and specifications to be seen at the Water Works office, City Hall.

Each tender must be accompanied by an accepted cheque for \$500 payable to the City Treasurer. That accompanying the successful tender will be retained by the Treasurer until the completion of the works as a guarantee for its due performance. The other cheques to be returned to their respective owners as soon as the contract has been awarded.

The Water Committee will not necessarily accept the lowest or any of the tenders. B. D. McCONNELL, Supt. M. W. W. City Hall, Montreal, 29th July, 1889. u 181

Bishop's College School, LENNOXVILLE, P.Q.

MICHAEL MASTERM Begins Saturday, Sept. 7th, 1889. For Calendars of SCHOOL and COLLEGE apply to the Secretary or to the REV. PRINCIPAL ADAMS, D.C.L.

BANKERS & BROKERS.

MacDOUGALL BROS., STOCK BROKERS, 69 St. Francois Xavier Street, Buy and Sell all Securities quoted on New York Stock Exchange...

HALSTED & McLANE, BANKERS and BROKERS, OFFICE, 31 BROAD ST. NEW YORK, October 30

MacDOUGALL BROS., STOCK BROKERS, 69 St. Francois Xavier Street, Members Montreal Stock Exchange...

J. RIELLE, LAND SURVEYOR, ST. JAMES STREET.

GEORGE DURNFORD, 699 ST. JAMES STREET, MONTREAL. Chartered Accountant, Auditor & Trustee...

M. NOLAN DE LISLE, REAL ESTATE AGENT, Room No. 23 Fraser Building, No. 45 ST. SACRAMENT STREET

JAMES THOMSON begs to inform his friends and the public generally that he has removed to new premises on Guy street, near the corner of St. Antoine street...

FULTON & RICHARDS' COLLECTION OFFICES. For prompt, efficient action and trustworthiness, we refer to the Banks and Leading Merchants in the city.

EDGAR JUDGE, Wholesale Dealer in Flour, Grain and Mill Feed, ST. PAUL STREET, MONTREAL, July 11

J. G. SIBBALD, Importer and Commission Merchant, Steel Rails, Iron, Metals, &c. Agency for Canada for the Marks Auto Motor Car, Miller's Car, Wheel Dressing Machine...

D. LORN MacDOUGALL & CO. STOCK BROKERS. LORN S. MacDOUGALL, MEMBER MONTREAL STOCK EXCHANGE, MONTREAL STOCK EXCHANGE BUILDING, 11 & 13 St. Sacrament Street...

BARRISTERS, ETC. ALFRED MONK, B.C.L. Advocate, Barrister, Solicitor, &c. 1725 NOTRE DAME STREET, MONTREAL.

MacLennan, Liddell & Cline, (Late MacLennan & Macdonald) Barristers, Solicitors, Notaries, &c. CORNWALL, ONT.

LEITCH & PRINGLE, Barristers, Attorneys-at-Law, Solicitors in Chancery, Notaries Public, &c. CORNWALL, ONT.

JAMES DUNNE, ATTORNEY and COUNSELLOR-AT-LAW, 280 BROADWAY, STEWART BUILDING, New York City, October.

Gibbons McNab & Mulhern, BARRISTERS, ATTORNEYS, &c. Corner Richmond and Carling Streets, LONDON, ONT.

W. BAKER & CO.'S Breakfast Cocoa. No Chemicals. Sold by Grocers everywhere. W. BAKER & CO., Dorchester, Mass.

Of Interest to Men. A new remedy for the restoration of Lost Vigor, Nervous and Sexual Debility, Weakness of Mind and Body, Premature Decay, Excess of Oxidation, and other untold miseries resulting from overindulgence in the use of stimulants...

NEW ADVERTISEMENTS.

IMPERIAL CREAM TARTAR BAKING POWDER. PUREST, STRONGEST, BEST. CONTAINS NO ALUM, AMMONIA, LIME, PHOSPHATES OR ANY INJURIOUS MATERIALS.

SMOKE Otello and Extracto CIGARS. MANUFACTURED BY I. HARRIS & SON. Burdock BLOOD BITTERS. WILL CURE OR RELIEVE BILIOUSNESS, DYSPEPSIA, INDIGESTION, LAUNDRY, ERYSIPELAS, SALT RHEUM, HEARTBURN, HEADACHE...

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.

Bank, Insurance SOCIETY PRINTING. LAW FACTUMS. Printed with neatness and dispatch. Manufacturers' Catalogues. Price Lists a Specialty. RAILWAY and STEAMSHIP PRINTING. Posters, - Streamers AND HANGERS, DATES, DODGERS, MAMMOTH SHOWBILLS. Concert and Theatrical Companies. No better variety of Poster Type IN THE DOMINION.

THE HERALD COMPANY. No. 6 Beaver Hall Hill. RUPTURE. The last 25 years I have adjusted more Trusses than any man in America. Valuable Patent, my own invention, in Trusses, Spinal and Club Feet Instruments.

CLUB FEET. I claim the only method of curing Club Feet (Patented). I will prove to anybody that operation never did nor can straighten Club Feet. Send 6 cent stamps for Book. CHAS. CLYDE, 115 King St. W., Toronto. I will visit Ottawa, Grand Union Hotel, Saturday, July 6th.

THE PASSES OF THE JURA.

A Gateway Through Which Germany Menaces France.

Swiss Neutrality in Danger.

The recent controversy between Germany and Switzerland has left an uncomfortable ground swell behind it. A good many people on the continent have been asking themselves whether Prince Bismarck really went out of his way to alienate Switzerland, and whether the campaign of the German press against Swiss neutrality was not meant to lay the foundation for future violation of it.

He had been standing in front of a house on Second Avenue and gazing at the front windows for a long ten minutes, when a pedestrian halted to inquire: "Anything the matter with that house?"

PRETTY WELL SATISFIED WITH HIS LOT. New York Tribune: "I had spoken the night before in the Opera House at a little New York State town," says Mr. Depew in relating a story of a man he met while speaking in the last campaign, "and was standing on the station platform the next morning with the local committee waiting for the train, when a lean blackwoodsman, with the lower portion of his trousers lost in the depths of his boot-legs, came up to me and said: 'I liked that air speech of your'n last night.'"

By PROPER CARE OF THE BODY each one can enjoy health and attain a happy old age. Most diseases proceed from impurity of the blood, hence it is a sacred duty to guard against this great evil.

HOUSEKEEPER'S BOUILLON. Please let me give your readers the result of many years' experience in the making of bouillon and the stock for other soups—getting the very most out of the material used.

Children Cry for Pitcher's Castoria.

of mixed spices, all whole, peppercorn, allspice, cloves (a very few of these two), a blade of mace, a leaf of fresh bay, one clove of garlic; put back in the pot the beef and the chicken—the best white meat of which may be kept for salad, croquettes, etc.—cover again with cold water and stew or boil literally to rags. Then strain of the stock. The meat and vegetables are of no further use for human food, but in the country may be sent to the dog or cat or chickens. The bouillon, cleared or colored brown, with a little of the stock, should be salted last. The stock may be used for the various soups—tomato, julienne, printemps, green corn, ochre, etc.—N.Y. Tribune

A PROMPT DECISION. He entered a store on Michigan avenue the other day, walked straight up to the proprietor, and in a voice chuck full of business he queried: "Can you give me fifteen minutes of your time, sir?" "No, sir," was the reply. "Can you spare ten minutes to investigate the merits of my flying machine?" "I cannot."

HOW TO CURL AN OSTRICH PLUME. Have ready some corn cobs and common salt, and let the fire in the cook stove burn down till you have a good bed of coals, lay the cobs on and sprinkle them with salt, and shake the feather in the smoke. Add cobs and salt from time to time, and be sure to shake the plume well, turning every part to the smoke. The harder you shake the feather the better it will look. Be careful to hold it far enough from the fire to keep it from burning. The livelier the coals without blaze the better. I have tried to make this plain. I thought my plumes completely spoiled till I tried this recipe. I saw a miner wash a white plume once, and recur it this way, and it looked as nice as new. She washed it in suds and rinsed it in clear water, and shook it vigorously until about dry and then shook it over the smoke.

THE TIME TO DODGE OLD BILLS. He had been standing in front of a house on Second Avenue and gazing at the front windows for a long ten minutes, when a pedestrian halted to inquire: "Anything the matter with that house?" "No, I guess not." "But you were looking at it?" "Yes, it is shut up."

ST. LOUIS HOTEL, QUEBEC. This hotel, which is unrivalled for size, style, and locality in Quebec has just been completely transformed and modernized, being refitted with new system of drainage and ventilation, passenger elevator, electric bells and lights, etc. In fact, all that modern ingenuity and practical science can devise to promote the comfort and convenience of guests has been supplied.

HOTEL BRUNSWICK. Fifth Avenue New York. This most fashionable and centrally located hotel has been renovated from top to bottom, and is now re-opened under management of R. B. Southgate upon the American and European plan. This hotel is the favorite resort for Canadians.

THE RUSSELL, OTTAWA. The Palace Hotel of Canada. This magnificent new Hotel, fitted up in the most modern style, is now open. The Russell contains accommodations for over FOUR HUNDRED GUESTS, with passenger elevator, and commands a splendid view of the city, Parliamentary grounds, river and canal. Visitors to the Capital having business with the Government find it most convenient to stop at the Russell, where they can always meet leading public men. The entire Hotel is supplied with escapes, and in case of fire there would not be any confusion or danger. Every attention paid to guests.

GENEVA'S LINIMENT. 25 YEARS OF SUCCESS. No more FIRMING, no more BLEACHING, no more TEDIUS ROBBERING by FIRMING. This precious remedy cures promptly and surely, chronic and recent LAMENESS, Sprains, Contusions, Dislocations, Windgalls, Curbs, Splints, Spavin, Tumours in the withers, swelling in the Legs of Young Horses; its extraordinary success is without precedent in cases of Pleurisy, Catarrh, Bronchitis, etc., etc., and being made with the hand, during its preparation without cutting the hair.

SUGAR REFINING COMPANY (LIMITED). JOHN H. HARRIS, JOHN MCKENZIE, President, Secretary. C. P. HARRIS, Treasurer. MONTREAL, N.B. Samples at 54 St. Francois Xavier Street. DAVID MITCHELL, 1465 M. MITCHELL.

WINE AND LIQUORS.

WILLIAM DOW & COMPANY. CROWN STOUT MONTREAL. JOHN H. R. MOLSON & BROS. Ale and Porter Brewers, 1006 Notre Dame Street Montreal. Have always on hand the various kinds ALE AND PORTER IN WOOD AND BOTTLE.

JOHN HOPE & CO MONTREAL. AGENTS IN CANADA FOR JOHN DE KUYPER & SON, Rotterdam MARTELL & CO., Cognac. JULES ROBIN & CO., Cognac. MOET & CHANDON, Epernay. DEINHARD & CO. Coblenz. BARTON & GUESTIER, Bordeaux. M. MISA, Xeres de la Frontera. COCKBURN, SMITHES & CO., Oporto. MULLER & D'ARTHEZ, Tarragona. RODEL & FILS FRERES, Bordeaux. E. & J. BURKE, Dublin. PATTERSON & HIBBERT, London. BULLOCH, LADE & CO., Glasgow. W.M. JAMESON & CO. Dublin. CANTRELL & COCHRANE, Dublin.

SAINT ALEXIS. A RUSSIAN CLARET. FULL in FLAVOR and BODY MODERATE in PRICE. FREDERICK KINGSTON, WINE MERCHANT, 25 Hospital Street Montreal. HOTELS. ST. LAWRENCE HALL. 135 to 139 St. James Street, Montreal. HENRY HOGAN Proprietor.

ST. LOUIS HOTEL, QUEBEC. This hotel, which is unrivalled for size, style, and locality in Quebec has just been completely transformed and modernized, being refitted with new system of drainage and ventilation, passenger elevator, electric bells and lights, etc. In fact, all that modern ingenuity and practical science can devise to promote the comfort and convenience of guests has been supplied.

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THE MONCTON Sugar Refining Company (LIMITED). JOHN H. HARRIS, JOHN MCKENZIE, President, Secretary. C. P. HARRIS, Treasurer. MONTREAL, N.B. Samples at 54 St. Francois Xavier Street. DAVID MITCHELL, 1465 M. MITCHELL.

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INSURANCE.

GUARDIAN Fire and Life Assurance Co'v. PAID-UP CAPITAL \$1,000,000. Total Funds, \$1,900,000. Fire risks written at current rates. ROBT. SIMMS & CO. and GEO. DENHOLM, General Agents, Montreal. H. W. RAPHAEL, SPECIAL AGENT. Room 16, Corn Exchange Building, December 4, 1891.

The Royal Canadian Fire and Marine Insurance Co. 157 St. James Street Montreal. Capital, \$500,000. Assets, \$700,000. Income, 1890, \$17,678. ANDREW ROBERTSON, Esq., President. HON. J. R. THIBAudeau, Vice-President. HARRY CURT, ARTHUR B. BROWN, Secretary. GEORGE H. MOFFAT, Manager. M. J. E. DROLET, Agent for City and District of Montreal.

Norin British and Mercantile FIRE & LIFE ASSURANCE COMPANY. ESTABLISHED 1838. Head Office for Canada, Montreal. DIRECTORS: GILBERT SCOTT, Esq., HON. THOMAS RYAN, Esq., W. W. O'GILVIE, Esq., ARCHIBALD MACNIDER. THOMAS DAVIDSON, Managing Director.

Liverpool & London & Globe Insurance Company. CANADA BOARD OF DIRECTORS: The HON. HENRY STARNES, Chairman. EDWARD J. BARREAU, Esq., Manager. Le Credit Foncier Franco-Canadien. W. J. BUCHANAN, Esq., General Manager. Bank of Montreal.

Dr. J. COLLIS BROWNE'S CHLORODYNE. THE ORIGINAL AND ONLY GENUINE. Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the inventor of Chlorodyne, and that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to.—Times, July 13, 1884.

PRINTERS, PUBLISHERS, BOOKBINDERS. THE HERALD COMPANY. Books, Pamphlets, Catalogues, Price Lists, Circulars. No. 6 BEAVER HALL HILL, MONTREAL.

DR. FOWLER'S EXT. OF WILD STRAWBERRY CURES CHOLERA, Cholera Morbus, COLIC AND CRAMPS. DIARRHOEA, DYSENTERY. AND ALL SUMMER COMPLAINTS AND FLUXES OF THE BOWELS. IT IS SAFE AND RELIABLE FOR CHILDREN OR ADULTS.

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JOSEPH GIBSON'S STEEL PENS. GOLD MEDAL-PARIS 1878.

