

A (Tea) Drinking Song.

My brethren all,
Come drink with me,
Both great and small,
Sip off your tea...

Late Dominion News.

HALIFAX, October.—The Court of Vice-Admiralty met to-day to consider the case of the "Sybil" and "Robert J. Leonard"...

The Horse Disease.

It is utterly impossible to collect the facts which would enable one to say with certainty whether the disease is becoming more general...

The Greatest Mining Story Ever Told.

The Chicago Times has the following, which it says one of its reporters picked up from a traveller who had a leading interest in the enterprise...

Breakfast.—Epp's Cocoa.—Gratefully and comfortably.—By a thorough knowledge of the natural laws which govern the operations of digestion...

THE STEAMER MONTMAGNEY. WILL LEAVE ST. ANDREW'S WHARF ON TUESDAY AND SATURDAY...

THE IMPERIAL FIRE INSURANCE COMPANY OF LONDON. (ESTABLISHED 1807). Subscribed and Invested Capital and Reserved Fund...

To the Hon. Peter Mitchell.

DEAR SIR,—Seeing the vast improvements which have been made recently in the establishment of Lights and Fog Signals in the St. Lawrence, I beg to suggest one more improvement...

Toronto, October.—Hon. Oliver Mowat has just completed the Ontario Cabinet, as follows: Premier and Attorney General, Hon. Mr. Mowat...

CASES WHICH ARE PROVED FATAL.

but there can be no doubt that it is considerably larger than is generally supposed. Some stable hands have lost four or five horses, and in some cases more...

CITY PASSENGER RAILWAY CO.

most of the animals are fairly on the road to recovery, and the number of deaths has been reduced to a very small number...

LOSS OF APPETITE IN HORSES.

Horses lose their appetite from various causes, but most frequently from the approach of some disease; this circumstance ought not to be overlooked...

EXTRA SELECTED APPLES!

WE ARE RECEIVING DAILY LARGE consignments of Extra Selected and Hand-picked Fall and Winter Apples...

LA BANQUE NATIONALE.

A DIVIDEND OF FOUR PER CENT ON THE CAPITAL STOCK, FOR THE past six months, will be payable on and after the 2nd NOVEMBER next...

AN IDEAS.

The Pall Mall Gazette makes known to us the following plan for facilitating discussion and the exchange of views on local, national, and international questions...

FOREIGN GOSSIP.

The French Government has got rid of all German subjects who were in the possession of French foreign consular service...

THE GREAT FEMALE REMEDY.

Clark's Periodical Pills. This well-known medicine is no imposture, but a safe and reliable remedy for Female Difficulties...

THE GREAT FIRST PRIZE!

The highest extra first prize! The most honorable recommendation by the Judges has been awarded to C. W. WILLIAMS' MANUFACTURING CO. OF MONTREAL ON THEIR SINGER'S FAMILY SEWING MACHINES...

COUGH NO MORE!

MUSSON'S SYRUP. USE MUSSON'S SYRUP. OF THE OLDEST AND MOST RELIABLE REMEDIES IN THE WORLD, FOR COUGHS, COLDS, BRONCHITIS, HOARSENESS, WHOOPING-COUGH, CROUP, AND ALL DISEASES OF THE THROAT...

BUFFALO ROBES.

Just Received, 500 No. 1 BUFFALO ROBES, Renfrew & Marcou. COUGH NO MORE! USE MUSSON'S SYRUP.

CINGALESE HAIR RENEWER.

For Restoring Grey Hair to its Natural Color and Beauty. EXCELLS ALL OTHERS, AND DOES NOT SOIL THE SKIN.

IN THE OFFICE GAZETTE.

His Excellency the Lieutenant-Governor has been pleased to appoint Mr. Narcisse A. A. A. Municipal Councillor for the parish of St. Maurice de la Riviere St. Charles...

DEATH OF A FRENCH CORPSE.

Mr. Lanham had an inquest at the Westminster Union Workhouse, Poland-street, on the body of the Comtesse Anna de la Croix de Pres, aged 55, who died on the 25th inst. under peculiar circumstances...

THE SIX NATIONS INDIANS.

The Six Nations Indians.—The Six Nations of the Grand River held their fifth Annual Convention at Tuscarora on Thursday and Friday, the 10th and 11th inst. The weather was extremely unpleasant on the first day...

CHOICE VILLA LOTS FOR SALE.

OPPOSITE FINLAY ASYLUM, ST. JOY ROAD. J. BURROUGHS, Court House, October 8, 1872.

NOTICE.

THE UNDERSIGNED DIRECTORS OF THE Bank of Montreal, hereby call a Special General Meeting of the Shareholders, to be held at the Banking House, in the City of Montreal, at 10 o'clock P.M., on WEDNESDAY, the TWENTY-SEVENTH day of NOVEMBER next...

NOTICE.

JOSEPH GILLOTT'S STEEL PENS. Sold by Dealers throughout the World. January 5, 1872.

NOTICE.

TO HERBY GIVEN, THAT APPLICATION will be made to the Quebec Legislature at its next Session, for a Charter to construct a Railway from the City of Montreal to the City of St. John's, in the Province of New Brunswick...

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NOTICE.

THE DETAILS of the composition of the French fleet have just been published, and it consists of 124 vessels, fully equipped, 7 of which are iron-plated, and 62 ships of the reserve. The marines comprise a force of 28,441 men. The amount allotted for new vessels during the year 1872-73 is 22,000,000 francs.

NEW ADVERTISEMENTS.

New Books—Middleton & Dawson. Blank Books—do. Sugar Raisins for sale—Gibb, Laird & Co. Sugar, do. Herings for sale—Nicol & Dean. The best investment of the day for a small Outlay. Charitable Society—Josephine H. Hart. Harbour Office—J. Maxham & Co. Sale under Merchant Shipping Act—do.

New Dry Goods.

WE REG MOST RESPECTFULLY to announce to our friends and to the public in general, that we have received this week from Paris and London, upwards of 75 CASES OF DRY GOODS. Our Stock is composed of the finest and most fashionable Goods that France and Britain can produce. FINEST FABRICS, which are second to none in this country, viz.—Dress-making, Millinery, and Tailoring Departments, and Tailoring Department. LEROY & RINFRAY, 21, Fargate Street, Upper Town.

TUESDAY, OCTOBER 29, 1872.

SIR FRANCIS HINCKES.

As we anticipated last week, Sir Francis Hinckes has retired from the Cabinet. The Montreal Herald of yesterday says:—Our Ottawa correspondent states that Sir Francis Hinckes has retired from the Cabinet. His retirement from office does not, of course, involve his withdrawal from public life. Rumours are afloat of the intention of Sir Francis to undertake the superintendence of one of our leading banking institutions.

THE ST. LAWRENCE, NEW YORK AND HAVANA STEAMSHIP COMPANY.

L I M I T E D . On reference to our Ottawa intelligence, it will be seen that the well-known enterprising firm of Ross & Co., of this city, with other gentlemen, have given notice of an application to Parliament for the incorporation of a new steamship company with the above title. There can be no doubt entertained on the minds of the business men of Quebec but that this must eventually prove a magnificent undertaking. The trade between Canada and the West Indies, also with South America is well known to be extending daily. A line of steamers such as required for this business will meet with immediate public approval and support.

EXPORT OF CANADIAN AGRICULTURAL IMPLEMENTS TO NEW SOUTH WALES.

Our attention has been called by the Department of Agriculture of the Dominion Government to the question of the export of agricultural implements and machinery, with the view of bringing it before Canadian merchants and manufacturers. An official letter has been written by Mr. Jules Jobert, Secretary of the Agricultural Society of New South Wales, representing "that in that colony there is an urgent demand for improved agricultural implements and labour-saving machinery; but as yet it has neither the facilities nor the requisite skill for manufacturing them. Hiserto imports from this country have been limited to lumber, furniture, and a few other articles; but he expresses the opinion that a well assorted exhibition of what are known as American implements, inventions, and labour-saving machinery, would not only be a great attraction to the colony, but result in procuring an extensive and profitable market for most of the articles exhibited. He is instructed by the society to state that, should any responsible individual or company desire to make a trial of the plan suggested as a business enterprise, they have a spacious building adapted to the purpose, situated in the Prince Albert Park, Sydney, which would be placed at their disposal, together with every other facility at the command of the society." To the trade already carried on with the Australian colonies, there should, it would seem, be no difficulty in adding that of the machinery &c., referred to by Mr. Jobert, and the manufacturers of Canada, were they to set promptly, would secure a new field for their productions, and be enabled to furnish employment to a large number of men, besides increasing their establishments, thereby enabling them to lessen the cost by the greater amount of production.

THE HORSE DISEASE.

The horse epidemic, which first manifested itself in Toronto, and afterwards spread with alarming rapidity East, West and South, is undoubtedly upon us, and the veterinary surgeons of the city have their hands full of business, in attending to the suffering animals. In Quebec the weather has as yet prevented the disease from spreading with such disastrous effects as has characterized its progress in other cities, nor have the symptoms so far observed been of the same virulent nature; but with the first damp, raw days we look for the same state of things as has been experienced elsewhere. In Boston, New York, Buffalo, Detroit, and Chicago, the epidemic is making fearful havoc among horses, street railway companies have had to stop the running of their cars, and traffic is all but suspended. Our readers have already learned of the ravages of the disease in the Dominion, and now that it has fairly got a foothold in our own city, owners of horses must take every precaution possible to guard against infection. The disease is universally held to be a catarrhal fever of an epidemic nature, and veterinary surgeons term it Epizootic Influenza, while the passion for shortening down names has brought forth the more familiar "epizootic," or "epizootic." The premonitory symptoms are dulness, a staring coat, and a watery discharge from the nose; followed by a sore throat, slight swelling of the glands, discharge of brownish yellow mucus from the nostrils, yellowness of the eyes, and an unnatural coldness of the ears and legs. The respiratory organs are the principal parts affected, but the disease being what veterinary surgeons term a blood poison, an animal which has been affected with previous disease in certain organs will be sure to show a derangement of those organs when attacked by epizootic influenza. Complete prostration and a constant cough follow these symptoms. There have been numerous remedies published, but the most reliable authorities seem to concur in the following advice: So soon as a horse appears unwell take him from work immediately, do not attempt to make him work if a cure is desired; cover him up warmly in the stable; having provided a clean, dry bed, sprinkle the stable with carbolic acid, or any preparation containing carbolic acid, or chloride of lime—disinfecting agents go far towards a cure. Hot, soft food easily digestible, such as linseed tea, oatmeal gruel, boiled oats or barley, or any easily digested warm food; when the appetite fails in the second stage, and the fever sets in, the animal may be tempted with boiled carrots, apples, or other horse dainties. Dr. James D. Hopkins, a leading veterinary surgeon of New York, uses belladonna, stimulants and tonics, avoiding any depressing agents, stimulating frequently and administering an electrolytic of belladonna and liquor root. Then he applies a strong counter-irritant to the neck. He finds among stimulating liniments the best, though any stimulating lotion applied to the neck, in conjunction with the electrolytic internally, would be probably just as good. The horse must be kept covered with a heavy blanket, and the stable disinfected. There must be the most careful attention, and horses affected with the disease must not be worked for several weeks after apparent cure. We again impress upon those who own horses the most rigorous attention to their stock, for the disease is one depending for its progress not altogether so much upon infectious contact, but upon subtle atmospheric influences. Forwarded is forwarded, and with careful attention the horses of Quebec may escape the fearful sufferings of their equine brethren in other cities, but as there is much depending upon the continuance of fine weather, it will not do to over-estimate the chance of prevention is worth a pound of cure.

RETIRED DRAPERS.

LONDON, Oct. 28.—The licensing act requiring the drinking saloons in Liverpool to close at 10 o'clock, on Sunday night, and to be closed at 11 o'clock on Monday night, has given rise to considerable excitement among the frequenters of these places. Crowds collected in front of the saloons, and were dispersed by persons, several of whom were under the influence of liquor, in opposition to the act. The gathering gradually increased, and the police officers, who were compelled to interfere and arrest the most prominent. In some of the streets of the city, the people opposed to the act manifested their indignation at its enforcement by lighting colored fires in the streets and looting at the police officers when they appeared. A letter of acknowledgment. He says that he is charged by the President of the United States in the name of the American people to thank His Majesty for the great pains he has taken in and the attention which he has devoted to the cause growing out of the dispute between Great Britain and the United States in regard to the western boundary. The letter closes with the assurance of continued friendship and good will on the part of the American people.

FROM OTTAWA.

OTTAWA, Oct. 27.—The Canada Gazette contains the following account of the late Mathew Henry Cochrane, of the Township of Compton, in the Province of Quebec, Esq., who was Senator for the Wellington Electoral Division in the late Parliament. He was the son of the Hon. John Sewell Sarnon, resigned. The Hon. John Sewell Sarnon, of the Township of St. Charles, in the Province of Quebec, was the father of the late Senator. He was a member of the House of Commons in the late Parliament, and was also a member of the Legislative Council of the Province of Quebec. He was a man of high standing in the community, and was highly respected by his fellow-citizens. He died on the 27th inst., at the age of 70 years. He was buried in the St. Charles Cemetery, on the 29th inst.

THE DALHOUSIE STREET EXTENSION.

More than a year ago a Committee of the City Council reported on the advisability of extending Dalhousie Street, Lower Town, from its present termination in St. James Street, along the river front, parallel to St. Peter Street, to the Napoleon wharf, and thence to the Grand Trunk wharf, through the Champlain Market square. The City Surveyor, Mr. Charles Ballinger, was instructed to survey the ground, and furnish a plan of the required extension to the Council. On the 21st of November last Mr. Ballinger concluded his survey, and made the plan of the work, which now lies in the City Hall. This was the end of the matter, because not a word has ever been spoken in the Council on the Dalhousie Street extension since, though the subject has occupied the attention of the merchants of the Lower Town and the general public for years. The plan submitted by Mr. Ballinger shows two projections of the extension, the one for a straight line of street, cutting through the shops, through the stores of the Messrs. Gibb and the Richelieu Company. The second is made with a slight bend, so as to avoid cutting through these stores, passing over three docks, which will require to be partially filled in and cribbed, along the front of the Finlay Market Hall, through the buildings separating the Finlay Market from South Street, across the Napoleon wharf, and along the front of the Champlain Market to the Grand Trunk wharf. Though we have a partially for straight streets for business thoroughfares, in the present instance we are rather in favor of the second projection, which avoids unnecessarily cutting through much valuable property, saving cost, and affording just as useful a way as the first mentioned one. The Harbor Commissioners offer the portion of their ground required at 50 cents per foot. The length of the extension from St. James Street to the Napoleon wharf, is 800 feet; the width suggested is 40 feet, so that in all 32,000 feet of ground will be required for the street, because it is thought that if the street be carried as far as the Napoleon wharf, it will be enough. The cost, providing that other proprietors will follow the example of the Harbor Commissioners, and ask no more than 50 cents per foot for their land, is estimated at \$30,000, a sum which appears at first blush large, but when the great advantages to accrue from the extension are considered, it is very moderate indeed. The fact is plain, that sooner or later a business street must be found in the Lower Town, which will serve to relieve St. Peter Street from the immense pressure of traffic rendering it absolutely unsafe in the busy months of the summer. There is hardly a thoroughfare on the continent more unsuited for the uses to which it is put, or in which so much important business is done. The growing commerce of the city demands that new channels of traffic must be provided, and the remedy is only to be found in the extension of Dalhousie Street. Again, the extension of the street to the Napoleon wharf, Des Sours street must be widened, and there will be uninterrupted communication with the Upper Town by way of Mountain Street and Hill. The directors of the Union Bank have already made a generous offer to the Corporation, they agree to sell, for the purposes of widening that narrow thoroughfare, property which cost them \$4 per foot for \$3; the whole amount required by the Corporation to secure the land will be \$6,000. The property of the Richelieu Company required to complete the widening will also be ceded at terms advantageous to the Corporation. We hope to see these matters taken up again in the City Council, for they are of vital importance to the trade of the city. By the extension of Des Sours streets, an improved value will be given to all the property of the neighborhood, and the revenue derivable from property now erected in the new streets will be greatly increased. It is not too much to say that the extension of Des Sours streets, and the widening of Dalhousie Street, are of great value to the city, and that the Corporation should be commended for their willingness to do so.

UNITED STATES.

CHICAGO, Oct. 28.—A special dispatch reports the sinking of the steamer "Imperial," on the coast of Mexico, near Mazatlan, and the loss of 200 lives. No particulars have yet been received.

NEW YORK, Oct. 28.—The clearing weather is bringing out stages and horse-cars. The Fourth Avenue line has put on ten of its seventy-two cars this morning.

TWO HORSES DROPPED ON THE PAVEMENT.

WASHINGTON, Oct. 28.—The American and British Claims Commission, to-day, considered applications for an extension of the time for taking testimony. A number of cases were submitted on this matter. The testimony to be taken will be longer than usual, the Commission being desirous of transacting its business without unnecessary delay.

MR. GIBB'S LECTURE.

MR. GIBB'S LECTURE.—Mr. James J. Gibb, lecturer in the Hall of the Mechanics' Institute, on the morning of the 27th inst., delivered a lecture before a large and intelligent audience on the "Career, Character, and Future of the 'People'." The lecturer who was received with the greatest applause, and who was frequently cheered. He began by remarking the coincidence that the name of the lecturer was the same as that of the lecturer who was killed by the explosion of the steamer "Imperial," and that the name of the lecturer was the same as that of the lecturer who was killed by the explosion of the steamer "Imperial."

ICE, HALL INCH THICK.

ICE, HALL INCH THICK.—The ice in the Place d'Armes fountain yesterday morning. The sidewalks were covered with heavy white frost yesterday morning. A series of repairs and improvements have been commenced in the city. The vestibule looks clean in a coat of paint. The Congress jury at the request on the body of the late John F. Kennedy, who died on the 27th inst., returned a verdict of death from disease of the heart. Dr. Hollowell, of the city, who has been dangerously ill for some time, is now recovering. The veterinary surgeons of the city have their hands full of work with the horse epidemic. One of the deaths from epizootic has been reported. An alarm of fire was sounded yesterday afternoon for a burning chimney in Grenville's hotel, Upper Town Market. The fire was extinguished, and no damage was done. The St. Patrick left for Montreal on noon yesterday.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RETIRED DRAPERS.

LONDON, Oct. 28.—The licensing act requiring the drinking saloons in Liverpool to close at 10 o'clock, on Sunday night, and to be closed at 11 o'clock on Monday night, has given rise to considerable excitement among the frequenters of these places. Crowds collected in front of the saloons, and were dispersed by persons, several of whom were under the influence of liquor, in opposition to the act. The gathering gradually increased, and the police officers, who were compelled to interfere and arrest the most prominent. In some of the streets of the city, the people opposed to the act manifested their indignation at its enforcement by lighting colored fires in the streets and looting at the police officers when they appeared. A letter of acknowledgment. He says that he is charged by the President of the United States in the name of the American people to thank His Majesty for the great pains he has taken in and the attention which he has devoted to the cause growing out of the dispute between Great Britain and the United States in regard to the western boundary. The letter closes with the assurance of continued friendship and good will on the part of the American people.

FROM OTTAWA.

OTTAWA, Oct. 27.—The Canada Gazette contains the following account of the late Mathew Henry Cochrane, of the Township of Compton, in the Province of Quebec, Esq., who was Senator for the Wellington Electoral Division in the late Parliament. He was the son of the Hon. John Sewell Sarnon, resigned. The Hon. John Sewell Sarnon, of the Township of St. Charles, in the Province of Quebec, was the father of the late Senator. He was a member of the House of Commons in the late Parliament, and was also a member of the Legislative Council of the Province of Quebec. He was a man of high standing in the community, and was highly respected by his fellow-citizens. He died on the 27th inst., at the age of 70 years. He was buried in the St. Charles Cemetery, on the 29th inst.

THE DALHOUSIE STREET EXTENSION.

More than a year ago a Committee of the City Council reported on the advisability of extending Dalhousie Street, Lower Town, from its present termination in St. James Street, along the river front, parallel to St. Peter Street, to the Napoleon wharf, and thence to the Grand Trunk wharf, through the Champlain Market square. The City Surveyor, Mr. Charles Ballinger, was instructed to survey the ground, and furnish a plan of the required extension to the Council. On the 21st of November last Mr. Ballinger concluded his survey, and made the plan of the work, which now lies in the City Hall. This was the end of the matter, because not a word has ever been spoken in the Council on the Dalhousie Street extension since, though the subject has occupied the attention of the merchants of the Lower Town and the general public for years. The plan submitted by Mr. Ballinger shows two projections of the extension, the one for a straight line of street, cutting through the shops, through the stores of the Messrs. Gibb and the Richelieu Company. The second is made with a slight bend, so as to avoid cutting through these stores, passing over three docks, which will require to be partially filled in and cribbed, along the front of the Finlay Market Hall, through the buildings separating the Finlay Market from South Street, across the Napoleon wharf, and along the front of the Champlain Market to the Grand Trunk wharf. Though we have a partially for straight streets for business thoroughfares, in the present instance we are rather in favor of the second projection, which avoids unnecessarily cutting through much valuable property, saving cost, and affording just as useful a way as the first mentioned one. The Harbor Commissioners offer the portion of their ground required at 50 cents per foot. The length of the extension from St. James Street to the Napoleon wharf, is 800 feet; the width suggested is 40 feet, so that in all 32,000 feet of ground will be required for the street, because it is thought that if the street be carried as far as the Napoleon wharf, it will be enough. The cost, providing that other proprietors will follow the example of the Harbor Commissioners, and ask no more than 50 cents per foot for their land, is estimated at \$30,000, a sum which appears at first blush large, but when the great advantages to accrue from the extension are considered, it is very moderate indeed. The fact is plain, that sooner or later a business street must be found in the Lower Town, which will serve to relieve St. Peter Street from the immense pressure of traffic rendering it absolutely unsafe in the busy months of the summer. There is hardly a thoroughfare on the continent more unsuited for the uses to which it is put, or in which so much important business is done. The growing commerce of the city demands that new channels of traffic must be provided, and the remedy is only to be found in the extension of Dalhousie Street. Again, the extension of the street to the Napoleon wharf, Des Sours street must be widened, and there will be uninterrupted communication with the Upper Town by way of Mountain Street and Hill. The directors of the Union Bank have already made a generous offer to the Corporation, they agree to sell, for the purposes of widening that narrow thoroughfare, property which cost them \$4 per foot for \$3; the whole amount required by the Corporation to secure the land will be \$6,000. The property of the Richelieu Company required to complete the widening will also be ceded at terms advantageous to the Corporation. We hope to see these matters taken up again in the City Council, for they are of vital importance to the trade of the city. By the extension of Des Sours streets, an improved value will be given to all the property of the neighborhood, and the revenue derivable from property now erected in the new streets will be greatly increased. It is not too much to say that the extension of Des Sours streets, and the widening of Dalhousie Street, are of great value to the city, and that the Corporation should be commended for their willingness to do so.

UNITED STATES.

CHICAGO, Oct. 28.—A special dispatch reports the sinking of the steamer "Imperial," on the coast of Mexico, near Mazatlan, and the loss of 200 lives. No particulars have yet been received.

NEW YORK, Oct. 28.—The clearing weather is bringing out stages and horse-cars. The Fourth Avenue line has put on ten of its seventy-two cars this morning.

TWO HORSES DROPPED ON THE PAVEMENT.

WASHINGTON, Oct. 28.—The American and British Claims Commission, to-day, considered applications for an extension of the time for taking testimony. A number of cases were submitted on this matter. The testimony to be taken will be longer than usual, the Commission being desirous of transacting its business without unnecessary delay.

MR. GIBB'S LECTURE.

MR. GIBB'S LECTURE.—Mr. James J. Gibb, lecturer in the Hall of the Mechanics' Institute, on the morning of the 27th inst., delivered a lecture before a large and intelligent audience on the "Career, Character, and Future of the 'People'." The lecturer who was received with the greatest applause, and who was frequently cheered. He began by remarking the coincidence that the name of the lecturer was the same as that of the lecturer who was killed by the explosion of the steamer "Imperial," and that the name of the lecturer was the same as that of the lecturer who was killed by the explosion of the steamer "Imperial."

ICE, HALL INCH THICK.

ICE, HALL INCH THICK.—The ice in the Place d'Armes fountain yesterday morning. The sidewalks were covered with heavy white frost yesterday morning. A series of repairs and improvements have been commenced in the city. The vestibule looks clean in a coat of paint. The Congress jury at the request on the body of the late John F. Kennedy, who died on the 27th inst., returned a verdict of death from disease of the heart. Dr. Hollowell, of the city, who has been dangerously ill for some time, is now recovering. The veterinary surgeons of the city have their hands full of work with the horse epidemic. One of the deaths from epizootic has been reported. An alarm of fire was sounded yesterday afternoon for a burning chimney in Grenville's hotel, Upper Town Market. The fire was extinguished, and no damage was done. The St. Patrick left for Montreal on noon yesterday.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days. The Court also found that John Mahon was the weather, but the Court thought he was the whiskey that did it, and John went to the workhouse for 10 days.

RECORDED COURTS.

RECORDED COURTS.—John Mahon, sailor, too frequent a spilling of the main brace, 10 days for each offence. The Court found that he was the weather, but the Court thought he was the whiskey that did it, and



GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE POINT LEVI AS FOLLOWS:

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

MAIL TIME TABLE. QUEBEC POST OFFICE, AUGUST, 1872. DEPT. MAILS. CLOSURE.

ALAN LINE. Under contract with the Government of Canada for the Conveyance of Canadian and United States Mails.

CHALMERS & CO. Sole Patentees & Manufacturers of the Improved Non-Conductor.

BETT'S CAPSULE PATENTS. To prevent infringements, notice is hereby given that the name of every Capsule is marked for the principal merchants in England and France.

OAKEY'S SILVERSMITH'S SOAP. For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, etc.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 29th INSTANT, THE MAIL TRAIN FOR RIVERDULOUP WILL LEAVE POINT LEVI AT 7:45 A.M.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

MAIL TIME TABLE. QUEBEC POST OFFICE, AUGUST, 1872. DEPT. MAILS. CLOSURE.

ALAN LINE. Under contract with the Government of Canada for the Conveyance of Canadian and United States Mails.

CHALMERS & CO. Sole Patentees & Manufacturers of the Improved Non-Conductor.

BETT'S CAPSULE PATENTS. To prevent infringements, notice is hereby given that the name of every Capsule is marked for the principal merchants in England and France.

OAKEY'S SILVERSMITH'S SOAP. For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, etc.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 29th INSTANT, THE MAIL TRAIN FOR RIVERDULOUP WILL LEAVE POINT LEVI AT 7:45 A.M.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

MAIL TIME TABLE. QUEBEC POST OFFICE, AUGUST, 1872. DEPT. MAILS. CLOSURE.

ALAN LINE. Under contract with the Government of Canada for the Conveyance of Canadian and United States Mails.

CHALMERS & CO. Sole Patentees & Manufacturers of the Improved Non-Conductor.

BETT'S CAPSULE PATENTS. To prevent infringements, notice is hereby given that the name of every Capsule is marked for the principal merchants in England and France.

OAKEY'S SILVERSMITH'S SOAP. For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, etc.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 29th INSTANT, THE MAIL TRAIN FOR RIVERDULOUP WILL LEAVE POINT LEVI AT 7:45 A.M.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

MAIL TIME TABLE. QUEBEC POST OFFICE, AUGUST, 1872. DEPT. MAILS. CLOSURE.

ALAN LINE. Under contract with the Government of Canada for the Conveyance of Canadian and United States Mails.

CHALMERS & CO. Sole Patentees & Manufacturers of the Improved Non-Conductor.

BETT'S CAPSULE PATENTS. To prevent infringements, notice is hereby given that the name of every Capsule is marked for the principal merchants in England and France.

OAKEY'S SILVERSMITH'S SOAP. For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, etc.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 29th INSTANT, THE MAIL TRAIN FOR RIVERDULOUP WILL LEAVE POINT LEVI AT 7:45 A.M.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

MAIL TIME TABLE. QUEBEC POST OFFICE, AUGUST, 1872. DEPT. MAILS. CLOSURE.

ALAN LINE. Under contract with the Government of Canada for the Conveyance of Canadian and United States Mails.

CHALMERS & CO. Sole Patentees & Manufacturers of the Improved Non-Conductor.

BETT'S CAPSULE PATENTS. To prevent infringements, notice is hereby given that the name of every Capsule is marked for the principal merchants in England and France.

OAKEY'S SILVERSMITH'S SOAP. For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, etc.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 29th INSTANT, THE MAIL TRAIN FOR RIVERDULOUP WILL LEAVE POINT LEVI AT 7:45 A.M.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

MAIL TIME TABLE. QUEBEC POST OFFICE, AUGUST, 1872. DEPT. MAILS. CLOSURE.

ALAN LINE. Under contract with the Government of Canada for the Conveyance of Canadian and United States Mails.

CHALMERS & CO. Sole Patentees & Manufacturers of the Improved Non-Conductor.

BETT'S CAPSULE PATENTS. To prevent infringements, notice is hereby given that the name of every Capsule is marked for the principal merchants in England and France.

OAKEY'S SILVERSMITH'S SOAP. For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, etc.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 29th INSTANT, THE MAIL TRAIN FOR RIVERDULOUP WILL LEAVE POINT LEVI AT 7:45 A.M.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 24th INSTANT, TRAINS WILL LEAVE MONTRÉAL AS FOLLOWS:

MAIL TIME TABLE. QUEBEC POST OFFICE, AUGUST, 1872. DEPT. MAILS. CLOSURE.

ALAN LINE. Under contract with the Government of Canada for the Conveyance of Canadian and United States Mails.

CHALMERS & CO. Sole Patentees & Manufacturers of the Improved Non-Conductor.

BETT'S CAPSULE PATENTS. To prevent infringements, notice is hereby given that the name of every Capsule is marked for the principal merchants in England and France.

OAKEY'S SILVERSMITH'S SOAP. For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, etc.

GRAND TRUNK RAILWAY. ON AND AFTER MONDAY NEXT, THE 29th INSTANT, THE MAIL TRAIN FOR RIVERDULOUP WILL LEAVE POINT LEVI AT 7:45 A.M.