Montreal Herald

AND DAILY COMMERCIAL GAZETTE.

VOL. LXXI.---NO. 241 MONTREAL, THURSDAY, OCTOBER 9, 1879. Price 3 Cents

Steamship Notices.

ALLAN LINE.

Have Contract with the Government of Canada for the conveyance of the CANADIAN and UNITED STATES MAILS

1879. SUMMER ARRANGEMENTS. 1879.

This Company's Lines are composed of the undernoted First-class, Full-powered Clyde-built, Double-Engine, Iron Steamships:

	Tons.	
Allan	4100	Capt. J. E. Dutton
Polynesian	4100	Capt. R. Brown
Sarmatian	4000	Capt. A. D. Aird
Hibernian	3800	Capt. Jas. Wylie
Circassian	3650	Capt. John Graham
Moravian	3600	Lt. W. H. Smith, R.N.R
Nova Scotian	3300	Capt. W. Richardson
Siberian	3300	Lt. F. Archer, R.N.R.
Canadian	3200	Capt. M. Trocks
Norwegian	2700	Capt. R. S. Watts.
Prussian	2700	Capt. J. G. Stephen.
Scandinavian	3000	Capt. Jos. Ritchie.
Manitoban	3000	Capt. Hugh Wylie.
Caspian	3150	Capt. McDougall.
Cambria	2800	Capt. Neil McLean.
Canadian	2800	Capt. James Scott
Phœnician	2600	Capt. Legallais.
Waldensian	2400	Capt. C. J. Menzies.
Corinthian	2300	Capt. Kerr.
Lucerne	1500	Capt. Cabel.
Acadian	1350	Capt. Mylins
Newfoundland	1350	Capt. Mylins

THE STEAMERS OF THE

Liverpool Mail Line

Sailing from Liverpool every THURSDAY, and from Quebec every SATURDAY, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland), are intended to be despatched

FROM QUEBEC.

Sardinian ..... Saturday, Sept. 20
Moravian ..... Saturday, Sept. 27
Peruvian ..... Saturday, Oct. 4
Sarmatian ..... Saturday, Oct. 11
Polynesian ..... Saturday, Oct. 18
Circassian ..... Saturday, Oct. 25
Sardinian ..... Saturday, Nov. 1

RATES OF OCEAN PASSAGE.

Cabin, according to accommodation, $70, $80
Intermediate $40 00
Steerage $25 00

The steamers of the Glasgow Line will sail from Quebec on or about each Thursday.

Phœnician ..... Sept. 18
Caspian ..... Sept. 25
Corinthian ..... Oct. 1
Manitoban ..... Oct. 8
Lucerne ..... Oct. 15
Waldensian ..... Oct. 22

The steamers of the Halifax Mail Line will leave Halifax for St. John's, Nfld., and Liverpool, as follows:—

Caspian ..... Sept. 30
Hibernian ..... Oct. 14
Nova Scotian ..... Oct. 28

RATES OF PASSAGE BETWEEN HALIFAX AND ST. JOHN'S:

Cabin ..... $20 00 | Steerage $6 00

An experienced Surgeon carried on each Vessel. Berths not secured until paid for.

Through Bills Lading granted to Liverpool, and at Continental Ports, to all points in Canada, and the Western States.

For Freight or other particulars, apply in Quebec to ALLANS, RAE & Co.; in Havre to JOHN M. CURRIE, 21 Quai d'Orleans; in Paris to ALEXANDER HUNTER, 7 Rue Scribe; in Antwerp to ADOLPHE BERNS; in Rotterdam to SUTS & Co.; in Hamburg to C. ZIMMY; in Bordeaux to JAMES MOSS & Co.; in Bremen to HRIEN RUPPEL & SONS; in Belfast to CHARLEY & MALCOLM; in London to MONTGOMERIE & WORKMAN, 17 Gracechurch Street; in Glasgow to JAMES & ALEX. ALLAN 70 Great Clyde Street; in Liverpool to ALLAN BROTHERS, James Street; in Chicago to ALLAN & Co., 72 La Salle Street.

H. & A. ALLAN,
Corner of Youville and Common Streets
August 11 14

NEW ROUTE.

IMPORTANT TO IMPORTERS AND SHIPPERS.

THE

Great Western Steamship Line

Montreal to Bristol.

(AVONMOUTH DOCKS.)

Running in connection with the Grand Trunk Railway Company of Canada, composed of the following New and First-class Steamers:—

GOVINO ..... 2,032 Tons Register.
RIVERSDALE ..... 2,069 " "
NEBO ..... 1,968 " "

The Steamship GOVINO is intended to be despatched for Bristol about the 4th OCTOBER Next.

This Line of Steamers will open to the Canadian Shippers the Midland, Southern and Western Counties of England and Wales, and offer large markets hitherto monopolized by the Americans. The Importer will also find it a more economical and quicker route for London or Liverpool for many kinds of Goods, but especially Iron, Hardware, &c.

These steamers will have special facilities for the carriage of Butter, Cheese, Boxed Meats, and other perishable goods, and the greatest care in handling same, will be taken at both ends of the route. They have also first-class facilities for the carriage of a limited number of Horses, Cattle and Sheep.

Intending Shippers should make immediate application, considerable engagements having already been made.

Good accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.
Or to MARK WHITWILL & SON,
The Grove, Bristol,
October 1 England. 91

ROSS

LONDON LINE OF STEAMERS.

CANADIAN SERVICE

LIKING ..... 2,588 Tons Register
OCEAN KING ..... 2,449 " "
BELKING ..... 2,178 " "

The splendid new first-class full power Screw Steamer OCEAN KING, A 100 (Highest Class at Lloyds), is intended to sail from

MONTREAL FOR LONDON,
ON OR ABOUT
The 23rd September.

Taking Goods at LOWEST THROUGH RATES from all parts of Canada and the Western States of America.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

Will be followed by one of the above first-class Steamers every alternate week from Montreal and Glasgow thereafter during the season.

Splendid accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.
Or WM. ROSS & CO.,
3 East India Ave., London.
September 5 81

DOMINION LINE

OF STEAMSHIPS

Running in connection with the

Grand Trunk Railway of Canada.

	Tons		Tons.
Ontario	3,200	Quebec	2,650
Mississippi	3,250	Borossia	2,150
Teutonia	2,700	Brooklyn	3,500
St. Louis	3,000	Building—	
Dominion	3,200	Montreal	3,200
Texas	2,350	Toronto	3,200

DATE OF SAILING.

Steamers will sail as follows:—

FROM QUEBEC.

DOMINION ..... 4th Oct.
BROOKLYN ..... 9th Oct.
MISSISSIPPI ..... 25th Oct.
QUEBEC ..... 1st Nov.
TEXAS ..... 8th Nov.
DOMINION ..... 15th Nov.
BROOKLYN ..... 22nd Nov.

CABIN.—Quebec to Liverpool, $50; Return, $90.

No Steerage taken.

Through Tickets can be had at all the principal Grand Trunk Railway Ticket Offices in Canada, and Through Bills of Lading are granted to and from all parts of Canada.

For Freight or Passage, apply, in London, to Bowring, Jamieson & Co., 17 East India Avenue; in Liverpool, to Flinn, Main & Montgomery, 24 James Street; in Quebec, to W. M. Macpherson; at all Grand Trunk Railway Offices; or to

DAVID TORRANCE & CO.,
Exchange Court.
August 23 89

1879. LONDON, 1879.

Quebec and Montreal.

TEMPERLEY LINE.

Composed of the following First-class Steamships:—

SCOTLAND ..... 2,645 Tons.
MARK LANE ..... 2,695 "
SOUTH TYNE ..... 1,519 "
THAMES ..... 1,687 "

The Steamers of this Line are intended to be despatched from

QUEBEC for LONDON

AS FOLLOWS:

Scotland ..... Saturday, 27th Sept.
Thames ..... Tuesday, 21st October

Passage Certificates issued to persons desirous of bringing out their friends.

Through Bills of Lading issued on the Continent and in London, for all parts of Canada and the Western States.

For Freight or Passage, apply to TEMPERLEYS, CARTER & DARKE, 21 Billiter street, London, E.C., ROSS & CO., Quebec.

DAVID SHAW,
Montreal.
September 15 95

INMAN LINE

ROYAL MAIL STEAMERS

TO QUEENSTOWN AND LIVERPOOL

FROM PIER 20 N. R. NEW YORK.

ABYSSINIA ..... Wednesday, Oct. 1
ETHIRIA ..... Wednesday, Oct. 8
GALLIA ..... Wednesday, Oct. 15
ALGERIA ..... Wednesday, Oct. 22
SCYTHIA ..... Wednesday, Oct. 29
ETHIRIA ..... Wednesday, Nov. 5
GALLIA ..... Wednesday, Nov. 12
ALGERIA ..... Wednesday, Nov. 19
SCYTHIA ..... Wednesday, Nov. 26
No Steerage. ..... Wednesday, Dec. 3

and every following Wednesday from New York.

RATES OF PASSAGE.—$80 and $100 gold according to accommodations.

Tickets to Paris, $15, gold, additional.

Return tickets on favorable terms.

Steerage at very low rates. Steerage tickets from Liverpool and Queenstown and all other parts of Europe at lowest rates.

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

For Freight and Passage apply at the Company's Office No. 4 Bowling Green

CHAS. G. FRANCKLYN, Agent,
Or to
THOS. WILSON,
55 S. Francois Xavier Street
September 3 18

CUNARD LINE.

NOTICE.—With the view of diminishing the chances of collision, the Steamers of this Line take a specified course for all seasons:

On the Outward Passage from Queenstown to New York or Boston, crossing Meridian of 50 at 43 Lat., or nothing to the North of it.

On the Homeward Passage, crossing the Meridian of 50 at 42 Lat., or nothing to the South of it.

The Cunard Steamship Company (Limited), between NEW YORK and LIVERPOOL, calling at CORK HARBOR.

FROM NEW YORK TO LIVERPOOL VIA CORK HARBOR.

ABYSSINIA ..... Saturday, Sept. 20, 8 30 a.m.
ETHIRIA ..... City of Chester ..... Thurs., Sept. 25, 1.30 p.m.
GALLIA ..... City of Brussels ..... Thurs., Oct. 2, 6 00 a.m.
ALGERIA ..... City of Berlin ..... Sat., Oct. 11, 2.00 p.m.
SCYTHIA ..... City of Montreal, Thurs., Oct. 16, 5.30 a.m.
ETHIRIA ..... City of Richmond ..... Sat., Oct. 25, 2.00 p.m.
GALLIA ..... City of Chester ..... Sat., Nov. 1, 6.30 a.m.

SALOON PASSAGE—$80 and $100 Gold.

ROUND TRIP—$135 and $160 Gold.

Tickets to London, $7; and to Paris, $15 and $20 additional, according to route selected.

STEERAGE (including Railroad Fare between Montreal and New York) $26.50.

For Freight or Passage, apply at the Company's Offices, 31 and 33 Broadway, New York.

JOHN G. DALE, Agent.

In Montreal, to COX & GREEN,
13 and 15 Hospital street.

Where plans can be seen and Berths secured.

Or to Charles C. McFall, Ticket Agent 143 S. James street.
August 18 145

Steamship Notices.

WHITE STAR LINE.

Calling at Cork Harbour, Ireland,

CARRYING BRITISH AND AMERICAN MAILS.

PROVIDED WITH EVERY MODERN IMPROVEMENT.

Sailing between NEW YORK and LIVERPOOL, via Queenstown, are appointed to leave as follows:—

BRITANNIC ..... Saturday, Aug. 30, at 4.00 p.m.
ADRIATIC ..... Thursday, Sept. 4, at 7.00 a.m.
GERMANIC ..... Saturday, Sept. 13, at 3.00 p.m.
REPUBLIC ..... Thursday, Sept. 18, at 6.30 a.m.
CELTIC ..... Saturday, Sept. 27, at 3.00 p.m.
BRITANNIC ..... Saturday, Oct. 4, at 7.30 a.m.
ADRIATIC ..... Thursday, Oct. 9, at 11.30 a.m.
GERMANIC ..... Saturday, Oct. 18, at 7.00 a.m.
BALTIC ..... Thursday, Oct. 23, at Noon.
CELTIC ..... Thursday, Oct. 30, at 3.00 p.m.
BRITANNIC ..... Saturday, Nov. 8, at Noon.
ADRIATIC ..... Thursday, Nov. 13, at 2.30 p.m.
GERMANIC ..... Saturday, Nov. 22, at Noon.
BALTIC ..... Thursday, Nov. 27, at 2.30 p.m.
CELTIC ..... Saturday, Dec. 6, at 11.30 a.m.
BRITANNIC ..... Saturday, Dec. 13, at 5.00 a.m.
ADRIATIC ..... Thursday, Dec. 18, at 9.00 a.m.
GERMANIC ..... Saturday, Dec. 27, at 2.00 p.m.

SALOON PASSAGE.

New York to Liverpool and Queenstown $80 and $100 gold. Return Tickets, $145 and $175 gold. Tickets to London, $7, and to Paris, $20, gold, additional. Children between one and twelve years, half-price. Infants free. Servants, $50.

These Steamers do not carry Cattle, Sheep or Pigs.

STEERAGE PASSAGE.

Montreal to Liverpool, London, Londonderry, Queenstown, Glasgow, Belfast, Bristol or Cardiff, $26.50. Prepaid $28.50.

Passengers taking the "White Star Steamers," as a rule, arrive in London in 9½ days from New York.

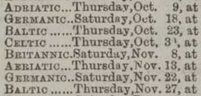
Passengers booked, via Liverpool, to all parts of Europe at moderate rates.

For further information and passage, apply to R. J. CORTIS, Agent, 37 Broadway, New York. Or to

B. J. COGHLIN,
Sole Agent,
26 St. Sulpice street, Montreal.
July 12 155

DONALDSON'S

GLYDE LINE OF STEAMERS.



CANADIAN SERVICE

COLINA ..... 2,000 Tons Register
EIRENE ..... 2,000 " "
CYBELE ..... 2,000 " "

The splendid new first-class full power Screw Steamer CYBELE, A 100 (Highest class at Lloyds), is intended to sail from

MONTREAL FOR GLASGOW,
ON, OR ABOUT
The 7th October,

Taking Goods at LOWEST THROUGH RATES from all parts of Canada and the Western States of America.

Special facilities for Butter, Cheese, Boxed Meats, &c., and also for a limited number of HORSES, CATTLE and SHEEP, for which immediate application must be made.

Will be followed by one of the above first-class Steamers every alternate week from Montreal and Glasgow thereafter during the season.

Splendid accommodation for a limited number of Cabin Passengers.

For Rates of Freight and Passage, apply to

ROBERT REFORD & CO.,
23 and 25 St. Sacrament St., Montreal.
Or DONALDSON BRO.,
67 Great Clyde St., Glasgow.
October 1 81

Steamship Notices.

BEAVER LINE.

CANADA SHIPPING COMPANY

Running in connection with the

GRAND TRUNK RAILWAY OF CANADA

SUMMER ARRANGEMENTS.

Steamers Sailing for Liverpool as follows, from Montreal:—

LAKE CHAMPLAIN ..... 1st Oct.
LAKE WINNIPEG ..... 7th Oct.
LAKE NEPIGON ..... 23rd Oct.
LAKE CHAMPLAIN ..... 6th Nov.
LAKE WINNIPEG ..... 13th Nov.

This Company's Line of Iron Clipper Sailing Vessels, trading between Montreal, Liverpool and Glasgow, will be despatched at intervals during the Season.

Rates of Passage, by steamer or sailing vessel, $50. Return Tickets, $90.

Through Bills of Lading are issued to and from all parts of Canada.

For Freight or other particulars, apply in Liverpool, to H. J. SELKIRK, Canada Shipping Company, 21 Water street; in Glasgow, to P. RINTOUL, SON & Co.; in London, to R. MONTGOMERIE & Co., 82 Mark Lane, E.C.; at all the Offices of the Grand Trunk Railway, or to

THOMPSON, MURRAY & CO.,
1 CUSTOM HOUSE SQUARE,
Montreal
August 12 20N 191

Bermuda, West Indies & Porto Rico

QUEBEC AND GULF PORTS STEAMSHIP CO'Y

For ANTIGUA, GUADALOUPE, DOMINICA, MARTINIQUE, ST. LUCIA, BARBADOS and TRINIDAD, steamship FLAMBOROUGH, October 11.

For BERMUDA, steamship CANIMA, Oct. 9.

For ST. JOHN'S, ARECIBO, AGUADILLA, MAYAGUEZ and PONCE, PORTO RICO, and ST. THOMAS, steamship BERMUDA Oct. 8.

Passage Rates greatly reduced.

For freight, passage and insurance, apply to

A. R. CUTTERBRIDGE & CO.,
29 Broadway, New York.
LEVE & ALDEN,
202 St. Francois Street, Montreal.

Steamboat Notices.

Richelieu and Ontario Nav. Co'y

THE STEAMERS OF THIS COMPANY BETWEEN

Montreal and Quebec,

Run Regularly as under:

The QUEBEC on Mondays, Wednesdays and Fridays, and the MONTREAL on Tuesdays, Thursdays and Saturdays, at SEVEN o'clock p.m., from Montreal.

Steamers from Montreal to Hamilton, connecting at Toronto with the steamers for Niagara Falls and Buffalo, and with railways for all points West, will leave for the present as follows: the CORSICAN Mondays, ALGERIAN Wednesdays, and SPARTAN on Fridays, from the Canal Basin at 9 a.m., and Lachine on arrival of the Train leaving Bonaventure Station at noon, and Cotean Landing on arrival of Tram leaving Montreal at 5 P.M.

Steamer BOHEMIAN, Capt. J. Rankin, for Cornwall, every Tuesday and Friday, at 12 Noon, from Canal Basin, and Lachine on arrival of the 3 o'clock train.

Steamer TROIS RIVIERES, Captain J. Duval, leaves for Three Rivers every Tuesday and Friday, at 2 p.m., connecting at Sorel with steamer SOREL, for St. Francois and Yamaska.

Steamer BERTHIER, Capt. L. H. Rey, leaves for Berthier every MONDAY, at 3 p.m., TUESDAY, at 2 p.m., and THURSDAYS and SATURDAYS, at 3 p.m., connecting at Lanoraie with railway for Joliette.

Steamer CHAMBLY, Captain Frs. Lamoureaux, leaves for Chambly every Tuesday and Friday, at 2 p.m., connecting every Friday at Lanoraie with the cars for Joliette.

Steamer TERREBONNE, Capt. E. Laforce, leaves daily (Sundays excepted), for Boucherville, Varennes, Bout de L'Ile and L'Assomption at 3 p.m.

TICKET OFFICES, where State Rooms can be secured, from R. A. Dickson, 133 St. James street, and at the Ticket Office, Richelieu Pier, foot Jacques Cartier Square, and at the Freight Office, Canal Basin.

J. B. LAMERE, ALEX. MILLOY,
Gen'l Manager. Traffic Manager

GENERAL OFFICES—228 St. Paul Street
Montreal, September 25th, 1879 107

OTTAWA RIVER NAV. CO'Y.

MAIL STEAMERS BETWEEN

MONTREAL AND OTTAWA

Passengers leave by the 7.15 A.M. Train for Lachine to connect with steamer.

First-class Fare ..... $2.50 from Montreal.
Do Return ..... 4.00 do
Second-class ..... 1.50 do
Do Return ..... 2.50 do

FOR DAY TRIP through LAKE OF TWO MOUNTAINS to Carillon, returning OVER RAPIDS in evening, take 7 15 A.M. Train for Lachine, to connect with steamer. Fare for round trip, $1.25.

For Excursion OVER RAPIDS, steamer leave Lachine on arrival of 5 P.M. Train from Montreal. Fare for round trip, 90c.

EXCURSION TICKETS for the CELEBRATED CALEDONIA SPRINGS, at Reduced Rates.

Tickets at Principal Hotels and Grand Trunk Railway Office.

COMPANY'S OFFICE:

13 Bonaventure Street.

Freight forwarded daily at Low Rates, from Freight Office, 87 Common street, Canal Basin.

R. W. SHEPHERD,
President.
May 23 122

1879. 1879!

STEAM SERVICE

BETWEEN

LONGUEUIL AND MONTREAL,

FROM 5 o'clock A.M. to 8.30 P.M.

Until Further Notice, the Service between LONGUEUIL and MONTREAL, will be made, as near as possible, as follows:—

FROM LONGUEUIL TO THE FOOT OF THE CURRENT, (EVERY WEEK DAY).

From Longueuil—At 5, 6, 7, 8, 8.30, 9, 10 and 11 o'clock A.M., Noon, 1, 2, 3, 4, 5, 5.30, 6, 7, 8 o'clock P.M.

From the Foot of the Current—At 5.30, 6.30, 7.30, 8.15, 8.45, 9.30, 10.30 and 11.30 o'clock A.M., 12.30, 1.30, 2.30, 3.30, 4.30, 5.15, 5.45, 6.30, 7.30, and 8.30 o'clock P.M.

ON SUNDAYS.

From Longueuil—At 8.30 o'clock A.M., 1, 2, 3, 4, 5, 6, 7, o'clock P.M.

From the Foot of the Current—At 9 o'clock A.M., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30 o'clock P.M.

September 22 128

REMOVAL

Having removed his place of business to those desirable premises,

No. 1 Beaver Hall Square,

the subscriber respectfully calls attention to his Large Stock of

Steinway, Chickering, Decker Bros., Gabler, and Emerson Pianos,

And his varied assortment of the world-renowned

MASON & HAMLIN

CABINET ORGANS.

All the above instruments are now offered at reduced prices and on most favourable terms.

Pianos for Hire as usual at all prices.

TUNINGS, REMOVALS, REPAIRS, &c., carefully done by experienced workmen, and all orders for same per post will receive immediate attention.

JOSEPH GOULD.
June 2nd, 1879. 122

TRADE AND COMMERCE.

MAIL STEAMERS SAILED.

Circassian, Oct. 2, for Quebec, 7 days out.
Algeria, Oct. 4, for New York, 5 days out

Montreal, October 8.

—Our Quebec despatch states that the SS. "Eirene" is ashore at Red Bay, Straits of Belle Isle.

—Advices from Hamilton, Ont., say that $1.20 was offered for Fall wheat on the market there to-day; Spring, 55c.

—The ss. "Nova Scotian" arrived at St. Johns, Nfld., at 11.30 a.m., and continued her voyage to Halifax at midnight.

—The Customs receipts at Three Rivers in September amounted to $470.11 against $324.45 in September, 1878. The Inland Revenue for September, 1879, was $365.63 against $832.23 in September, 1878.

—The imports at Boston for the week ending Oct. 3 were valued at $1,479,519, against $459,811 for the corresponding week last year. The value of imports for the year to same date were $33,822.227 against $28,821,642 for the corresponding period last year, showing an increase the present year of $5,000,585.

—The Customs receipts at Quebec in September last year were $57,269.69, and for the same month this year, $65,914.54. The Inland Revenue in September last year was $30,842, and for the same month this year $29,404. The receipts of Inland Revenue for the three months ending 30th September are $10,000 less this year than last.

FINANCIAL.

Sterling Exchange is quiet and rates unchanged at 8½ for 60-day bills between banks, and 8¾ over the counter; the New York nominal quotations are steady at $4.82 for 60-day bills and $4.84 for demand, with actual business ⅞ @ 1 below these figures. Currency drafts on New York are firm at ⅛ prem. There is not much demand for money, and the market remains quiet; good lines of mercantile paper are discounted at 7 @ 7½ per cent, and loans on call and short date are made at about 6 per cent on approved collaterals. On the Stock Exchange Montreal Telegraph again occupied most attention, some 1,500 shares changing hands at irregular, though higher prices than on the previous day; opening at 82½ there were sales up to 83¼, and from that back again to 82¼; Richelieu and Ontario Navigation Co. is stronger, a round lot of 100 shares changing hands at 37; City Passenger Railway was also a shade better at 80½, and City Gas steady, but without sales at 118½ @ 119. Bank stocks were quiet and generally firmer except Bank of Montreal which sold early in the day at 131½, closing with sellers at 132, but no buyers over 130; for Ontario 57 is bid and 59½ asked; Peoples is inactive at 47 @ 50, and Molsons at 63 @ 65; for Toronto 112 is bid but without leading to business; Jacques Cartier is firmer with sales at 59; Merchants was strong, advancing ¾, last sales being at 82½; Commerce is wanted at 112, holders ask 113½, while 98¾ is offered for Federal and 25 for Exchange; Corporation 6 per cent. bonds were placed at 105½, which is an advance of ½ from the last transaction. The sales were as follows:—

MORNING BOARD.

Bank of Montreal	10, 2, 5 13 @ 131½	
Jacques Cartier	25, 13 @ 59	
Merchants	5, 16, 9, 50, 15, 4 @ 82	
Montreal Telegraph	25, 100, 25, @ 82¾	
	100 @ 82¼	
	50 @ 82	
	50, 25, 25 @ 82½	
	25 @ 83¼	
	25, 25 @ 83	
	100, 50, 50, 150 @ 83¼	
Corporation 6 p.c. Bonds	$2,000 @ 105½	

AFTERNOON BOARD.

Merchants	25 @ 82	
	12, 3, 8, 10 @ 82½	
	10, 15 @ 82¾	
Montreal Telegraph	25, 75 50, 50,	
	100, 100 50, 50, 50, 50 @ 83	
	25 @ 82¾	
	5 @ 82½	
Rich. and Ont. Nav. Co.	100 @ 37	
City Passenger R. R.	11 @ 80½	

At New York the Stock Market was stronger and most securities closed at a considerable advance on yesterday's prices. The fluctuations were as follows:—

	Cl'g. prev. day.	Op'g.	1.30	Cl'g
West. Union	94½	93¾	...	93¾
Lake Shore	94¾	94½	94⅞	95
Pacific Mail	31½	31½	32	31½
Erie	39	39	39½	38½
Ohio & Miss	22	22	22⅜	22½
Nor-West	84	83⅞	85¾	85⅝
Do. pfd	102	102	102⅞	103
St. Paul	71⅞	71½	72½	72½
Do. pfd	98	...	...	98⅝
Mich. Central	88½	88	88½	88
Jersey Central	62	61½	64⅝	64
N. Y. Central	...	...	...	...
Del. Lack & West	71½	71½	...	73¾
Del. & Hudson	61⅜	62⅜	64¾	...
St. Joseph	29½	29½	30½	29½
Rock Island	...	...	...	...
C. C. & I. C.	13	12½	...	12⅞
Tol. & Wabash	45½	45½	...	46
Union Pacific	87⅞	87⅞	87⅞	87⅞
A. & P. Tel.	...	...	...	35
Gold	...	...	...	...
Exchange	482	482	...	482
Money	7	...	...	4

MONTREAL STOCK LIST.

Montreal, October 8.

STOCKS.	Value of Shares.	Last Half Yearly Dividend.	Sellers. p. cent.	Buyers p. cent.
Bank of Montreal	$200	6 p.c.	132	130
Ontario Bank	40	3 p.c.	58¾	57
Bank of B. N. America	650	2½ p.c.	...	...
Consolidated	$100	3 p.c.	72	...
Eastern Townships	50	4 p.c.	50	47
Molsons' Bank	50	3 p.c.	65	63
Bank of Toronto	100	2¾ p.c.	...	112
Bank Jac. Cartier	25	3 p.c.	60	59
Merchants' Bank	100	3 p.c.	82½	82¼
Bank of Hamilton	100	3 p.c.	...	...
Maritime Bank	100	3 p.c.	...	...
Exchange Bank	100	3 p.c.	...	25
Ville Marie	100	3 p.c.	...	...
Jacques Cartier	100	...	...	...
Federal Bank	100	3½ p.c.	...	98¾
Imperial	100	4 p.c.	...	...
MISCELLANEOUS.				
Intercolonial Coal Co.	100	...	...	...
Huron Copper Bay Co.	4	...	...	...
Montreal Telegraph Co.	40	4 p.c.	83	82¾
Dominion Telegraph Co.	50	2 p.c.	...	...
Rich. & Ont. Nav. Co.	100	2 p.c.	38	37
City Passenger R.R.	50	...	80¾	80
City Gas Co.	40	5 p.c.	119	118¾
Merchants' Exchange	100	½ p.c.	...	...
Che. Free't O'Ult Bridge	...	4 p.c.	...	...
Quebec Fire Assurance	100	5 p.c.	...	...
Montreal Invest. Ass'n.	...	...	...	...
Cotton Manufactur'g Co.	100	...	...	...
Cornwall Mfg. Co.	...	...	...	...
Mont. Warehousing Co.	...	...	...	...
North Am. Car Co.	100	5 p.c.	...	...
Mon. Loan & Mortg Co. N	50	4 p.c.	...	...
Montreal Build'g Ass'n.	50	3 p.c.	...	...
Sealing and Fishing	...	...	...	...
Academy of Music	100	...	...	...
Royal Canadian Ins. Co.	100	...	...	...
Can. Landed Credit Co.	100	4 p.c.	...	...
Globe Printing Co.	500	...	...	...
Dominion Stock 6 p.c.	...	...	...	...
Dominion Stock 5 p.c.	...	...	...	...
Dominion Bonds	...	...	...	...
Dom. Tel. 6 p.c. stg Bds	...	...	...	...
Gov. Deb. 6 p.c. stg	...	...	...	...
Gov. Deb. 6 p.c. cy	...	...	...	...
Gov. Deb. 5 p.c. stg	...	...	...	...
Gov. Deb. 5 p.c. cy	...	...	...	...
Mtl. Harbor 6½ p.c. Bds	...	...	...	...
Mtl. Harbor 6 p.c. Bds	...	...	...	...
G.T.R. 1 p.c. Stg. Bonds	...	...	...	...
C.A.St.L. R. 6 p.c. Bonds	...	...	...	...
do 5 p.c. cy. do	...	...	...	...
Montreal 6 p.c. Bonds	...	...	...	...
Montreal W. W. Bonds	...	...	...	...
Montreal 7 p.c. Stock	...	...	...	...
Montreal 6 p.c. Stock	...	...	...	...
EXCHANGE.				
Bank, 60 days	...	...	...	...
N. Y. Gold Drafts	...	...	...	...
Sterling Ex. in N. Y.	...	...	...	...

MACDOUGALL & DAVIDSON, Stock Brokers.

TRADE SALE OF TEAS, WINES, &c., &c.

We call attention to the extensive trade sale of Teas, Wines, Brandies, Cigars, &c., announced by Messrs. John Osborn Son & Co., on Wednesday, October 15. The advertisement in another column contains a list of the lots to be offered.

HUDSON'S BAY CO.'S SALE.

The Hudson's Bay Co. offered for sale to-day, Mr. John J. Arnton, auctioneer, some 8,000 Buffalo robes. There was a fair attendance, including buyers from Western Canada, and Messrs. Boscovitz and S. Sheather, of New York. The prices obtained were 75c @ $1 above those of the two last previous sales; No. 2 calf brought $2.75; No. 1 ditto, $3.37½ @ $3.75; No. 2 summer, $4; No. 1 ditto, $4.62½ @ $4.87½; ditto imperfect, $3.87½; No. 3 prime, whole, $4.50 @ $5.50; No. 2 prime, imperfect, $4.75 @ $5; No. 2 prime, sewed, $5.50; No 2 prime, whole, $5.37½ @ $6.50; No. 1 imperfect, $6 @ $6.25; No. 1 prime, sewed, $7; No. 1 prime, whole, $7.50 @ $7.62½; No. 1, damaged, $5.37½ @ $5.75; No. 2, damaged, $5; and a small lot mismatched, $3.75. About three-fourths of the lots on the catalogue were disposed of, and the remainder, with some fresh arrivals now on the way, will be offered early in November, when buyers will probably be more alive to the advance which has taken place in the value of these as in other articles of merchandise.

DELIVERIES ON CONTRACTS.

An effort is being made by some of the Directors of the Chicago Board of Trade to strike out a plan for obviating danger from loss which attends the present method of making deliveries on contracts. The details are not yet agreed upon, but it is probable that the reform will include at least this one feature: certificates that the property is ready for delivery will be carried around, instead of the actual warehouse receipts for the same. The property would then be paid for at the time of receiving the warehouse receipts, and not several hours afterwards, or perhaps not till next day. The present method of delivery opens the door to irregularity and fraud so widely that it is a great wonder advantage has not been taken of it time and again.—*Chicago Tribune.*

EXPORT OF WHEAT & FLOUR.

The New York *Produce Exchange Weekly* says:—

During the thirteen weeks just closed, July 1 to Sept. 30, the export clearances of wheat from Atlantic ports, including Montreal, has been 53,992,344 bushels and of flour 1,569,733 barrels including 1,017,576 barrels for Europe. The aggregate in wheat and flour is equal to 61,056,142 bushels.

The export clearances from San Francisco from July 1 to Sept. 16, 1879, have been, in wheat and flour, equal to 5,557,725 bushels, vs. 7,696,105 bushels for the corresponding period in 1878.

The export clearances from Portland, Ore., from July 1 to Sept. 18, 1879, have been, in wheat and flour, equal to 105,669 bushels.

Making a total of 66,719,596 bushels which is at the rate of 266,878,144 bushels per annum. More than three-eights of the probable surplus has been exported in a fourth part of the year.

CORN EXCHANGE REPORT.

Wednesday, October 8.

Wheat in Chicago 1¾c. lower.

BEERBOHM'S ADVICES—Floating cargoes—Wheat and Corn, steadily held. Cargoes on passage and for shipment—Corn, steadily held; Wheat, very flat, downward tendency. Mark Lane Wheat and Corn, steadily held. Liverpool Wheat, spot, not much demand; do. Corn, steady. Corn, 5s 7½d. Canadian Peas, 7s 6d. Imports into United Kingdom during:

	Past week.	Previous week.
Wheat,	290,000	270,000
Corn,	170,000	175,000
Flour,	160,000	140,000
	275,000 qrs.	100,000 qrs.
	145,000 brls	130,000 brls

Liverpool

Montreal Herald.

THURSDAY MORNING, OCT. 9

APPOINTMENTS.

Academy of Music—Performance at 8 p.m.
Victoria Skating Rink—Complimentary Entertainment in honour of the Crew of H.M.S. "Tourmaline," at 8 p.m.

NEWS SUMMARY

GREAT BRITAIN AND IRELAND.

—The SS. "Elysia" has arrived at London.

—The steamer "Faraday" sailed from London for St. Pierre Miquelon to complete laying the new French cable.

FOREIGN.

—*Le Golos* says China is preparing for war with Japan.

—The Russian army is being increased.

—Count Von Bulow is suffering from paralysis of the feet.

—The German army is to be immediately increased.

—The Captain of the Russian transport "Nijni Novgorod" states that the Nihilist prisoners were well treated on the voyage, and arrived at the Island of Saghalien in good health.

THE IMPOSSIBLE COALITION.

Mr. Loranger, according to *La Concorde*, has been making a speech, in the course of which he told the people that the Opposition in the Provincial Parliament had no thought of consenting to a coalition. Mr. Loranger might have been answered in the words of the traditional milkmaid, "Nobody asked you, Sir, she said," but his assertion is another blow to the position which was assumed by the late Solicitor-General. Mr. Chauveau, to take his own statement of the case, resigned to bring about a coalition, and because he regarded himself as in a special sense the representative of the younger members of the Ministerial majority in the House of Assembly. But these gentlemen wrote a letter in which they very strenuously denied that Mr. Chauveau had any authority to speak for them in this matter, and that they in any way shared his views upon the subject, while the members of the Government, and leaders of the party have always declared that they would not enter any Ministry with the leaders of the Opposition. Now comes Mr. Loranger, and bears testimony that the leaders of the Opposition are as unwilling to agree to a coalition as are the Ministers, and whether it be true that their indisposition to a compromise would be proof against the possibility of one or not, there is no doubt that Mr. Loranger has defined the position in which his friends now desire to stand. It seems to us, therefore, that the public will soon have an opportunity of testing Mr. Chauveau's sincerity. If he really sympathized with the Government of which he was so long a member, and quitted it only because he believed that his resignation would bring about a coalition, he must now seeing that any coalition is impossible, have determined to continue his support of the Administration. This is the only course open for him, as an honest man, and the one which we believe he will pursue. If he does not do so—well, the public requires no instruction from us to appreciate the motives of his conduct.

SOME ENGLISH OPINIONS.

The following, from the London correspondent of the *Sheffield Independent*, shows how complete is the consensus of opinion as to Lord Beaconsfield's high authority for apprehending the imminent destruction of "America," by the desertion of the Western States for Manitoba. Every one, of course, perceived that only one intellect was equal to that effort. For the rest we give the extract for what it may seem to be worth as an expression of English opinion, no doubt from a manufacturer's point of view:—

It is, no doubt, Sir John Macdonald, the Prime Minister of the Dominion of Canada, who is the "very highest authority" from whom the Earl of Beaconsfield has derived his startling information touching the future stupendous prosperity of Canada and the corresponding eclipse of the United States. Lord Beaconsfield, we know, has no great affection for the American Republic, and he seems to have been a most eagerly receptive listener to Sir John Macdonald's wonderful stories. These two political adventurers, I dare say, got on very well together, the one having been the champion of Protection and the advocate of the re-enactment of the Corn Laws in this country about a quarter of a century ago; and the other, the man who hoodwinked and misled the people of Canada into the adoption of a Protection policy at the present time. Sir John Macdonald, whose great prescience on Canadian and American affairs has made so deep an impression upon the mind of Her Majesty's principal adviser, was not so very highly estimated in political and social circles generally in London during his recent stay. I heard men of very high political status in the House of Commons—men of character and influence—whose names are names of power; not only here at home, but in political circles in the capitals of Europe, declare that it would not be consistent with the self-respect of statesmen and ex-statesmen in this country to have any further relations than those of formality and civility with the Prime Minister of Canada on his visit to England. The means by which Sir John Macdonald won his way to power and used that power, contrary to the real wishes of the people of the colony, in the overthrow of Canadian Free Trade, are, to say the least of it, not creditable to a statesman; and though he is undoubtedly a very clever man, as the Prime Minister of England is a clever man, he is not one whose views of the present and future fortunes of Canada and the United States respectively would have made any very deep impression upon the mind of such an English statesman as Mr. Gladstone, for example.

The Methodist *Recorder*, the organ of a very important body, has the following notice on a kindred, if it be not the identical, subject:—

Mr. Bright, the veteran apostle of Free Trade, retains his consistent advocacy of it even through years of most trying depression. His last utterances upon the question has been in rebuke of the new Protectionist policy which, by the good-will of the people at the polls, seem to be now prevalent in Canada, and which to many appears as if specially directed against, or at any rate, in its effects bearing most heavily upon, this country. The orator was especially severe upon the incongruity of hostile tariffs and an application for a loan going hand in hand, as if out of the same mouth proceeded blessing and cursing. It has been matter of regret to many in this country, well-wishers of the Dominion. There are some who perhaps look forward to the time when, not by attrition but by growth, and effected, not passionately but amicably, there may come a separation between this country and her North-American colonies; and when a new and vigourous nationality, with British instincts and traditions, may hold its own side by side with the great Republic of the West. To such also this retrogressive policy will be a sore sorrow. To impose heavy duties, in some cases prohibitory, upon the goods of a country to which Canada is bound by so many ties, and upon which it depends for its prestige and largely for its anticipated increase of population, is at once a grave fiscal blunder, and an act which savours of ingratitude. It has been said that the natural affections do not live long in those of high birth. He was a schemer and a tyrant who said it, but there is some reason to apprehend that gratitude, which is but a sentiment, has small chance when selfish fears are aroused, or selfish interests in danger. We trust our good friends in Canada will think better of it, and not suffer their scare to obscure their moral sense, nor barter their birthright of affection for a York shilling.

—The opinion of the people of Victoria, B.C., upon their junior member, Sir John Macdonald, will be very interesting reading if the newspapers of that city fairly reflect it. Sir John sits for Victoria because he was defeated in Kingston, and naturally wanted to sit for somewhere, and the Victorians chose him because they thought that with their member at the head of the Government their views with regard to the Canada Pacific would be certain to be attended to. But Sir John has been compelled to fall back upon the old plan of Mr. Mackenzie, which his supporters so denounced, and the choice of a terminus at Burrard Inlet will give the advantage in trade to the great rival of Victoria, New Westminster. It is sad to think how the heart of the great De Cosmos must be torn with conflicting emotions, as he hesitates between denouncing his colleague for the wrongs that he has inflicted on his constituents, or supporting him in the hope that, though disappointed now, there may be other favours to come.

—It is stated that a Boston dressmaker has lately been employing, as fitter, a Miss Annie, whose performances made her mistress the most popular dress-maker in the city. Miss Annie always took notes of the charms or the deficiency of her customers, explaining that this was necessary to the successful carrying out of her inspirations. But one fatal day, female fashion in Boston was astonished by a series of visits from a good-looking young man, who said he was, and looked as if he were, Miss Annie. He told each of his late clients that his imposture had been discovered, and that he only desired now to repent of his bold, bad deeds in California. To get there, however, he wanted money. Here was a little bill for extras he had himself furnished, and here was the note-book. Let the lady pay the little bill and he would rend the record, and hand her the torn leaves relating to herself. Miss Annie in her trousers is said to have collected a large sum in a short time.

—Happy Quebec! Amid all the din of political strife, the noise of the Captains and the shouting, her people can seek a refuge in the contemplation of the Mosaic Deluge. Upon this vital question a controversy is now raging, and Mr. J. P. Tardivell, whom we should judge by his absolute conviction upon this subject to have been one of the party in the Ark, enlightens the public to the extent of three columns and a half of *Le Canadien*. What a pity, when Noah was selecting the pairs of animals for his floating menagerie, that he did not leave the critics out in the wet?

—The London *Gazette* announces that a Royal Commission has been created to enquire into the condition of Colonial defences, the means provided, etc. The Commissioners are the Earl of Carnarvon, Mr. Childers, M. P., Sir H. Holland, Sir A. Milne, Sir S. Linthorn Simmons, Sir H. Barkly, Mr. T. Brassey, M. P., and Mr. R. G. Crookshank Hamilton.

—As will be seen by our midnight despatches, the advance British column under Major-General Sir F. Roberts has engaged the mutinous Afghans before Cabul, and defeated them with heavy loss. The British carried the Afghan intrenchments at the point of the bayonet. The British loss is comparatively small, considering the positions attacked and carried.

THE TEA TRADE

To the Editor of the MONTREAL HERALD.

SIR,—One of the best things I have lately read appears in the *Gazette* of yesterday. After speaking of the recent advance in tea a conversation is reported between one of "our worthy citizens in the tea trade" and a *Gazette* reporter. The "worthy citizen" is reported to have said, "Bless the Lord for the N. P." This notice of the tea trade winds up with this request, "*Toronto Globe* please copy."

What does this mean? Does the *Gazette* mean that the N. P. has produced the advance in tea? The advance, I should say, began in the countries of production and still continues to increase there, certain grades of Japan tea being quoted fully twice as dear in Yokohama to-day as they were a year ago; or, does he mean that if the N. P. did increase the cost of tea that it is one of those blessings in disguise that we ordinary mortals cannot understand; or, is it that we have, under the benign influence of the N. P. and the protection afforded by it, begun to cultivate the article? If we have, I can well understand the exultation of the *Gazette*; but if we have not, I fail to see how the country is to become rich in paying more for her imports, even if the increase was caused by the N. P.

I am, &c.,
Montreal, October 7, 1879. K.

AMUSEMENTS.

ACADEMY OF MUSIC.

"HUSBAND AND WIFE."

There was a very fair audience present at the above house last evening, and "Our Italian Cousin" was given for the last time. To-night a change of programme takes place, and the patrons of the Academy will have given to them "Jealousy" or Husband and Wife, with the full strength of the Company. The New York press speak of it and the manner in which it is played by the "Majeronis" in highest terms of praise. The New York *Telegram* says:—

"A new play under the title of "Husband and Wife," translanted from the Italian, was produced at the Fifth Avenue Theatre last night before a large audience. The occasion was doubly interesting, as it served to introduce Signora Majeroni, in the capacity of an English-speaking actress, to the American public. Signor Majeroni, whose high talents as an actor has already been commented upon in these columns, also appeared. As a whole the performance was interesting and successful, in some respects remarkable. The new play proved to be interesting and frequently strong; it related the story of a husband and wife, who, married under unfortunate circumstances, find too late that wedlock is not always the road to happiness; the husband becomes jealous of his wife, discovers that she is in love with another, kills his rival, and revenges himself by telling his wife to her face that he despises her and that he will never forgive her, dooming her at the same time to live with him as though no blight had darkened their existence; by one of those strange perversities of nature, the woman then turns about and falls desperately in love with her husband, who is not prevailed upon until she is nearly dead with grief to forgive her and take her to his heart once again. It will be seen, from this brief resume, that there are only two characters in the drama, which is exceedingly painful and subtle, and of a kind that scarcely deserves encouragement. However, the play was of secondary importance; the appearance of Signora Majeroni was the event of the evening. This lady, to sum her talents in a phrase, is a delicate and charming actress. She very naturally suggests Modjeska, whom she equals in emotional range. The methods of both actresses are strikingly identical. It is yet too early to say how near she approaches the art of the Polish lady, but it is safe to predict that her "Camille," a *role* in which she is soon to appear, will be in its way equal to Modjeska's, although Signora Majeroni does not reach such a plane of ideality as her sister artiste."

We hope to see a crowded house.

VICTORIA SKATING RINK.

THE "TOURMALINE" ENTERTAINMENT.

The performance to be given by the crew of H.M.S. "Tourmaline" in the Victoria Rink this evening promises to be a grand success. Very elaborate preparations have been made for the visit of Father Neptune and his Mermaid Wife, while crossing the Line, a full rigged ship having been launched on the floor of the rink for the occasion. The musical part of the programme is in excellent hands, and judging from the reputation the vocalists of the ship have won during their short stay in port, promises real enjoyment. The excellent bands, the 5th Fusiliers, the Victoria Rifles, the 6th Fusiliers and the Prince of Wales Rifles will also take part in the performance during the evening. It is hoped our citizens, and particularly the volunteers, will turn out in force to-night and give a fitting send-off to our visitors.

CRIMES AND ACCIDENTS.

ST. JOHN, N.B., October 8.—A Frenchman named Peter Lukes was gored to death by a bull on the farm of Francis Ferguson, at Somerset Vale, Bathurst, on Monday. His companion, an old man named Greenlow, had a narrow escape from being killed also.

OTTAWA, October 8.—News has been received of the death by drowning of a young man named Hugh Ferguson, at Merrickville, in attempting to board the steamer "Anglin" at that place.

Campbell Grant, a young operator of the Montreal Telegraph Company's office, in this city, was drowned near Long Island locks, Rideau River. He had been camped with his brother in that vicinity spending a short vacation fishing and shooting. About noon yesterday his brother went off shooting leaving him to watch the camp. On his return an hour later young Grant's coat, vest and gun were found lying on the bank, and their canoe had drifted to the other side of the river, but no trace of him could be found. The body has since been found.

ELORA, Ont., October 8.—Willie Kirkman, aged four years, while climbing on a pile of lumber, was struck by a two-inch hemlock plank, which fell upon him across the small of the back, breaking the spine. When found a few minutes after, life was extinct.

GANANOQUE, October 8.—This morning, about ten o'clock, John Turcotte, aged 24, while attending a threshing machine, got caught in the gear of the beater, crushing his right hand and arm. Dr. Fraleigh amputated the arm below the elbow.

WEATHER REPORT.

MONTREAL, October 8.

TEMPERATURE—In the shade by Standard Thermometer observed by Hearn, Harrison & Co., Opticians and Mathematical Instrument Makers, 242 & 244 Notre Dame Street:—

8 A.M.	1 P.M.	6 P.M.
65	73	72°
MAX.	MIN.	MEAN.
77	59°	68°

BY STANDARD BAROMETER.

8 A.M.	1 P.M.	6 P.M.
30.05	30 03	29.96

METEOROLOGICAL OFFICE, *Toronto, October 8, 10.00 a.m.*

Probabilities for the next 24 hours:—Lower Lake Region—Partly cloudy to cloudy weather, with rain. St. Lawrence—Moderate to fresh winds; partly cloudy to cloudy weather, followed by rains to-morrow. Maritime Provinces—Moderate winds; partly cloudy weather.

BIRTHS.

On the 8th instant, the wife of J. Alexander Gordon, of a son.

New Advertisements.

A BOOK-KEEPER.

Thorough and experienced, with best City and Toronto references, is in urgent need of immediate employment. Address B. B., HERALD Office.
October 9 b 241

MONTREAL TELEGRAPH CO.

REDUCTION OF RATES.

NOTICE

is hereby given that

THIS COMPANY

HAS REDUCED

THE

Rate for Messages

BETWEEN

ALL THEIR OFFICES

(1,600 in Number)

TO

20 CENTS FOR TEN WORDS.

N. B.—This reduction applies also to this Company's rates on messages exchanged with other Companies in the United States.

JAMES DAKERS,
Secretary.
October 7 239

$50,000 TO LEND!

PAPINEAU & DURAND, N. P.,
No. 32 St. James Street.
September 30 d 233

NOTICE.

We, the undersigned Merchants of the City of Montreal, herewith agree, that from this date THE TERMS OF CREDIT ON ALL SALES OF PIG IRON SHALL NOT EXCEED FOUR MONTHS, or THREE PER CENT. DISCOUNT FOR CASH WITHIN FIFTEEN DAYS FROM DATE OF BILL OF LADING.

And we further bind ourselves NOT TO DEVIATE FROM THIS RULE.

Montreal, October 6th, 1879.

(Signed,)
A. & C. J. HOPE & CO.,
WINN & HOLLAND,
GILLESPIE, MOFFATT & CO.,
ROBERT REFORD & CO.,
W. & F. P. CURRIE & CO.,
CRATHERN & CAVERHILL,
THOMAS ROBERTSON & CO.,
ROSS BROS. & CO.

October 9 u 241

MONTREAL CITY PASS. RAILWAY CO.

NOTICE.

Subject to the approval of the Shareholders, at the Annual Meeting on the 5th prox., a Dividend of Two Dollars and One-half per Share was this day declared payable on 6th prox. The Transfer Books will be closed from 22nd October to 5th November, both days inclusive.

The Annual General Meeting of the Shareholders will be held at the Company's Office, 17 Place D'Armes Hill, on Wednesday, 5th November next, for the Election of Directors, and generally to transact the business of the Company. The Chair to be taken at Twelve o'clock noon.

By order of the Board.
E. LUSHEE, Secretary.
Montreal, Oct. 8, 1879 9,15,250 5N 241

STORAGE FREE OR IN BOND,

On Reasonable Terms,

In First-class Premises, bounded by Brennan, Common, Duke and Prince streets, for every description of Produce, Provisions or Merchandise.

YARDAGE

For Steel Rails, Pig Iron, &c., &c.

ALSO,

Warm Winter Cellarage for Wines, Cheese, &c., &c.

JAMES WILLIAMSON,
Corner Common and Prince Streets.
October 9 r 241

New Advertisements.

DOMINION TELEGRAPH CO.

REDUCTION IN RATES

OF

TWENTY PER CENT.

NOTICE!

ON AND FROM

MONDAY, 6th OCTOBER,

THE

TWENTY-FIVE CENT RATE

FOR

TEN WORDS

BETWEEN

ALL PLACES

IN THE

Provinces of Ontario

AND

QUEBEC,

ON THE

DOMINION

Telegraph Company's Lines,

WILL BE

REDUCED

TO

TWENTY (20) CENTS.

The same Reduction will be made between all Offices in ONTARIO and QUEBEC, and BUFFALO, DETROIT, OSWEGO and OGDENSBURG.

☞ The REDUCTION above-named will likewise be made on this Company's proportion for all Messages sent VIA THEIR LINES to the UNITED STATES.

By order,

THOS. SWINYARD,
Managing Director.
Toronto, 4th October, 1879 238

Amusements.

ACADEMY OF MUSIC.

The Majeroni Company!

This (Thursday) Evening, Oct. 9,

First time in this city of the great Comedy-Drama, in Four Acts,

JEALOUSY! JEALOUSY!

(HUSBAND AND WIFE.)

In which the Majeroni's have achieved PHENOMENAL TRIUMPH, and which they have performed over 200 times in Australia and the principal cities of the United States, and notably at the FIFTH AVENUE THEATRE, N.Y., where it has enjoyed an uninterrupted run of FIVE WEEKS.

JEALOUSY comprises the full strength of the Company, and will introduce Miss Emma SKERRETT, Miss Irene ACKERMAN and Miss GOODAL.

SATURDAY EVENING—Mr. and Mrs. MAJERONI will appear in their great impersonations of Armand Duval and Marguerite Gautier, in Alexandre Dumas' Drama,

CAMILLE!

(LA DAME AUX CAHELIAS.)

POPULAR PRICES—Seats at DeZouche's.
October 9. 136

GRAND RECEPTION

AND

Complimentary Entertainment

IN HONOUR OF THE CREW OF

H.M.S. "Tourmaline,"

AT THE

VICTORIA SKATING RINK.

ORIGINAL PERFORMANCES BY THE CREW.

(Proceeds to be devoted to the Seamen's and Marines' Orphans' Home, Portsmouth.)

On THURSDAY, October 9th, 1879,

At EIGHT o'clock.

Programme:

Entry of Crew, escorted by Bands and detachments from Volunteer Brigades.
Band Selection.....6th Royal Fusiliers
Song, "Hearts of Oak"...Crew of H.M.S. "Tourmaline."
Visit of Father Neptune and his Mermaid Wife to the "Tourmaline" at Sea, when crossing the line.
Songs, Choruses and Dances, by the Crew.
Shaving, by the Ship's Barber.
Tarring and Feathering the "unfledged" by the "old birds."
Band Selection.....V. V. Rifles.
Song, "The Anchor's Weighed."
Mirth-provoking Farce, entitled
"The Captain is Not a-Miss,"
Crew H.M.S. "Tourmaline."
Band Selection.....6th Fusiliers.
Song, "British Lion."
"God Bless the Prince of Wales,"...Band P. of W. Rifles.

All Volunteers are particularly requested to appear in Uniform.

As this will be the last opportunity (at least for this year) of meeting the Tourmalines, it is to hoped that our citizens will join with our Volunteers in giving them a hearty "send off."

Doors open at 7.30; performance to commence at 8 o'clock.

Tickets 25 cts. For sale at DeZouche's and Prince's.
October 7 239

BANKRUPT STOCK.

The Subscribers have purchased the

Bankrupt Stock

Of Messrs. FISH, SHEPHERD & CO., amounting to over $50,000.

One-half of the purchase consists of NEW GOODS imported this Fall and are still in BOND.

The entire stock will be for sale in a few days, and at such prices as will command a speedy sale.

ALEX. WALKER & CO.,
McGill street.
October 7 m 239

New Advertisements.

MONTREAL TELEGRAPH CO.

REDUCTION IN RATES.

ON AND AFTER THIS DATE,

OCTOBER 6th,

THE RATE

BETWEEN

THIS COMPANY'S OFFICES

IN THE

PROVINCES OF

Ontario,
Quebec,
AND
New Brunswick,
AND THE
STATES OF
Maine,
Vermont,
New York
AND
Michigan,

WILL BE

REDUCED TO

20 CENTS FOR TEN WORDS.

This Company has about 1,600 Offices, and its facilities, in every respect, are unequalled. Several routes and wires to nearly every place, and direct wires in all directions.

JAMES DAKERS,
Secretary.
October 7 m 239

FOR SALE,

SMITHS' COAL!

AND

FOUNDRY COKE.

1,000 Tons Best Double Screened NEWCASTLE NUTS.
100 Tons Best NEWCASTLE GARESFIELD COKE.

HART BROTHERS & CO.,
22 St. John Street.
October 4 237

S. CARSLEY (WHOLESALE),

163 ST. PETER STREET, MONTREAL

—AND—

18 ST. BARTHOLOMEW CLOSE, LONDON, ENG.,

Wholesale Importer of Dry Goods.

In introducing our firm to the retail Dry Goods dealers throughout the Dominion, we beg respectfully to state that our business will be conducted strictly on the English principle. Blackmailing Mercantile Agencies will not be used in any way whatever. We shall have no secrets or inside prices. In filling orders we shall never substitute a different article to what is ordered. The smallest dealer will be served just as well and on the same terms as the largest buyer. No extra profit will be marked on our goods to cover bad debts.

Worth Noting,

We have ample means to do our business without either discounting notes or borrowing money, which is the saving of a profit.

We never buy through commission houses either here or in Europe, which is the saving of a profit.

We have a resident buyer in England, besides sending a buyer over twice a year.

We know of no advantage that any wholesale house in Canada has over us.

We consider that we are in a position to offer goods at lower prices than houses who sell on long credit, and who are consequently subject to so many losses through failures.

We recognize the fact that our success will entirely depend upon our offering sufficient inducements to tempt buyers to pay cash, and this we feel certain that we can do. However, the proof of the pudding will be in the eating, and we are satisfied to abide by this test. The present season is too far advanced to expect to do much more than make ourselves known to the trade and get well prepared for the spring.

Mr. G. Young, late partner of Messrs. T. J. Claxton & Co., has charge of our warehouse, and respectfully invites his old customers to call and compare prices.

S. CARSLEY,
163 ST. PETER STREET.
Adjoining the Molsons Bank.

S. CARSLEY (RETAIL),

39?, 395, 397, 399 Notre Dame Street.

Our new premises, although opened for serving customers, will not be in what we consider proper working order for some weeks yet. At present we feel the ship to be slightly unwieldly, but in a few days expect to have it sufficiently righted to carry the full complinent of canvas and as usual to drive her at full speed.

On Wednesday morning our first show of Milinery will be made.

Value! Value!

Our goods at the present marked prices are, we believe, the cheapest in Canada, but in order to make sure of filling the four stores with customers, we are going to make a general reduction from the present marked prices.

Value! Value!

Value has done it before and will do it again.

Value! Value!

The next few days will be spent in reducing prices in order to give still better value.

Value! Value!

Between now and Christmas we intend putting it beyond a doubt as to where people must buy their Dry Goods if they want the best value.

Value! Value!

We stake our reputation on value. We say that we will give better value in Dry Goods than any other store in this city, and we'll do it if all's well.

Value! Value!

To be true to the system we have always adopted we are obliged to beat all competitors in value. This is of the most vital importance, and is the main-spring of our new system. A firm might as well try to dam the Whirlpool Rapids as to try and beat us in value and pay twenty shillings in the pound, and dry goods firms that pay less had better be snuffed out for the good of the country. We say this because there is no legitimate excuse that we either know or have ever heard of for a dry goods man failing to pay in full. There may be in other businesses, but certainly not in the dry goods.

Value! Value!

We'll sink or swim on value.

See to-morrow's WITNESS for reduced price list.

S. CARSLEY,
393, 395, 397 and 399 Notre Dame St

P.S.—Several of the "S. C." answers have been received already.

DR. H. HOWARD,

VISITING PHYSICIAN LONGUE POINT LUNATIC ASYLUM,

No. 26 Berri street.

Hours of Consultation on Mental Diseases, from 10 to 12 every day.
October 4 r 237

New Advertisements.

J. & R. McLEA

OFFER FOR SALE

CARGO,

NOW LANDING,

Ex "DAHLIA," FROM BARBADOS.

Hhds., Tcs., Barrels

SUGAR.

8 Common Street.
October 8 r 240

120,000 LBS.

HAWAIIAN

WOOL,

In Bales,

FOR SALE BY

JAMES BROWN,

No. 11 Corn Exchange.
October 8 240

CAPE WOOL!

THE AUCTION SALE

of the "UBBINA'S" Cargo consisting of

900 BALES,

NOW LANDING,

WILL BE HELD ON

THURSDAY, 16th October,

At TWO o'clock P.M.,

AT THE STORE, 333 ST. PAUL STREET.

The Wool can be examined on and after MONDAY, 13th OCTOBER.

GILLESPIE, MOFFATT & CO.
October 7 239

OLD MADEIRA!

A few Qr-Casks and Octaves very

CHOICE OLD MADEIRA WINE

Qr-Casks and Octaves

FINE SHERRIES AND PORTS.

Full Assortment Barton & Guestier's and Nathl. Johnston & Sons'

Clarets and Sauternes.

30 Casks "Walker's" Superior

OLD AND V. O. RYE WHISKEY.

DeKUYPER'S GIN,

Red and Green Cases, Single and Double Berried.

McGIBBON & BAIRD,

Italian Warehouse,
ST. JAMES STREET.
BRANCH: ST. CATHERINE STREET.
October 7 239

DOMINION EXHIBITION

OPEN TO THE WORLD.

CLENDINNENG'S STOVES.

THE LEADER,

The New Clendinneng Furnace

AND

CLENDINNENG'S STOVE FURNITURE

TOOK THE

FIRST PRIZE

AGAINST ALL COMERS.
September 27 231

HEATING STOVES

OF ALL KINDS,

From $3 Upwards.

THE ROYAL STANDARD

HALL STOVE

is unsurpassed in elegance and convenience in feeding.

Magee's Hot Water and Ventilating

FURNACES,

Heating rooms entirely by Hot Water, warranted free from Dust and Gas.

GENERAL HOUSE FURNISHING HARDWARE.

GEO. R. PROWSE,

No. 224 St. James Street.
September 17 222

H. R. IVES & CO.

MANUFACTURERS OF

HARDWARE

IRON RAILINGS,

&c., &c.,

QUEEN STREET.

FULL LINES OF ALL

REGULAR GOODS!

CASTINGS

OF ALL KINDS,

FURNISHED PROMPTLY,

AND OF THE

BEST DESCRIPTION!

ORDERS SOLICITED.
September 18 223

OFFICE CLOCKS.

An Assortment

JUST RECEIVED.

—ALSO,—

SMALL PORTABLE ALARM CLOCKS,

IN

METAL CASES,

IN

Great Variety.

SAVAGE & LYMAN,

219 St. James Street.
October 4 237

DOMINION GLUE DEPOT,

EMIL POLIWKA & CO.,

36 St. Sacrament Street

LARGE STOCK AND GOOD ASSORTMENT ALWAYS ON HAND.
gust 11 19c

New Advertisements.

TO THE EDITOR OF THE "HERALD."

MONTREAL, 6th October, 1879.

DEAR SIR,—It has come to our knowledge that in Montreal there is an effort made with very considerable persistence and audacity on the part of persons interested in the sale of other instruments, to place the first piano of this age second to what are elsewhere considered inferior instruments. For seven years Albert Weber's position as the first piano-maker in Europe or America has been undisputed. The Centennial judges in 1876 only confirmed the leading position his piano had already attained by the almost unanimous verdict of the great lyric artists and musical aristocracy on both sides of the Atlantic, so much so that for years it has been almost exclusively used by them in their drawing rooms, consorts and conservatories. The New York *Tribune* says that so generally is it used by the wealthy and aristocratic families of that city, "that not to possess a Weber Piano would argue either a deficiency in musical taste or the means necessary to procure one." Prior to the period above mentioned there was but one maker in America or Europe who dared dispute Mr. Weber's claim as the prince of piano makers. The instruments constructed by both were superlatively excellent, and yet possessing qualities of *tone* and action distinct and peculiar. For inexpressable *purity, sweetness fulness* and *power of tone*, for *strength, durability* and *ease of action*, Weber's Piano is undoubtedly unapproachable, and yet these grand qualities are to a certain extent present in the only piano which makes any pretence to cope with Weber (we mean Steinway's). It will be borne in mind that Mr. Weber's great triumph was not won in the contest with the Errard's and Broadwood's, the Steinway's and the Chickering's of twenty or thirty years ago, but with all the experience, prestige and improvements of these great makers now. Moreover, these testimonials published by the eminent houses above alluded to, are generally dated 15, 20 or 25 years ago, many of them from musicians long since dead, while Mr. Weber's are all from the latest and greatest musicians and artists of *to-day*. To surpass such eminent makers as these needed more than mechanical skill; it required genius, and surely it will not be denied that to-day Mr. Weber's pianos stand first with the leading musical people of the world. The New York *World* quotes an interview with a leading manufacturer in the city, who stated that Weber, by an additional outlay of from $50 to $60 in the *tone*, procures an extraordinary result to his pianos. "Our best cases, wire and ivory," said he, "may be as good, and costs as much as his, but in the *tone* of his pianos he surpasses all manufacturers."

Nor are these extraordinary results obtained without great cost. The recent investigation by the Trades' Union have shown that Mr. Weber's scale of wages and prices are higher than is paid by any manufacturer of pianos in the world, and nearly double that paid in London or Paris.

If, then, his genius and extraordinary mechanical ability places his pianos, as the London *Musical World* says, in the front rank of all makers in London, Paris, Berlin, Vienna, Milan and New York, in fact in every musical centre of Christendom, it is vain to attempt to exclude it from the community here THROUGH the musical professors and teachers, OVER THEM, the NEW YORK WEBER PIANOS will reach the wealthy classes of this city. It may take a little while, but the time is coming when, as the New York *Tribune* says, it will be an indication of want of taste or want of means not to have a Weber in the drawing-room.

We appeal to the musical community not to be induced to pay a high price for any piano without at least having tried the merits and prices of this prince of all instruments.

NEW YORK PIANO CO.,
AGENTS FOR NEW YORK WEBER,
183 St. James street.

NEW YORK WEBER PIANOS.

OPINIONS OF MUSICAL CELEBRITIES.

Rev. Sister St Romouald says:

New York Piano Co.,—

Gentlemen,—It is with pleasure that I hasten to announce that I am perfectly satisfied with the Weber (New York) Piano which I bought from you. It gives every satisfaction, and I would be happy to have it introduced into all our establishments, as well as to all those who wish to buy a fine piano.

Yours respectfully,
SISTER ST. ROMOUALD, Superior.
Congregation de Notre Dame,
Joliette, June, 1879.

WINDSOR HOTEL,
Montreal, 20th June, 1879.

New York Piano Co., Agent, Albert Weber:

Gentlemen,—I have much pleasure in testifying to the great satisfaction expressed by the guests of the Windsor Hotel with the Grand Weber Piano purchased from you. Musicians from all parts of the world declare the instrument to be unequalled by any other maker in point of richness and purity of tone. Although the Piano has been in almost constant use since its purchase, it remains as perfect as when quite new.

Yours truly,
JAMES WORTHINTON, Proprietor.

The New York *Tribune* says:

"The wealth and fashion of the metropolis call it *their* Piano, and not to have a Weber Piano in the drawing-room would argue lack of musical taste or a deficiency of the requisite amount of greenbacks."

All dealers acknowledge it the *Artistic Piano*.

The London *Musical World* says:

"Weber stands in the front rank of all manufacturers."

The New York *Times* says:

"As song-bird after song-bird, from the inimitable Gerster to our own dear Louise Kellogg, and artist after artist leaves our shores, the last kindly *adieu* from the deck of the parting steamer is invariably wafted to Weber.

"For many years—in fact from the time of the peerless Parapa Rosa, Nilsson, Patti, Albani, and hundreds of others—Weber has thus been singled out by them all. Partly no doubt, this is due to his kindness to them, but mainly to that *something* in the *tone*, that extraordinary sympathetic richness of the Weber Piano which makes his instruments the special favorite of every great musician."

The Italian Opera Company says:

"The tone of the Weber Piano is so pure, prolonged and of such inexhaustible depth that they sustain the voice in a wonderful degree. We can honestly say that we not only commend them in the highest terms, but consider them the best pianos in the world."

Strauss says:

"Your Upright Piano astonished me beyond measure. The fulness of tones, its thorough musical quality, so even throughout, and the easiness and compactness of it's touch I have never met before. The Grand Piano used at the academy at my concerts only heightens my opinion of your work. I assure you I have never yet seen any pianos which equal yours."

Clara Louise Kellogg says:

"Your pianos have been my choice for the concert-room and my own house. I have praised and recommended them to all friends.

Christine Nilsson says:

"Your magnificent pianos satisfy me in all respects, and I shall take every opportunity to recommend and praise them to all my friends."

Paulina Lucca says:

"Your Upright Pianos are extraordinary instruments. They have an astonishing fulness and wealth of tone, which adapt them excellently well to the voice. The action is charming, and they surprised me by hardly ever needing the tuner. They deserve the great distinctions which they have attained."

Carlotta Patti, in speaking of the Great Concert Tour throughout this continent in 1873, says:

"Exposed to an usually severe winter and extraordinary changes in the temperature, still our piano was ever ready, and caused myself and the troupe continued pleasure. The durability and extraordinary power of the Weber Piano, allied to such a lovely quality, was a theme of wonder to us all. In the numerous concert tours with which I have been associated, I have used the pianos of every celebrated maker, *but give yours the preference over all.*"

Ilma de Murska says:

"The fame which the Weber Piano has amongst European artists led me to expect much, but your instruments surpass that expectation. *I rank you as the foremost manufacturers of the day.*"

Arabella Goddard says:

"The pianos which I have seen of your make have no superior anywhere, and I certainly have not seen any instrument in America which can even approach them. An artist is involuntarily *drawn to them.*"

Teresa Carreno says:

"My use of the Weber Pianos at over one hundred concerts with the Patti and Mario Troupe assures you how highly I esteem them. I am not greatly surprised at the fact that *every great artist prefers them*, for they are truly noble instruments in tone, having a touch which meets every requirement of the most exacting artists, and their endurance and keeping in tone has surprised me."

The leading musical paper, in speaking of last season's concerts in New York, says:

"It is a curious fact that with few unimportant exceptions the Weber Grands have been the only ones used at the Metropolitan Concerts this season. The fact is the Weber Pianos have driven the instruments of other firms out of the concert rooms of this city."

The Judge on Musical Instruments at the Centennial says:

"Weber's Pianos were unquestionably the best on Exhibition; the Weber Grand Piano was the finest we ever touched or heard. His Pianos are undoubtedly the best in America—probably in the world—to-day."

The Lady Superior of Mount St. Vincent Academy, New York, says:

"We have used Mr. A. Weber's Pianos in this institution for several years, and feel pleasure in recommending them for their fine tone and durability. They give entire satisfaction in every respect."

SR. MARY ANGELA HUGHES,
Superioress.

Emma Albani says:

"I have used only your Pianos, and have been thoroughly satisfied with them."

WHOLESALE AND RETAIL AGENTS FOR THE DOMINION.

NEW YORK PIANO COMPANY,
183 St. James Street, Montreal.
October 9 241

PROSPECTUS

MERCHANTS' PROTECTIVE ASSOCIATION.

It is a well known fact that the practical working of the Insolvent Act has been very unsatisfactory to Merchants and Creditors generally; even to those who approve of the principles upon which it is framed. While this is usually attributed to the fraud of the Insolvents, it is believed by many of our leading Merchants to be largely owing to the conduct of Assignees, arising chiefly from the want of effective supervision.

It is notorious that the plain provisions of the Act are continually violated. Dividends are not declared or paid as directed, or moneys deposited in a Bank, and excessive and illegal charges are constantly made, and allowed to pass without examination or question.

The result is, that as a rule small Estates are wholly eaten up by these charges, and no dividend ever declared, or an account rendered to any one; in almost every instance the expenses are out of all proportion, and by attention could be largely reduced. In a large proportion of cases the expenses are never properly taxed, no final dividend ever declared, while it is rare that an Estate is regularly wound up, and the discharge of the Assignee obtained, although a sum of $40 or upwards is always drawn for that purpose; and the depositing of unclaimed dividends is almost unheard of. Creditors are also frequently subject to losses on account of no security being required from the Assignee.

While such evils are apparent to all, and all Creditors suffer from them to a greater or less extent, they have been allowed largely to pass unchecked, simply because individuals have not been willing to undertake the labour or risk the odium or expense of proceedings, the benefits of which would be shared by others equally with themselves.

To remedy this defect, and to check the above evils and others that arise in the working of the Insolvent Act, it has been proposed to form and Association of Wholesale Merchants, Manufacturers and Bankers, under the name of the Merchants' Protective Association, who through its officers and committee would direct the Council of the Association to protect the interests of the members in such respects as those mentioned above.

It is believed that, under the supervision of such an Association, Insolvent Estates would be wound up much more expediti

TELEGRAPHIC DESPATCHES

QUEBEC

INFRACTION OF REVENUE LAWS.

SPECIAL MONEY WARRANTS TO PAY THE CIVIL SERVICE EMPLOYEES.

QUEBEC, October 8.—Conservative politicians are endeavouring to get up a dinner to Sir John Macdonald, but the Committee, it seems, find it up-hill work in the disposal of tickets.

Quantities of tobacco are almost daily seized by the Inland Revenue Department for infraction of the Revenue Laws.

A dense fog has prevailed here since last night, and the Montreal boat did not arrive down till about two this afternoon.

There have been shipped to the English market from this port this season 24,072 head of cattle, 8,161 sheep, and 188 hogs.

Mr. Paquet, Local member for Levis, has not yet given his promised answer about his recent change in politics.

Hon. Speaker Turcotte has arrived in town.

Special warrants were to-day signed for funds to pay the Civil Service employees their salaries.

A detachment of "A" Battery, Kingston, is coming on here next week, when a three days' competition will take place between them and "B" Battery in shifting ordnance, tug of war, and big gun firing.

OTTAWA

HOSPITAL CONCENTRATION AND CONTRIBUTIONS.

TURBINE WHEEL STOPPED BY EELS.

COTEAU BRIDGE SITE INVESTIGATED.

OTTAWA, October 8.—The Protestant Hospital Board of Directors have appointed a Committee to make representations to the Ontario Government, relative to the establishment of a system of Municipal aid for hospitals, it being proposed that counties surrounding the centres in which hospitals are located and which derive benefit therefrom, should be grouped together and a proportionate contribution for hospital purposes exacted from each.

The turbine water-wheel furnishing the motive power for Patterson & Sons foundry, at New Edinburgh, has been stopped by eels during the past two days. One of the eels taken out measured 3 feet 8 inches in length and over nine inches in circumference. The blockage was perfect. The eels take lodging in the wheel when it is not in motion. This is the second time this season that the wheel has been stopped from working through the same cause.

Mr. Duplessis, accountant of the Intercolonial Railway Department, died to-day from paralysis.

The Governor-General has refused to commute the sentence of John Boyle, sentenced to two years imprisonment in the penitentiary for uttering counterfeit money.

It is understood that Col. Gzowski, A.D.C., is now engaged in making an inspection of the site of the proposed swing bridge at Coteau, along with the Engineer of the Canada and Atlantic Road, who is furnishing the requisite data for the Colonel's information. His opinion will likely be furnished to the Government early in the coming week.

Mr. Cassile, of Montreal, was to-day appointed President of the Canada Central Railway, vice Richardson resigned. No change has been made in the other offices.

The weather during the past week has been unusually hot. The "oldest inhabitant" says he has never seen anything like it.

The Princess, accompanied by the Hon. Mr. and Mrs. Moreton, will leave for Quebec by special train on the 16th instant, and will sail on the 18th.

The chief officers of the new Department of Railways and Canals and the Department of Public Works have been appointed and assumed their respective positions. Mr. Baillarge becomes Deputy Minister of Public Works, and Major Chapleau Secretary of that Department. Mr. Trudeau is Deputy-Minister of Railways and Canals, and Mr. Brown Secretary of the Department.

Information has been received of the death of Judge Pope at Prince Edward's Island. He was the only brother of the Hon. Minister of Marine and Fisheries.

TORONTO.

THE KIDNAPPERS ATTEMPT TO BREAK JAIL.

RESULT OF THE "GLOBE" - STOLLERY LIBEL SUIT.

AN UNFAITHFUL WIFE'S WORK.

TORONTO, October 8.—On Monday afternoon information was given to the police officials by one of the prisoners that John R. Deal, now awaiting trial for an attempt to kidnap Mr. Jaffray, was endeavouring to escape. An examination of the cell in which Deal was confined showed that two of the iron bars of the door, which opened into the corridor, had been severed. A more minute inspection of Deal's cell was afterwards made, when it was discovered that some of the fastenings of the windows had been partially removed. Upon examining the corridor, into which the cell led, a small steel saw and a file were found, which are undoubtedly the tools used in the attempt to procure freedom. An inquiry is to be made as to the manner in which Deal procured these tools.

It is generally supposed that Lieut.-Colonel Stollery, of the Tenth Royals, will immediately resign, having been unsuccessful in his suit against the *Globe*. The names of several well-known officers are mentioned as his successor, among them Major Salter Jarvis.

A meeting will be held in Shaftesbury Hall this afternoon by a number of ladies for the formation of classes for instruction in cooking.

Two convicts from the Kingston Penitentiary arrived here at an early hour this morning, *en route* for Welland, to give evidence in a murder case which occurred two years ago. The alleged murder took place on a scow in the vicinity of Welland, the victim being named Boey, and his supposed murderer a person named Shelly.

Lawrence Smith, arrested for assaulting Robert Turner, appeared in Court to-day, charged with assault with intent to murder; he was remanded until the 13th to await the result of Turner's injuries. The prisoner on leaving the dock wept like a child, and keenly felt the position in which he has been placed by an unfaithful wife. Business men of good standing offered to bail Mr. Smith, but the offer was refused. At noon Turner was in a semi-conscious condition, and unable to speak. The doctors in attendance are doing all in their power to bring him to a state of sensibility, but will not express an opinion as to his recovery.

The funeral of Rev. Dr. Topp took place this afternoon from his residence, and was numerously attended.

The trial of the South Wentworth election petition was changed to-day by order of the Court from the 9th of December to the 7th of November.

BELLEVILLE.

EDUCATIONAL INVESTIGATION.

HORSE FRIGHTENED TO DEATH.

BELLEVILLE, October 8.—The Educational Commissiomers, after inspecting the Central School building, where the examination was held, and completing other preliminaries, commenced hearing evidence this morning. Seven of the fourteen witnesses summoned were examined. No fraudulent practice in connection with the charges under investigation was shown by their evidence. The investigation will probably close to-morrow.

Seventy head of cattle were shipped hence per steamer "Kincardine" for the United States to-day.

Whilst standing at the wharf on Monday, a horse belonging to Mr. James Zwick, became so frightened at the sound of a steamboat whistle, that it fell dead in the harness.

WOODSTOCK

REFORM RECEPTION.

WOODSTOCK, Ont., October 8.—A grand reception was given to the Reform leaders, Hon. A. Mackenzie, Hon. O. Mowat, and Sir Richard Cartwright on their arrival this evening. A large number of personal and political friends, the amateur band, and citizens bearing torches, attended them on their way from the station. An immense audience had assembled in the Town Hall in anticipation of hearing them speak upon the political situation. A joint address of welcome to the visitors was read by G. R. Patullo, Secretary of the Woodstock Reform Association, and in answer speeches were delivered by the guests, as well as by Mr. Oliver and Captain Skinner, representatives of North and South Ridings, of Oxford, respectively. To-morrow they deliver addresses at Tilsonburg, where a demonstration will be held.

ST. JOHN

FREEZERS FOR SALMON FREIGHT.

ST. JOHN, N.B., October 8.—Sir Charles Tupper, Minister of Railways, Mr. D. Pottinger, Chief Superintendent of the Intercolonial Railway, Mr. Collingwood Schreiber, Chief Engineer, and Mr. James Coleman, Superintendent of the St. John and Halifax division, are in town. Railway matters are under consideration.

A vessel, now loading at Campbelltown, is being fitted up with one of Boss & Southwood's freezers, of large dimensions, for the purpose of carrying over to England several tons of frozen salmon. The shipper is Mr. J. P. Mowat, of Campbellton, who carries on an extensive fish business at that place.

WINNIPEG

DESTRUCTIVE PRAIRIE FIRES.

THE SELKIRK ELECTION CASE.

WINNIPEG, Man., October 8.—The reports received from the various points show that the damage by prairie fires to wheat stacks and houses has been very great and widespread.

The decision in the Selkirk election case will be rendered by the Clerk of the Court on Saturday next, Judge Betourney being too ill to attend to the matter in person.

One-fourth of the one hundred and thirty emigrants who arrived by train last night came from the United States, chiefly from New York State, and will settle in the Province.

Messrs. Gault and Haggert, Canadian manufacturers, and Mr. Jos. Whitehead, contractor of the Canada Pacific Railway, have arrived here.

Afternoon Despatches

GREAT BRITAIN

LONDON, October 8.—In consequence of the disturbances by roving bands of Ribbon men, the Government has ordered two squadrons of dragoons and a company of infantry to be stationed at Ballinarobe and Castlebar.

FOREIGN

BERLIN, October 8.—The Conservative Clericals and Poles who support the Government, will have 257 of the 432 seats in the Reichstag.

VIENNA, October 8.—The Emperor, in opening the Reichstath to-day, said that deliberations over Military Bills must be guided by patriotic considerations. The Monarchy must be enabled to assert its influence fully whenever events required it to protect its interests. The equilibrium of the budget will be established, not by recourse to credit of State, but by economies in administration.

ODESSA, October 8.—Twenty-two animals died from rinderpest in Southern Russian since the beginning of the year.

A Russian staff of officers has been ordered to the Austrian frontier for exercise in studying how best to meet an invasion from that quarter.

PARIS, October 8.—Puteaux Hamburgh, a returned Communist, has accepted the candidature for a seat in the Paris Municipality for the Javelle Quarter. He has issued an address vindicating the Commune.

UNITED STATES

CINCINNATI, October 8.—This morning all the stove moulders in Ohio Valley struck for an advance of 5 per cent. and a renewal of the old prices. The President of the International Union being stationed here, all other cities are governed by the action of this city. Three prominent stove firms have yielded, and a number of others declare that they will not give the increase.

NORFOLK, N. Y., October 8.—The barns and contents of Elija Stearns, of Chas. E. Mills, were burned yesterday. Cause, forest fires. The smoke is so dense that we cannot see thirty feet. No signs of rain.

EDWARDSBURG, Pa., October 8.—There is a lively prospect of a general miners' strike. The Miners' National Association has already ordered a strike in four collieries in the middle districts. The strikers number 5,000, but will soon be increased to 10,000 or 15,000.

SAN FRANCISCO, October 8.—The captain of a schooner from the Arctic Ocean reports he saw the triumphant passage of Nordenskjold through Behring's Straits with colours flying and guns firing. The captain also reports frightful starvation at St Lawrence Island. Two hundred and fifty corpses were found in one field. The living had carried the dead away from their huts until, overcome themselves, they died. Nearly every trader goes to the Arctic loaded with rum. So long as liquor lasts the natives will not go fishing. Then it is too late, and starvation follows.

Midnight Despatches

GREAT BRITAIN

MEETING OF THE ERIE SHAREHOLDERS.

DISCONTENT AT CURTAILING THE LIBERTIES OF THE PRESS.

THE HOME-RULERS' NEXT MOVE.

LONDON, October 8.—Erie share and bondholders met to day to consider what steps should be taken in reference to the election of directors in New York November 25. Sir Edward Watkins said he had received a telegram from President Jewett, saying a person in New York claimed to have a cablegram stating that Watkins had started for New York to transfer the trustees, proxies to Vanderbilt. Watkins said, of course, no such transfer is contemplated. Mr. Powell, one of the speakers, said Vanderbilt was a man of great position in America, but it must not be assumed that it would be a good thing for the Erie to pass under his control. A resolution was adopted urging the share and bondholders to register and send their proxies to the trustees.

There is generally a wide-spread disapprobation in the United Kingdom over the recent army regulation, which prohibits newspaper correspondents from accompanying the troops in Afghanistan.

A Committee consisting of Parnell, O'Connor-Power, Fenigan, Home-Rule members of Parliament, and others formed for the purpose of conducting the anti-rentagitation in Ireland, agreed upon an appeal to the Irish race in the Colonies and in the United States to promote the ownership of the soil by the occupiers instead of landlords. The appeal declares landlords should, however, be fully compensated.

AUSTRIA

A FAMINE DENIED.

ANDRASSY'S RESIGNATION ACCEPTED BY THE EMPEROR.

PESTH, October 8.—The Prime Minister, referring to the distress threatening some parts of the country, informed the Hungarian Diet that the apprehensions of a famine were unfounded, and that the Government would distribute seed among the rural population.

VIENNA, October 8.—The Emperor, in an autograph letter, states that he regretfully acquiesces in Count Andrassy's resignation, and adds, he by no means regards Andrassy's retirement as the termination of his statesmanlike labours. Another letter from the Emperor appoints Baron Von Haymerle minister of Foreign Affairs and President of the Council of Ministers.

ITALY

RESIGNATION OF THE AMBASSADOR TO PARIS.

ROME, October 8.—The Italian Ambassador at Paris has resigned, on the ground of injury done him by the Government publishing a conversation between M. Waddington and himself, relative to Egyptian affairs. His resignation has not yet been accepted. The Opposition appear to profess to consider that M. Waddington treated Italy's claim to participation in the control of Egypt contemptuously.

TURKEY

MONTENEGRIN OCCUPATION TO BE RESISTED BY ALBANIANS.

VIENNA, October 8.—The Montenegrins are preparing to occupy the district of Gusinge-Plava, ceded to Montenegro by the Treaty of Berlin. Strong bands of Albanians are assembling to oppose the occupation.

AUSTRALIA

HEAVY RAINS.

LOSS OF LIFE BY FIRE.

SYDNEY, N.S.W., October 8.—The lockout of 400 miners of the Lambton mine, in the Newcastle district, has ended. The men returned to work.

Heavy rains again throughout the colony have caused serious floods in the country districts.

At Dunedin, in New Zealand, a block of buildings were burned. Five persons were burned to death. Two have since died from their injuries; the others are suffering.

CHINA

PREPARING FOR WAR WITH JAPAN.

SHANGHAI, September 9.—It is reported that the Chinese have bought large quantities of old rifles, and that the Japanese are increasing the armament of their coast forts. The hostile feeling on the Loo-Choo question continues, but no definite steps have been taken.

JAPAN

RESULTS OF MINISTERIAL CHANGES.

YOKOHAMA, September 28.—The unexpected changes in the Ministry recently are said to be with a view to the approaching revision of treaties. It is also looked upon as a sign that peaceful counsels prevail.

THE UTE INDIAN WAR

THE AMERICAN TROOPS STILL SURROUNDED.

ACCOUNT OF THE FIGHT AT MILK RIVER.

CLEVER TACTICS OF THE INDIANS.

MERRITT'S RELIEVING COLUMN ARRIVES AND DRIVES THE HOSTILES BACK.

RAWLINGS, October 8.—A mail-courier from Snake River, just in, reports that Merritt reached Payne's command on Monday after a severe fight. The coloured Cavalry Company found Payne last Friday night, losing all their horses but two in doing so.

Merritt, on his approach to Payne's camp, discovered the hostile Utes Indians. Merritt ordered his men to fall back in rapid retreat. The Indians were encouraged to rush from their hiding place, and Merritt, pushing his troops to a run, drew them out on the open plain. He then gave the order to wheel. In less than two minutes his men poured into the Utes a fire which forced them to seek every available cave. The battle began on Monday afternoon and lasted a few hours, during which the Indians suffered a loss of 37 killed; Merritt did not lose a man. The Utes threw up a white flag for a parley. This was granted by Merritt. Several Chiefs entered his camp willing to surrender. Merritt told them if they would give up their arms and ponies he would do nothing more for the present. After a brief consultation all the Chiefs agreed that, if the soldiers invaded their reservation, they would fight them to the end. They left Merritt's camp and returned to the canyons. Merritt pushed forward with all haste and joined Payne.

CHEYENNE, October 8.—A courier from the front brings the following:—Battlefield, Milk River, October 3rd, 3 p.m. The Indians still surround us and pour in an effective fire from the surrounding bluffs—a distance of 800 or 900 yards—having a cross fire upon our position, which was chosen hastily. All our horses and all but twelve mules are killed. We sheltered them as best we could with wagons, but it is no purpose. Captain Dodge and Lieutenant Hughes, with Company D, 9th Cavalry, came to our rescue yesterday morning at daybreak, after a forced night's march, 35 miles from Bear River. A lull in the firing allowed them to come in and shelter their horses as well as possible, taking them to the fortifications quickly when the attack redoubled in its fury. Had the heights been accessible Capt. Dodge would have charged them with his company, while we covered him from our rifle pits, but this being utterly impossible, the ascent being nearly perpendicular, all we could do during the day was to keep a good look-out from loopholes, and return fire when an Indian showed his head. This was rare, as the Indians have rifle pits and loop-holes. Before dark every horse but three of Dodge's command was shot down. It has been very fortunate that the Indians have left us unmolested at night, except an occasional shot to make us scatter to our pits. We have been able at great risk to haul off dead animals every night, otherwise the stench would be intolerable. A sally is made every night for water two hundred yards from our intrenchments. The night before last Private Etter, of Company F, was shot in the face while out with a party after water. The Indians were only a few yards away, and were driven off by a volley from the guard and trenches.

THE FIELD OF BATTLE WAS ADMIRABLY CHOSEN

for defence by the Indians, and had it not been for Major Thornburgh's advance, and the guard commanded by Lieutenant Cherry discovering the ambuscade, it is believed the entire command would have been annihilated. He saw a small party of Indians disappear over the hill, half a mile in front, and at once divided his party to reconnoitre, and only discoverd them when he had flanked their position by about two hundred yards. Cherry rode back at full speed with two or three who were with him, and notified Col. Thornburgh, who had already began the descent into the deep ravine which was intended to engulf the command. The Indians were dismounted, lying down along the crest of the high ridge for a hundred yards from the point where the deadly assault would have commenced. The troops were withdrawn a short distance, dismounted and deployed in line of battle, with orders to await attack. Cherry was here ordered by Colonel Thornburgh to take fifteen men and make a reconnaissance and communicate, if possible, with the Indians, as it was thought they only desired to oppose his approach to their agency, and would parley or have a big talk if they could be communicated with. Cherry moved out at the gallop with his men from the right flank, and noticed a like movement of about twenty Indians from the left of the Indian position. He approached to within two hundred yards of the Indians.

AND TOOK OF HIS HAT AND WAVED IT,

but the response was a shot fired at him, wounding a man of his party and killing his horse. This was the first shot, and was instantly followed by a volley from the Indians. Work had now begun in real earnest, and seeing the advantage of the position he held, Cherry dismounted, and deployed along the crest of the hill to prevent the Indians flanking his position as to cover his retreat if found necessary to retire upon the waggon train, which was then coming up slowly guarded by Lieut. Paddock, Co. D, 5th Cavalry. Orders were sent to pack the waggons and cover them. Two companies in advance were Captain Payne, Co. F, 5th Cavalry, and Captain Larsson, Co. E, 3rd Cavalry, which were dismounted and deployed as skirmishers. Payne was on the left, Larsson on the right from Cherry's position. He could see the Indians were trying to cut him off from the waggons, and at once sent word to Thornburgh who withdrew his line, slowly keeping the Indians at check until at the opposite point, which his men held, when seeing the Indians were concentrating to cut off his retreat, Payne, with Co. F, 5th Cavalry, was ordered to charge, which they did in gallant style, his horse being shot down under him, and several of his men wounded.

The Indians having been driven from this point, the Company was rallied on the waggon train. Col. Thornburgh then gave orders to Cherry to hold his position and cover Larsson's retreat, who was ordered to fall back slowly with his horses. Cherry called on his 20 men, and they responded promptly

AND FOUGHT WITH DESPERATION,

nearly every man being wounded before he reached camp and two killed. Cherry brought every wounded man in with him. Capt. Larasson, a brave old veteran, displayed the greatest coolness and courage during the retreat, sending up ammunition to Cherry's men when once they were nearly without it. Col. Thornburgh started back to the waggon train after giving his final orders to Payne to charge, and to Larason and Cherry to cover his retreat. He must have been shot dead when barely half way there, as when his body was seen by one of Larason's men life was extinct and lying on the face. Payne, then in command, at once set about having the wounded horses got rid off, and picks and shovels used vigourously for digging entrenchments. Meantime a galling fire was concentrated upon the command from all the surrounding bluffs which commanded the position. Not one Indian could be seen, but the incessant cracks of their Sharpe's and Winchester rifles

DEALT FEARFUL DESTRUCTION

among horses and men. The groans of the dying and the agony of the wounded told what fearful havoc had been made among this determined and desperate command. Every man was bound to sell his life as dearly as possible. About this time a great danger was approaching at a frightfully rapid pace. The red devils, at the beginning of the fight, had

SET FIRE TO THE DRY GRASS

and sage brush to the windward of our position and it now came sweeping down towards us, the flames leaping high into the air, and immense volumes of smoke rolling on to engulph us. It was a sight to make the stoutest heart quake, and the fiends were waiting ready to give us a volley as soon as we were driven from our shelter. Now it reaches the flank. Blankets, blouses, and empty sacks are freely used to extinguish the flames. Some of the waggons are set on fire, which required all the force possible to smother. No water could be obtained, and the smoke was suffocating, but the fire passes, and we still hold our position. Meantime, a constant volley is poured upon us—Payne being wounded for a second time, and 1st Sergeant Dolan, of Company F, killed instantly, Corporal McKee killed, and many others wounded. The greatest danger was now past. Just about sun-down a charge was attempted but repulsed, the Indians trying to drive off some of our horses which had broken loose. The attack ceased at dark, and the men went to work and enlarged the intrenchments, caring for the wounded, and burying the dead. At daylight the attack was resumed, and the firing of the sharpshooters has been kept up every day, and occasionally at night, sending us to the pits in a scramble.

NAMES OF KILLED:

Major Thornburgh, Sergeant Jno. Dolan, Privates John Burns, Michael Tierney, Samuel McKee, Thomas Mooney, Michael Lynch, and Charles Lunn, all of the 5th Cavalry; Dominick Cuff, 3rd Cavalry, Waggon-master McKenzie, Teamster Maguire.

DENVER, October 8.—A despatch from Leadville says the Indians are within 50 miles of there.

A despatch from Alma reports the Indians between there and Breckenridge, and that Breckenridge has been entirely burnt down. This report is doubted.

THE AFGHAN INSURRECTION

HEAVY FIGHTING BEFORE CABUL.

DEFEAT OF THE AFGHANS.

CHIEFS AND HEADMEN SURRENDERING TO THE BRITISH.

LONDON, October 8.—Gen. Roberts telegraphs from Charasiab, on the evening of the 6th inst., that the Afghans advanced from Cabul in force, and that there was very heavy fighting all day. The Afghan position was carried at the point of the bayonet and 12 guns captured. The British loss is about 80 killed and wounded. Gen. Roberts hoped to be able to march close to Cabul on Tuesday.

Gen. Roberts, in his despatch dated Charasiab, October 6th, 8 p.m., says reconnoitering parties were sent out on all the roads leading to Cabul. At daybreak, this morning, it was reported that the enemy was advancing in great force from the direction of the city. These parties had to retire. Soon after a high range of hills intervening between Charasiab and Cabul was crowded with the Afghan troops and people from the city, while parties of

GHILZAIS APPEARED ON THE HILLS

running along both flanks of the camp, and reports were received that the road to Seahidabad was threatened. Along this road General McPherson was advancing with a large convoy of stores and ammunition. A warning was sent to McPherson, and some assistance in cavalry. It was absolutely necessary to carry the heights in front before evening. General Baker was entrusted with this very difficult duty, which he completed in a most admirable manner. He sent a party under Major Waite, of the 92nd Highlanders, consisting of a wing of that regiment and three guns, to clear the heights, which were carried by the Highlanders

IN GALLANT STYLE.

Our loss is as follows: Capt. Young of the Punjaub Infantry, Lieut. Ferguson, 72nd Highlanders, and Dr. Dareau, 23rd Pioneers wounded, and about 70 men killed and wounded. The enemy's loss is unknown, but must have been considerable.

THEY FLED IN GREAT CONFUSION

and lost two standards. We have strong pickets posted, as large numbers of Ghilzais are still in the neighbourhood; but I hope to-morrow to be able to march to within a short distance of Cabul. The Ameer states that the Palace of Bala Hissar is no longer in the possession of people he can trust. His family have moved into the city. The headmen of Chardahi and the suburbs of Cabul have asked if they can pay their respects to me. Others will probably follow this example, and I am sanguine the country will quiet down soon, now the people see that opposition is useless, but at present there is very great excitement in the city and country generally.

Special despatches from Afghanistan report that, during the attack of the 6th on the principal heights before Cabul, two companies of the 92nd Highlanders were opposed to 2,000 Afghans. The latter held their ground until the Highlanders were within 20 yards. The total Afghan force is said have been 11 regiments, with artillery and immense numbers of hillmen. The backbone of resistance is broken for the present, but while the country is seething with excitement the people would rise at the slightest reverse to the British.

SPORTING INTELLIGENCE

LEPINE PARK.

TROTTING RACES—FALL MEETING.

There was an unusually large attendance at Lepine Park yesterday to witness the second day's sport, which was exceptionally good. In fact, so far, the races have been the most successful ever held near Montreal, and were duly appreciated by the spectators as such. The closing contests, to-day promise to be equally interesting if not more so. First will come the 2.38 race, in which there are eight entries, then the Open-to-All, and, finally, Moose will trot against time, accompanied by a running horse, and undertaking to beat 2.21¼, for a purse of $400.

The following are the scores of the two races commenced on Tuesday and concluded yesterday, also of yesterday's races:—

Three-minute Race—Purse $150, open to the three-minute class, trotting, mile heats, best 3 in 5, in harness; $90 to 1st, $40 to 2nd, $20 to 3rd:

R Croyan's r g Little Harry.....1 2 3 2 1 1
J Atkins' r g Castleton.....3 3 1 1 2 2
J Utton's ch h Dan Lambert, jr.2 1 2 3 3 3
E Bourque's b h Jupiter Star....4 4 4 dis
J Rouneau's blk h Blackbird.....5 dr
Time—2.40, 2.38¾, 2.40, 2.40¼, 2.36¼, 2.38¾.

2.27 Race—Purse $300, open to the 2.27 class, trotting, mile heats, best 3 in 5, in harness; $175 to 1st, $75 to 2nd, $50 to 3rd:

D Frear's b m Lortie K.....1 1 3 0 3 1
H Baldwin's ch m Ella Doe.....3 3 1 4 2 2
H Colby's ch m Clara J.....2 5 2 5 4 r 0
E Barbeau's blk h Ben Morill.4 2 5 0 1 dis
H Lewis' ch g Happy Abbott.....5 4 4 3 dis
Time—2.27½, 2.27, 2.29, 2.27½, 2.28, 2.29.

2.34 Race—Purse, $200, open to the 2.34 class, trotting mile heats, best 3 in 5, in harness; $125 to 1st, $50 to 2nd, $25 to 3rd:

H W Brown's g h Valley Chief.....1 1 1
W H Van Vaulkenburg's ch h Mars 3 2 2
T W Utton's f g Frank H.....2 3 3
M T Dussault's f m Alice.....4 4 4
Time—2 35¼, 2.33¼, 2 36.

2.50 Race—Purse, $150, open to the 2.50 class, trotting mile heats, best 3 in 5, in harness; $90 to 1st, $40 to 2nd, $20 to 3rd:

W H Van Valkenburg's cr g Orange Blossom.....1 1 1
R Croyan's r g Little Harry.....3 2 2
J Utton's ch h Daniel Lambert, jr...2 3 3
A Langevin's ch g Blainville Boy...4 5 4
J Rouneau's blk h Black bird.....5 4 5
Time—2.38, 2.36¾, 2.35¼.

SPORTING NOTES.

SYDNEY, N.S.W., September 11.—The sculling match, Laycock vs. Rush, for £100 side, over the championship course, resulted in an easy victory for Laycock.

TORONTO, October 8.—Private reports received here from Chautauqua are to the effect that the Champion is far from being in the condition he should be. Very little interest is taken in the race.

FIRE REPORT

Specially reported for the MONTREAL HERALD.

DUNVILLE, Ont., October 8.—A fire broke out in S. & E. Walth's woollen factory this afternoon, which was put out after the roof was burned off. Insured for $1,500 in the Canada Fire. Considerable damage done to stock and machinery by water.

Auction Sales.

BY HENRY J. SHAW

A SPLENDID COLLECTION

of Furniture now on sale, cheap, at Shaw's Furniture Warehouse, 726 Craig street. Queen Anne and Eastlake Dining Chairs in leather, fine Sideboards, Parlor and Bed room Suits, Library Furniture, &c., all the best material and workmanship. Several Pianos to rent and for sale. 132

BY M. HICKS & CO

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General Auctioneers,

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COMMISSION MERCHANTS,

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Continue to give their personal attention to Sales of Household Furniture, Real Estate, Farm Stock, Groceries, and general Merchandise, and respectfully solicit a share of the public patronage.

Liberal advance made on consignments if required. Charges moderate and returns prompt.

August 25 202

Metals.

JOHN TAYLOR & BRO.

MANUFACTURERS' AGENTS

16 St. John street.

RAILWAY TURN TABLES
WROUGHT IRON BRIDGES
LOCOMOTIVE TIRES AND AXLES
STEEL PLATES AND CASTINGS
BOILER TUBES AND PLATES
STEAM, GAS AND WATER PIPE
INJECTOR BOILER FEEDERS
BOLTS, NUTS AND RIVETS
ENGINEERS' SUNDRIES
IRON BEAMS & GIRDERS
HYDRAULIC FORGINGS
GAS WORKS SUPPLIES
RAILWAY EQUIPMENT

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SHEFFIELD.

CELEBRATED STEEL

PRIZES AWARDED THEM AT

Vienna, Paris and Philadelphia Exhibitions,

for Cast Steel, Tool Steel, Spring Steel Sheet Steel and Steel Wire.

M. HUNTER & SON, SHEFFIELD.

Ext a Fine Table Cutlery.

JOHN ROUND & SON (LIMITED) SHEFFIELD

Electro-Plated Ware, Spoons and Forks

Orders solicited to import or from Stock

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Sole Agent.

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BOILER INJECTORS.

We are now manufacturing INJECTORS of the following well-known American standards, never patented in Canada, for

Supplying Water to Steam Boilers

of any description;

FRIEDMAN'S INJECTORS.

SELLERS' INJECTORS.

The workmanship is unsurpassed, and these machines are guaranteed to give entire satisfaction, at

Greatly Reduced Prices

These are not the only Injectors and Ejectors manufactured by us.

ROBERT MITCHELL & CO.,

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THE BEST IN THE MARKET,

HANDSOME DESIGN, BEAUTIFUL FINISH, A FIRST-CLASS HEATER.

This beautiful Stove combines all the latest improvements in self-feeders.

☞ Call and see it and judge for yourself.

Ryan's Furnace,

This Furnace has been thoroughly tested. There is more of them in use in this city than any other, and every one gives satisfaction.

RANGES and STOVES OF ALL KINDS

C. RYAN,

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IMPORTERS OF

PIG IRON, BAR IRON,

Boiler Plates, Galvanized Iron,

CANADA PLATES, TIN PLATES,

Boiler Tubes, Gas Tube

Ingot Tin,	Paints,
Ingot Copper,	Fire Clay,
Sheet Copper,	Flue Covers,
Antimony,	Fire Bricks,
Sheet Zinc,	Veined Marble,
Ingot Zinc,	Roman Cement,
Pig Lead,	Portland Cement,
Dry Red Lead,	Canada Cement,
Dry White Lead	Paving Tiles,
Rivets	Garden Vases,
Iron Wire,	Chimney Tops
Steel Wire,	Fountains,
Glass,	Drain Pipes

Patent Encaustic Paving Tiles, &c.

MANUFACTURER OF

SOFA SPRINGS, CHAIR AND BED

August 27 204

NEW AND VERY ELEGANT PATTERNS OF

Bronzed and Crystal Gasaliers

SETTEES, TABLES & STOOLS

For Gardens (new designs.)

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ELECTRIC BURGLAR ALARMS

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FIRE ALARM LINES

AND

Instruments Made and Erected.

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587 to 593 CRAIG STREET.

MONTREAL.

March 23 81

Miscellaneous.

TO LET,

The Whole of the First Flat in the HERALD Building. Very suitable for Law Chambers; heated by steam. Apply on the premises.

Consolidated Bank of Canada

NOTICE IS HEREBY GIVEN that the following Calls upon the Unpaid Stock in this Bank have been made due and payable at its BANKING HOUSE, in this city, on the dates set forth as follows, viz:—

TEN PER CENT. on 15th Sept., 1879.
" " 16th Oct., 1879.
" " 17th Nov., 1879.
" " 18th Dec., 1879.
" " 19th Jany., 1880.
" " 19th Feby., 1880.
" " 22nd March, 1880.
" " 22nd April, 1880.
" " 24th May, 1880.
" " 24th June, 1880.

By order of the Board.

ARCH. CAMPBELL,

Act'g. Gen'l. Manager.

Montreal, August 5th, 1879. str 188

Auction Sales.

BY JOHN J. ARNTON.

Handsome, Substantial,

CUT-STONE FRONT HOUSE,

SHERBROOKE ST. WEST.

The Subscriber is instructed by Samuel E. Moss, Esq., who is leaving for England, to sell at his Rooms, on

TUESDAY, OCT. 14 h INSTANT.

His residence, No. 998 Sherbrooke street, adjoining the Montreal Lacrosse Grounds, and opposite the new residence of A. F. Gault, Esq. The situation is one of the finest in the West-End, and commands a splendid view, front and rear. The House has a handsome front, with portico, &c., and has wide stone pavement to street, is well built and finished in modern style, from cellar to attic. Every convenience. Perfect title. Commated. Permits to view from my office.

Sale at ELEVEN o'clock.

JOHN J. ARNTON,

Auctioneer.

N.B.—The FURNITURE, &c, will be sold on the 21st instant. 239

STEEL RAILS & FASTENINGS

The subscriber has received instruction to submit for sale by public auction at the QUEBEC GATE BARRACKS, Common street, on

Friday, 17th Oct., 1879,

the following goods:

4513 Steel Rails, branded Manchester Steel, Q. C. R., say 56 lb per yard.
344 Bundles Fish Plates.
49 Kegs Bolts and Nuts.
1882 Kegs Spikes.
All in good order.

Sale at ELEVEN o'clock precisely.

JOHN J. ARNTON,

237 Auctioneer.

Groceries, Wines, &c.

COTTON, CONNAL & CO.,

No. 2 Corn Exchange

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WILLIAM & J. GRAHAM & CO.,

OPORTO,

Have now on hand a complete assortment of this Firm's well-known Port Wines—as follows:

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THREE CROWN
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In Pipes, Hhds., and Qr. Casks, which they offer to the trade ex Store, or free on board in Oporto.

July 16 168

A. GIBERTON & CO.

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OFFER

FOR SALE

Ex "MERLIN," "DUNSINANE," "RAINBOW," &c.,

100 Hogsheads Medoc (old).
200 Casks do. do.
40 Hhds. Cru Lamena, St. Lambert Pauillac, Medoc, 1875.
105 Casks Cru Lamena, St. Lambert, nillac, Medoc, 1875.
40 Hhds. Cru Verdeau, Haut Talence, 1874.
50 Casks Cru Verdeau, Haut Talence 1874.
50 Hhds. of "Cotes de St Emilion," 1875
100 Casks of "Cotes de St. Emilion," 1875 from Messrs. J. Brisson & Co., Bordeaux, purveyor to the Consul General of France.
50 Hhds Chateau des Brosses (White Communion Wine, direct from the proprietor, in Touraine.
200 Hhds. Eau-de-Vie (Brandy) of Messrs. Riviere, Gardrat & Co., of Cognac.
500 Cases Eau-de-Vie (Brandy) of Messrs. Riviere, Gardrat, and Co., of Cognac, of two and thirty years old.
700 Cases Medoc (old.)
500 Cases Cru St. Lambert, Pannillac, Medoc, 1875.
200 Cases Verdeau, Haut Talence, 1874.
500 Cases "Cotes de St. Emilion," 1875.
400 Cases Vermouth, of J. Brisson & Co.
500 Cases Sauternes, Graves, La Brede (White.)
300 Cases Virgin Olive Oil.
500 Cases Wax Candles.
150 Cases Sardines, etc., etc.

Montreal, May 19, 1879. 118

HENRY CHAPMAN & CO.

MONTREAL

SOLE AGENTS IN THE DOMINION FOR

Messrs. Gonzalez, Byass & Co., Xeres de la Frontera, Sherries.
" T. G. Sandeman & Sons, Oporto, Ports.
" Pablo, Oliva & Castles, Tarragona, Red Wines.
" Leal Brothers & Co. Madeira, Madeira Wines.
" G. H. Mumm & Co., Reims, Champagne.
" P. A. Mumm & Co., Frankfort-On M., Hocks and Moselles.
" Cuzol, Fils & Co., Bordeaux, Fruits, &c.
" Pinet, Castillon & Co., Cognac, Brandies,
" A. Houtman & Co., Schiedam Gins,
" Wm. Hay, Fairman & Co., Glasgow, Whiskies.
" R. Thorne & Sons, Greenock, Whiskies.
" D. J. Thomson, Leith, Ginger Wine, Old Tom, &c.
" Machen & Co., Liverpool, Export Bottlers of Guiness & Sons' Dublin Stout.
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Mr. Wm. McEwan, Edinburgh, Scotch Ales.
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Orders for Direct Importation Solicited from the Trade.

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JOHN DE KUYPER & SON, Rotterdam
MANTELL & CO., Cognac.
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MOET & CHANDON, Epernay.
DEINHARD & CO., Coblenz.
BARTON & GUESTIER, Bordeaux.
M. MISA,

LOCAL NEWS

MECHANICS' BANK.—A meeting of the creditors of this bank will be held this morning, at ten o'clock, to appoint an assignee.

THE REV. CANON MOREAU, of the Roman Catholic Bishop's Palace, assumed his new charge yesterday as cure of St. Barthelemi.

"THAT DOG NEXT DOOR."—This is one of the subjects of DeCordova's lectures in the new hall Nordheimer's, on the 16th inst. As this is one of DeCordova's favorite lectures, no doubt but that all will be pleased to hear one who has time and again interested Montreal audiences by his wit, humour, and pathos.

ACKNOWLEDGMENTS. — The Treasurer of the Montreal General Hospital acknowledges with thanks the receipt of the following sums: $68.53 being a collection in the Church of the Messiah per A. Ramsay, and $10, a collection in Christ Church, Sorel, Q., on Thanksgiving Day, per Wm. J. Lunan, Church Warden.

DESTRUCTIVE BUSH FIRES are reported as raging in the northern part of New York State. For the past three days, and particularly yesterday, a filmy haze, smelling strongly of burnt timber, has prevailed throughout the city and district. Yesterday afternoon the smoke was so thick on the river as to bear the appearance of a fog, and prevent the southern shore from being seen from the city.

IN TOWN.—At the St Lawrence Hall—R G Meikle, M P, Lachute; Rev D Q O'Brien and Rev A J Macdonald, Prince Edward's Island; C Burridge and wife, Glasgow; P J Perrot and wife, Toronto; N G Pitman, London; N Hockin, Beyrout, Syria; Joseph Hamel, Quebec; Joseph Vipond and wife, Summerstown, P E I. Ottawa Hotel.—Capt McMillan, Glasgow. Mr W Williams, of the Toronto *Globe*, is also in town.

"THE TABERNACLE."—The Rev. T. H. Gregg, M.D., D.D., of the "Reformed" Church of England, delivered the first lecture of a course on "The Tabernacle" in St. Bartholomew's R.E. Church Lecture Room last evening. The large audience was greatly pleased with and interested in the lecture, which principally described the ground plan of the Hebrew camp in the wilderness and gave an introductory description of the tabernacle. This evening's lecture will be devoted to the tabernacle as a whole, illustrated by the Bishop's celebrated model, which is on a scale of an inch to a cubit.

MONTREAL LADIES' BENEVOLENT SOCIETY.—The forty-sixth annual report of this Society, read at the annual meeting on Tuesday by the Chairman, Rev. Gavin Lang, shows that 64 inmates have been received into the Home, Berthelet street, during the year. Of this number 13 were women, 32 boys and 17 girls; not so many as in former years; no applicant really needing relief was refused admission; 60 persons have left the institution during the year, 28 boys and 13 girls; 3 children were removed to the Orphan Asylum; situations were obtained for 3 women, 5 boys and 2 girls, others were taken in charge by their friends; 2 women and 1 boy died. The institution was visited by His Excellency the Governor-General and H.R.H. the Princess Louise, who were pleased to express satisfaction at its order and cleanliness. The Committee Room has been furnished partly by sales from the glass-case and partly by contributions from friends. The projected infirmary wing is much needed. The fund for this purpose amounts to $1,800. The Treasurer's report shows: Total receipts, $7,107.75. General house expenses, $4,885.25; paid to Permanent Fund, $1,162; paid to credit of Building Fund, $850; balance at credit of General Fund, $210.50, showing a total expenditure of $466.73 less than last year. The reports were adopted and the following executive elected for the current year:—1st Directress, Mrs Wheeler; 2nd Directress, Mrs Vanneck; Secretary for Children, Mrs. A Rintoul; Treasurer, Mrs F W Thomas; Secretary to Society, Miss J S Evans; also 33 acting managers; Building and Advisory Committees, and School Committee. Thirty-five honorary members were added to the roll.

H. M. S. "TOURMALINE"—THE MISSING MAN.—About three weeks ago a young seaman of the "Tourmaline" named Culver, was reported missing. At the time he was supposed to have deserted. A few days ago two labouring men put in an appearance at the ship, and presented a cap bearing the name of the ship, which they said they found lying on the ground near the canal. The number of the cap corresponded with the number on the ship's books of the missing man Calvert. It was thought that the cap might have been thrown away by him at the time he deserted, with a view to deceive the officers into the belief that he was drowned, but it would appear that no deceit has been practised, as two conductors on the Notre Dame and St Joseph street cars—M cNeice and Flynn—state that they have heard conversations between their passengers to the effect that, the body of a young man dressed in seamen's clothing had been found floating in the river some distance below the city, and had been buried in accordance with the provisions of the Coroner's Inquest Law, by the Municipality in whose jurisdiction it was found. Detective Lafon and Mr. Smith, midshipman, H.M.S. "Tourmaline," have telegraphed the villages on either side of the river for 20 miles down, but have received no affirmative reply. We are informed that no other member of the ship's company is missing, but that prolonged leave of several days has been allowed to a number of the crew who will report this morning, or be accounted as "missing," which carries with it a censure and punishment which no right-minded man would care to incur, and none of the crew of the "Tourmaline" are expected to incur it. *Enpassant* it may be said that Jack is very popular with the fair sex. A goodly number of the jolly tars attended a church not far from this office on Sunday evening last, each with a girl hanging smilingly on his arm. It is understood that the "Tourmaline" will leave port on Saturday or Monday next and will proceed to Halifax, thence to Bermuda.

McGILL COLLEGE.

At the recent competitive examinations the following scholarships and exhibitions were awarded to students and candidates for entrance:—

I. SCHOLARSHIPS—(Tenable for two years).

Third Year—Mathematical School: Wm A Ferguson*; Natural Science School: Henry M Ami*; Classical and Modern Language School: A Falconer*; John W Tucker*.

II. EXHIBITIONS.

Second Year—H J Hague*, Upper Canada College; H A Lafleur*, High School, Montreal; Henry Fry, High School, Quebec.

First Year—John D Cameron, Huntingdon Academy; W Hunter*, Hamilton Collegiate Institute; J G W Brown‡, Prince of Wales College, Charlottetown, P E I.

*Value of school or exhibition, $125 yearly; Donor, Mr W C Macdonald.
†Value of exhibition, $100 yearly; Founder, Mrs Redpath.
‡Value of exhibition, $100 yearly; Donors, the Governors.

LEGAL INTELLIGENCE.

COURT OF QUEEN'S BENCH—SEPTEMBER TERM.

Present—Mr. Justice MONK.

THE BANK DIRECTORS ARRAIGNED.

On the opening of the Court at 10 o'clock the Bank Directors and other bank officers, against whom true bills were returned on Tuesday, put in an appearance, with the exception of Mr. Renny, late Manager of the Consolidated Bank, who is understood to be in St. Paul, Minnesota. The Court room was crowded with prominent citizens, among whom were many of the friends of the accused.

Mr. Devlin, Q.C., and Mr. Archambault, Q.C., appeared for the Crown, and Mr. Ritchie, Q.C., for the private prosecution.

Mr. W. H. Kerr, Q.C., appeared for Mr. Hugh Mackay, Mr. John Rankin, and Mr. W. W. Ogilvie; Mr. Macmaster, for Mr. John Grant; Mr. Wurtele, Q.C., and Mr. Abbott, Q.C., for Sir Francis Hincks; and Mr. C. P. Davidson, Q.C., for Mr. J. B. Renny.

On motion of Mr. RITCHIE, Q.C., Sir Francis Hincks, Robt. James Reekie, John Grant, John Rankin, Hugh Mackay, and William Walter Ogilvie were arraigned and pleaded not guilty.

John Baxter Renny was called, but did not answer.

The Clerk having asked the accused, in the usual form, when they would be ready for their trial,

Mr. MACMASTER, on behalf of John Grant, asked until Saturday to give him an opportunity of looking into the indictment. It was a matter of so much importance to his client that he felt bound to ask for delay to prepare a defence.

Mr. RITCHIE, Q.C., objected to a delay until Saturday, and suggested that the trial should take place to-morrow (Thursday.)

Mr. MACMASTER thought no injury could be done to the case of his learned friend for the prosecution by delay until Saturday.

His HONOUR—Have you any special grounds, Mr. Macmaster, for urging the delay?

Mr. MACMASTER—No special grounds, your Honour, except that the matter is one which requires a careful examination of the proceedings, and the great importance of the case to my client.

His HONOUR—Oh, the importance of the case, that's all! What do you say to it, Mr. Ritchie?

Mr. RITCHIE—To-morrow, your Honour.

After some further conversation, it was agreed that the trial should take place on Friday.

Mr. KERR, Q.C., and Mr. C. P. DAVIDSON, Q.C., on behalf of Mr. Ogilvie, Mr. Rankin and Mr. Reekie, said they were ready to go on at any time.

His HONOUR—Very well.

BAIL ACCEPTED.

The accused were then admitted to bail, the principals in the sum of $1,000 each, on each of the two indictments, being $2,000 in all, and their sureties in the sum of $500 on each indictment, or $1,000 in each case.

The following gentlemen became sureties for the accused:—

For Sir Francis, Hon. Luther Hamilton Holton and Mr. George Stephen, merchant; for Robt. James Reekie, Mr. Joseph Hickson and Robt. Craik, M.D.; for Mr. John Grant, merchant, Mr. John Mair Young, merchant, and Mr. Jas. Power Cleghorn, merchant; for Mr. John Rankin, Mr. Gilbert Scott and Mr. Andrew Fred. Gault; for Mr. Hugh Mackay, merchant, Hon. Rozaire Thibaudeau and Mr. Duncan McIntyre; for Mr. W. W. Ogilvie, Mr. John Ogilvie and Mr. Henry Cleghorn.

THE AMHERST STREET SHOOTING CASE.

Patrick Skelley was arraigned for shooting at Philip McCall with intent to kill; plea, not guilty.

Mr. CURRAN, Q.C., made an application for bail in this case, which was refused.

THE CORWIN CASE.

ALBERT ARMSTRONG, conductor on the train which caused the accident, deposed—The train was due at Riviere du Loup at 6.10; it was on time; the scene of the accident was over four miles from Riviere du Loup Station and three-quarters of a mile from Maskinonge; reached the crossing between 6.15 and 6.20; John Corwin was in charge of the engine.

In cross-examination the witness stated there was a sign-board at the crossing; engine-drivers were obliged to sound the whistle and ring the bell at 700 or 800 yards from crossings; the prisoner sounded the whistle at the usual distance before the accident; was positive of this; witness was busy on the train and paid attention to the signal as he was looking out for the longer whistle sounded for a station; witness did not hear the bell; heard the danger signal just before the accident.

To Mr. ARCHAMBAULT—The people in the carriages would have heard the signal if they had paid attention; it was usual to whistle only once before passing a crossing.

To a Juror—The ringing of the bell is heard on the train sometimes but not always; the train was going at the rate of thirty miles an hour.

For the defence Mr. MONK called

EDWARD LAMBERT, stoker, who testified that he was on the engine "Hon. H. G. Joly" which caused the accident; it was witness' duty to ring the bell; he swore positively that he rang the bell continually from the fifteenth telegraph pole to the time of the accident; the prisoner whistled at the proper distance; whistled again just before the accident.

In cross-examination the witness said he saw the carriage at a distance of about 300 feet before the collision; there were four in it; the two sitting on the hind seat were looking behind them; the horse was trotting, but on seeing the train appeared to stop on the track; just then the engine struck the carriage; it was too late to stop the engine when they saw the carriage.

JOHN DEROUIN, brakesman, was on the train; it was his duty to watch for the signals given by the engineer; heard the usual whistle given at about half a mile from the crossing; heard two short whistles for the alarm just before the accident; did not hear the bell; the bell was generally heard in the baggage car, but not in a second-class car.

FRANCOIS LABELLE, baggageman, was brakesman on the 10th July; was positive the whistle sounded at the fourteenth or fifteenth telegraph pole; as witness came out of the first-class car at the danger signal, he heard the bell but indistinctly as he was far from the engine.

In cross-examination the witness said half or three-quarters of a minute elapsed from the first whistle until the accident happened; witness thought half a minute enough for a carriage to get out of the way; the crossing was a dangerous place.

GEORGE DION, baggageman, gave corroborative testimony.

In cross-examination the witness said the carriage would have had time to back from the track.

Mr. ARCHAMBAULT, Q.C., addressing the Court, said the witnesses for the Crown swore they did not hear the whistle, but they would not swear that the whistle was not sounded; the witnesses for the defence go further, and swear positively that the whistle was sounded.

His Honour charged the jury, who returned a verdict of not guilty.

The prisoner was then discharged on motion of Mr. Monk.

AFTER RECESS.

ARRAIGNMENTS.

The Grand Jury brought in the following

TRUE BILLS:

John Sheridan and John Connolly, stealing from the person, pleas, not guilty; Wm. Reardon, burglary, plea, guilty; Joseph Huot and Robert Slattery, larceny, not guilty, trial Friday; Thomas Hickson, libel; Robt. Macpherson, libel; Roger G. Hancock, libel; Roger G. Hancock, printing and publishing an obscene print; Hamilton, Power & Company, nuisance.

Mr. ARCHAMBAULT, Q. C., moved that Bench warrants issue in the cases of Hancock and Macpherson, who made default.

STEALING A WATCH.

Louis Larouche was put in the dock, charged with stealing a watch on 23rd September from Capt. Farrell.

Mr. E. ROY defended the prisoner.

PETER FARRELL, master of the "Corinthian," testified that as he was coming out of the Bonaventure Station he was jostled by the accused, who pretended to be drunk, and having missed his watch had prisoner arrested. It was from five minutes to eight to a quarter past eight.

CYPRIEN DUMOUCHEL, hotel-keeper, for the defence, testified that the prisoner had been in his employ at different times for four or five years past. Prisoner was the driver of the bus belonging to his hotel; prisoner, who was in the bar of his hotel on the 23rd September, woke up witness at half-past eight that evening, and both witness and prisoner proceeded to the station together.

MARIE LOUISE HOULE, wife of last witness, testified that prisoner was at the hotel from 7.30 until 8.30. He did not leave the hotel until he left with her husband at 8.30.

Captain FARRELL being recalled, swore that the prisoner was the man who jostled him at the time he lost his watch; he believed there could scarcely be the possibility of a mistake.

Mr. ROY and Mr. ARCHAMBAULT Q. C., having addressed the jury, His Honour charged in favour of the prisoner.

The jury brought in a verdict of not guilty.

Mr. ROY moved for the discharge of the prisoner.

His HONOUR warned the prisoner to be careful, and not to come before the Court again.

The Court adjourned.

POLICE COURT.

ASSAULTS.

Elize Laurent and Adelaide St. Jean, for assaulting Louis Bault by striking him on the head with a piece of wood, were fined $10, or one month at hard labour. Emery Denis, for assaulting Jean Baptiste Legault *dit* Desaulniers, was fined $5 and costs, or fifteen days.

INSULTING LANGUAGE.

John Burns, for insulting Mary O'Grady, was fined $1 and costs, or five days; Mary O'Grady, for insulting John Burns, was fined in a like sum, with a like alternative imprisonment in default of payment.

REMANDED.

William O'Brien, 21, labourer, St. Urbain street, arrested on suspicion of stealing a dozen brooms, was remanded for further examination.

DISCHARGED.

Stephen Hunt, 19, carter, Centre street, arrested, on Tuesday at 5 p.m. in Mill street, for being drunk and disorderly, was discharged.

PRESCRIPTION FREE for the speedy cure of General Weakness, Loss of Manhood, and all disorders brought on by indiscretion or excess. Any Druggist has the ingredients. Address Davidson & Co., 78 Nassau street, New York. mwf W

A CARD. To all who are suffering from the errors and indiscretion of youth, nervous weakness, early decay, loss of manhood, &c., I will send a recipe that will cure, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the REV. JOSEPH T. INMAN, Station D New York City. D T&S W5.

TO THE CONSUMPTIVE.—Wilbor's Compound of Cod-Liver Oil and Lime, without possessing the very nauseating flavour of the article as heretofore used, is endowed with the Phosphate of Lime with a healing property which renders the Oil doubly efficacious. Remarkable testimonials of its efficacy can be shown to those who desire to see them. Sold by A. B. WILBOR, Chemist, Boston, and all druggists.

NOTES BY THE WAY OF A HOLIDAY TRIP TO MANITOBA AND THE NORTH-WEST.

On the day on which I despatched my last letter I availed myself of one of the half-hourly trains which left for Minneapolis to visit that city, which is very much celebrated for its manufactures, especially for its superior flouring mills, the product of which is so well known in our city as Pilsbury's and Washburn's "excelsior," "choice" and best brands. It is claimed that the largest mills of the kind in America are there, and that they manufacture the finest flour, it being entirely made from northern flint wheat, which in the Chicago market brings four to five cents more than the wheat grown in the more southerly regions. That city owes the fact of its being a great manufacturing centre mainly to the Falls of St. Anthony, over which the Mississippi rolled, uninterrupted by any obstructions, up to less than a quarter of a century ago, and doubtless then presented a grand picturesque appearance. These Falls have receded over one mile farther towards the source of the river, within the memory of men now living, the soft sandstone rock which formed the bed of the river is little more in many places in its consistency than a hard pressed yellowish white sand, having, by the abrasure of the water, gradually and rapidly worn away. This point was seized upon by the practical and enterprising American mind as the location of a city and a great manufacturing centre. A company was formed to dam the river, which was done from side to side, and sluices and waterways, as on the Ottawa at the Chaudiere, were erected on either side. Saw mills, flouring mills, cotton and woollen mills, and various kinds of manufactories were built, and the power to drive them was derived from these sluiceways, and so much has this power been utilized that it has left the apron or face of the dam, which fills the river bed, and over which the Mississippi is supposed to flow, almost entirely dry—in a word, at this point there is no Mississippi left—what was the Mississippi has ceased to exist, and in its place numerous flumes and sluiceways, from three to ten feet wide, and of various depths from two to six feet, have drawn the water off of what, above the Falls, is the Mississippi, into separate streams to supply the power for the numerous and immense manufacturing establishments which line its banks. Without such facilities there would probably never have been a city there, and these are now the proximate cause of its great prosperity and wealth and rapidly increasing population. The friable nature of the rock and the annual receding of the Falls were a source of great anxiety to the people of this city, and not many years since, on the occasion of a great flood, which swept away a large portion of the dam, it was discovered that, although the dam protected the top of the Fall from abrasion, the back current had, at the bottom of the bed, or at the ordinary water beach, worn away the surface of the rock, and was the proximate cause of the washout of the dam, and the parties interested were compelled to resort to artificial means to protect it; they cemented the face of the rock by means of a tunnel from the bed of the river upwards, and hope thus to arrest the progress of abrasion and decay which had been going on for centuries, and, thus far, it seems to have been satisfactory in its results. You will bear in mind that I am describing the Mississippi as I saw it—in what I am told has been an exceptionally dry year, and at the driest season of that year, but it, no doubt, presents a very different appearance at spring and fall seasons. Comparing this point with what corresponds to it on our own Ottawa, at the Chaudiere Falls, I should certainly say that I should—and at the same time be within the mark—estimate the water power of the Chaudiere ten times greater than these so-called Falls of St. Anthony of the great Father of Waters; but we do not use our natural resources in that great water power of the Chaudiere to the same extent, nor in the numerous variety of manufactures, as they do at Minneapolis, save in one particular. In the lumber mills, our Ottawa manufacturers are ahead of the city I am describing, both in extent and equipment, and the Chaudiere people will learn little by coming to this place to get schooling in their trade. There is not a mill in the whole place that can compare with Perley & Pattee's, E. B. Eddy's and Bronson's, or several others of the Chaudiere, either in capacity, arrangement, extent, system or cleanliness, nor can they begin to rival them in space and facility for piling their lumber. One thing especially struck me, that they keep here very much less stock on hand of manufactured lumber than at Ottawa, necessarily have less interest to pay, and less capital required to prosecute their business. They dispose of it in a green state, ship it off largely from the dams, and leave it to the dealers to do the seasoning and carrying over of stocks. In this it strikes me that our Ottawa friends might make money by following their example. The logs that I saw in process of manufacture, as I passed through the mills, were all pine, and on the Ottawa River would have been considered very inferior, indeed fully one-third of those I saw on the mill beds were nothing more than knotty tops, which would be rejected by our Ottawa lumbermen and left in the woods; indeed, at the value in our markets, would not have brought the price of hauling, but which here are utilized; we thus waste an immense quantity of lumber which, though not valuable with us, is utilized here. The reason, I suppose, is that our lumber is mainly manufactured for a foreign market, either in Europe or the States, and only the better qualities will bear transportation. While here the rapid settling up of the prairie lands of the West call for the inferior kinds, which is used in immense quantities for local building as well as for fencing purposes, for which latter use immense quantities of this inferior lumber is required, and hence the lumberer here takes everything off his limits, and wastes none, while in Canada, at least one-fourth of our forest wood is wasted in the process of manufacture, and this home market is a vital element in the prosperity of the lumber interests of this region. Of the city itself I may say that it is situated, as Ottawa is, in a basin, with elevated ground all round it, and within those ranges of elevated ground it is almost a dead level. The streets are broad and laid out at right angles. The private residences are very fine and quite equal those in the older city of St. Paul, while the business streets and splendid stores and warehouses exhibit an unusual degree of activity. It is supposed to contain upwards of 50,000 of a population, and in this they claim to be ahead of St. Paul, and I may say that, for years, there has been a good deal of rivalry between these two cities. The population of Minneapolis is made up of three-fourths from Maine and the Eastern Provinces of Quebec, New Brunswick and Nova Scotia, and present many of the marked characteristics of Eastern men, who have been drawn from the milling and lumbering districts of those localities. Many of the leading men of both cities are Province men. Efforts have been repeatedly made to unite these cities. There is now only a gap of about four miles between the environs of each, and ere long we will doubtless see a united city, with an importance and population only second to Chicago in this western country. Two rival railways now connect the extreme end of each with the other, a distance of about nine miles, and trains leave each city every half hour for the other. Over sixty distinct trains now pass each way every day in and out of St. Paul, and yet they are not satisfied. A new trade has sprung up within the present month in cattle from the prairies of Texas and Kansas, and I saw several trains of cattle from those distant regions and others in the yards waiting for shipment. Doubtless, it will strike the readers of this, as it struck myself, as strange that cattle from Texas and Kansas should take this round-about way of getting to the seaboard markets in place of taking the lines direct from Omaha to Chicago; yet it is a fact that they are doing it, and in place of shipping them direct, and allowing them to deteriorate and lose flesh in the cars, especially during the hot summer weather, they start them in immense droves, and follow up through the vacant prairie country of Kansas, Nebraska and Dacotah, in easy stages, the cattle travelling but a few miles each day, and pasturing on the rich prairie as they go, and when they get to Dacotah, and are fat enough to put into the market, they are driven to one of the lines of railway, probably near Breckenridge, and shipped on the cars for their destination through St. Paul or Minneapolis; and it is claimed that they thus get their cattle to market in a much improved condition, in place of being deteriorated by the voyage. There is no calculating the extent to which this trade may grow, and if they had a connection made via the Sault Ste. Marie, and our Canadian Pacific were extended there, the amount of traffic alone in cattle over it to the seaboard would be immense.

I herewith enclose you an extract, published in this morning's paper, which speaks for itself, and shows how this new trade, only commenced here within the last month, is likely to grow. The herd shipped since I came here amounted to 1,600, and it is estimated that the district of "Montana" alone will ship next season over 20,000 head of cattle by this route.

Before leaving Minneapolis let me say that the new flouring mills, now nearly complete, of the Messrs. Washburns are claimed to be the largest and most extensive in the world—certainly in America—and they expect that that firm will turn out daily, when the mills are completed, 1,800 barrels per day, or about 600,000 barrels per year. These mills, which comprise three buildings in close proximity to each other, are rebuilt on the site of those which were destroyed and at which accident seventeen lives were lost eighteen months ago, by the explosion of flour dust in one of them, and which communicated to the others; and strange as it may seem, in three distinct explosions, at intervals of about two minutes each, these immense structures of stone, three and four stories high, were levelled with the ground, and left a mass of ruins, it seems stranger that such destruction of life and property should result from what seems such an insignificant and harmless substance. Yet strange as it may seem, the closest and most scientific investigation on the spot could lead to no other conclusion than that the flour dust had caused the explosions.

About midway between these two cities is Fort Snelling, an imposing structure situated on a high bluff, about as high as the Ottawa Bluff on which our Parliament Building stands, and at the mouth of the Minnesota River. It was originally built, over sixty years ago, to protect the settlers against the attacks of the Indian tribes, and to command the passage of both rivers against the incursions of the savages of that day, as their chief means of transit was by the rivers in canoes. A company of U. S. soldiers are maintained there even now, though one can scarcely see the necessity for them, or for the maintenance of the fort itself.

The feeling of the people here, so far as I can judge, is most friendly to the Canadians, and while they are anxious to settle up their own waste, or vacant lands, they also desire to see our Northern Canadian country settled, as they say that they are now, and have been in the past, their best customers, and they constantly sell large quantities of goods to them; and in conversation with the merchants here I find they have suffered a great loss of business by our new tariff policy. I may here say that the prices of clothing, boots and shoes, priced at the shops, seem to be as cheap as similar goods at Montreal. The intercourse between these cities and Winnipeg is of daily occurrence, and during the two days I have been here arrivals from the latter place have been of frequent occurrence. The hotels of the city are very good, and well kept; the tables abundantly supplied with fish and game of all kinds. The Merchants Hotel, at which our party put up, have had Lake Superior white fish and lake trout on the table every day, and I have never tasted anything more delicate or finer—much superior to what we get in Montreal. The distance from Lake Superior, by rail, is only about 150 miles, and daily supplies of these delicious fish are put into the market of this city; but the fish supply is outrivalled by the game. The country all through northern Minnesota abounds in lakes and lakelets, from an eighth of a mile to ten and twelve miles in length, and there are said to be ten thousand of them in the State, and a large proportion of them are said to abound with fish and game. Those who have travelled through it tell me it is a perfect paradise for sportsmen, and, indeed, large parties of gentlemen from other States, as well as from Europe and the Provinces, visit this section annually in pursuit of game and sport, and health as consequent upon such pursuits. The first evening I arrived one of these sportsmen came into the hotel in the evening, followed by two men, carrying strings of birds, comprised mainly of ducks, but with a few prairie pheasants, chickens and partridges, and a few woodcock; but the great weight of the game—of which their must have been over 250 birds—were of the Mallard duck, with a few redheads and canvass-back, and here and there, sprinkled through the string, were a greenwing or a redwing teal or diver. These, as I was informed, was the result of one day's shooting from one gun. The birds are easily reached by those who are experienced in shooting them, and so abundant are they that you can get a brace of splendid Mallards, in prime condition, for 30c., or a dozen brace for $2.50.

On Tuesday I was invited by Messrs. Stephen, Hill & Co. to accompany them on a trip up a branch of their line, which they are building, and which when completed will be 221 miles in length, and we proceeded the same evening, and reached, the next morning about 2 a.m., the as yet unbuilt station of Pomme de Terre, called after the river of that name, which the Railroad crosses at that point, at a distance of 196 miles from St. Paul; this line passes up the easterly side of the Mississippi to St. Cloud, where it crosses that river, which looks much more imposing at that point than at St. Paul. The country after we got about thirty miles above Minneapolis, which city we passed on our journey, but on the other side of the river, was not what I could say was a wheat-growing country, in the sense in which such a term is used in the West, though large quantities of wheat are grown there. The land is comparatively light and sandy, and in Canada we should consider it scarcely desirable as a farming location, but there is something in the composition of the soil of the Mississippi which does not seem to exist in apparently the same soil in Canada, and abundant crops of corn are grown on lands here from which, with a similar appearance, we should not in Canada expect a crop at all. I saw amongst the numerous corn-fields, which we bowled past in our car, one immense field, which I was informed contained 800 acres, all in corn, and of very luxuriant growth, and yet the soil was of the character above described. I will speak now of the west bank of the Mississippi, which river we crossed at St. Cloud, and I found on the westerly side that the lands were of a very different character, and assumed a heavier and stronger aspect and appeared to be of a rich loam, and is the commencement of the wheat growing region of "Minnesota." The line which we travelled is to the eastward of the main line of the St. Paul, Minneapolis, and Manitoba Railway which is now the route to the latter place, and though a branch of the latter, it is proposed that it shall, when completed, be the main line between St. Paul and Winnipeg, as it is 30 miles shorter, and the present line will take the place of the former as a branch or feeder. The road is completed and thoroughly ballasted as far as Alexandra, about 30 miles from the end of our journey, and is laid with steel to St. Cloud, the rest of the line being in process of ballasting. One hundred miles of this road was let in the month of June last, and on the first week of July the contractor, Mr. Sheppherd, informed me that the plans and profiles were placed in his hands, and his contract is to have it completed by the 1st December next, and as he said—and as I believe—it will be done by that time. It may be thought that it is simply throwing up the ditches, and laying the sleepers and rails—this is not so—tis' true, there is no rock cutting to do, for there is no rock in the country, so far as I could see, with but a rare exception, and it is also true, that the materials are peculiarly susceptible of easy handling; but for twenty miles of the portion, over three of which I walked, and still incompleted, the country is peculiarly picturesque, with rolling hills, covered with oak timber of a small size, while the valleys are running in all directions, the contractor informed me that they had not been able to get a line that would not involve several pretty large cuttings. One I saw about half-a-mile in length, and several others many hundreds of feet in length, and one of them about sixty feet high. Several small lakelets had to be filled, and in some cases piled. Some of these piles I saw driven, and they were over fifty feet long, and had all to be carried to the work, a distance of 160 miles, and yet he speaks with confidence of completing it by the first of December. I walked with the party over three miles of construction of the character I have described, and from the manner in which the work is being pushed forward, I believe the contractor will accomplish it. Why is it that our railway system in Canada is not pushed on in the same way? At the same time in which the above works were let in June last, one hundred miles of road from Winnipeg was let to be constructed early next summer, and up to this time, with all the best of the season gone, it had not been practically commenced till within a few days since—if it is practically commenced even now—and when asked the reason, one gentleman from Winnipeg, who had just arrived from thence and who gave me my information, said that the engineers had not fixed upon the exact location where the line was to be. But more of this hereafter.

When we awoke on the morning of our arrival at Pomme de Terre River, I found we were alongside a car of the Kansas Pacific Railroad, occupied by a party of gentlemen from Kansas, composed of army officers and others, who were out for sport. I perceived several hundred birds slung under the car on the longitudinal bars, which birds were drawn and prepared for transportation, and which they hoped to be able to preserve to take with them as trophies of their success as sportsmen to their home. These gentlemen said they had not had much sport, as they were rather early for ducks, the weather being too warm and fine for good shooting, and too late for the prairie chickens. I will not attempt to describe the actual trip over the line by daylight in detail, it is unnecessary, as the whole country presents one of two pictures, either the level prairie stretching far as the eye can reach, apparently a dead level, or else the broken or rolling prairie, on the sides of which the braes, as they would be called in Scotland, were covered to their tops, with a small-sized growth of oak. I saw no large timber on the route. The upper end of this line, for about thirty miles, is largely of this character, and it is not the least desirable for settlement, much less is it the least charming and attractive portion of the country. These hills or mounds, for most of them are only of the latter character, are composed of a rich black loam or mould clear to the top, and the residences of the settlers who are chiefly Norwegians. Small holders are generally placed in a picturesque position on the side of the elevation with a southerly aspect. We did not see on the upper portion of the road a great number of houses in proportion to the extent of territory, but I presume that, in the broken country, the railroad was not located so much with a view of where the line would suit the settlers, as where it would be the easiest to build. I may add that in the vicinity of, and interspersed throughout these broken sections, were large tracts of prairie land, and I should judge that such portions were the most desirable for a person who wished to settle in the country—as it is more sheltered—with fuel handy, and a better location for health and water. As to the water, I had always understood that it was one of the great drawbacks of the prairie country, but my experience of yesterday, during which I tasted the water from several of the streams, and I found it in the broken country very good, while it was even palatable in the more level country. I am told that in the pools where there is no stream as an outlet, and the decaying vegetable matter drains into them, that it is brackish, and not either pleasant or healthy, and should think that very probable, although I did not happen to strike any such. With regard to the appearance of the prairie sections, they present a great expanse in some places; like a vast ocean with only here and there a house, or in a great majority of cases a hut or hovel for cattle—with stacks of corn and hay, and here and there a fence—the latter a matter of rare occurrence. The soil, a magnificent black loam, as black as a black silk hat, and in other cases of the colour of burnt lumber, and capable of being cropped with wheat, year after year, without manure. The crops, save the corn and some potatoes, and a few turnips, were housed, or rather taken off the ground before my arrival. I had not an opportunity of seeing what they were like, but they seemed to have been luxuriant from the appearance of the stubble, and I was informed that upwards of one million bushels of wheat will be taken out by the railway from that section this season. I was rather surprised at not seeing larger herds of cattle and greater numbers of herds, one can only conjecture why this was not so, in a country where grass grows spontaneously, and I presume that hitherto corn and wheat have paid better and required less outlay of capital and care. The threshing mills were going in several of the fields as we passed, where the grain had been stacked, but this, too, was of rare occurrence, as in this western country they generally thresh from the center. On almost every farm we saw immense heaps of straw allowed to lie and rot—or eventually be burned—just as it came from the thresher. The ploughs in general use are, however, worthy of a more lengthy description, and their use is an evidence of the facility with which American invention combines business with comfort. The sulky plough, the only one I saw in use, to which I refer, is mounted on wheels, with a seat very much like a reaper. The driver sits on the seat and guides both horses and plough, the latter with a lever, and when he has a plough that turns two furrows at a time, he drives three horses abreast. When only one furrow is turned, two horses. The driver, and he may be any active lad of fifteen who can manage horses, guides the plough with the greatest ease, and will do nearly twice the work that can be done with an ordinary plough. I saw no other ploughs at work but them in the whole day's journey. The reaper and self-binder is now in almost universal use in this western country—this machine not only cuts the grain, but binds it into sheafs, the material used for binding being thin wire. In describing the operation to me as he saw it on one of the large farms in the northern part of this State, a prominent gentleman of this city, Colonel ——, said that when he lately visited one of those mammoth farms, he saw thirty-six of these reapers and binders in a string, one after the other, going round this eight thousand acre farm, and each machine cutting and binding and throwing off the bound sheaves with great accuracy, leaving the latter in a straight row upon the ground. I asked if they did the work clean, he said yes, as clean as that floor, and says he, while I was there one of the teams ran away and took clean through the wheat and had three or four sheaves all the time in the air, just like the balls that a juggler tosses in the air, keeping three or four going all the time. While emiling at the simile, and apparently doubting the accuracy of the information, he perceived it, and added, if any one doubts the accuracy of this statement you can give me as the authority, and if you come back next season, when the crop is fit to cut, I have a small farm myself of 2,500 acres under crop, and, in addition to showing you some of the finest horse and cattle stock in the State, I will start one of the teams to a self-binder, and make them run, and you will be able to confirm by personal observation the correctness of my statement. I learned that my friend the Colonel had one of the best breeding farms in the State, and I give your readers the information as I got it, although it may cause a laugh at my expense. While on the subject of the self-binders, I may state that a serious difficulty resulted from the use of wire as a binder, as in process of threshing the wire would get broken, and small pieces find their way into the mills amongst the wheat, and caused for a while great distraction to the webs of the bolts, but the inventive American mind got over that difficulty by inserting a bar to which is attached a double set of magnets, and which is placed where the wheat has to drop over it, and these magnets, while letting the wheat drop through, attracts the wire and thus removes it. The miller kindly took out the bar of magnets and exhibited it to me, with about 80 or 90 pieces of wire sticking to them, from a quarter to three inches in length. This season they have tried hemp strings for binding, but no one seemed to be quite satisfied of its success as yet. I have already stated that I saw but few houses, and scarcely any barns along the upper hundred miles of the journey though immense fields of cultivated land, and very considerable preparations were making for next year's crop. They generally plough in the fall here to make sure of a crop, as it is much less certain when the ploughing is done in the spring. I assumed this was because of the flat character of the land and the spring floods kept it wet late in the spring, but I was informed, that the principle reason was, that they generally sowed before all the frost was out of the ground, in order that the young crop might have the ground well covered before the hot June weather came on and thus protect the young plant from being root-scorched. These remarks apply to land that has been cropped, when it is unbroken prairie, the land requires to be broken up before the end of July and should be allowed to be in fallow to rot the sod, and then replough or back sett it in the fall for the next season's crop, thus they effectually prepare the ground for the spring sowing. I noticed a number of elevators and a few trader's shops in process of erection along the line. We got back to our hotel about ten o'clock, after a most agreeable trip, and I propose to leave to-morrow for Manitoba, from whence I may probably write you again. What one hears here of our Manitoba and North-West country is very gratifying—almost every one who had been there spoke of the fertility of its soil, and of its crops in the highest terms—in it is here generally admitted that if there is any difference in quality of soil or weight of crops, that the balance is in favour of the Canadian lands. One American gentleman here, with whom I spoke on this subject, said, that he was in Winnipeg last summer, and he said to the Consul "I hear a great deal about your "50 and 60 bushels to the acre lands and "I just want you to put your horse in "your buggy and drive me to one of those "farms that can lick Minnesota, and by "George he did, within three hours' drive "from the city of Winnipeg. I caved, "said he! but yet, he continued, your "settlers won't stay with you—there were "some thirty families came away last "summer that I know of, and it is all because they have no faith in your giving "them railway facilities—if they get a "good crop, they can get no price for it, "or only half of what it would be worth, if "within a short drive of the railway. You "talk about building railways! and your "men go to Europe to borrow the money "to do it; and after you get the money "you squander one-fourth of it on a staff "of engineers, who don't like to do up a "good job too quick! and they differ "about the route! or whether a bridge "will stand over the Red River! and "each settler squabbling to get it at their "own door! and then its got to be referred "to Ottawa! and an engineer sent on to "boss the affair! and he don't decide "and then your main boss engineer is expected, and they have to wait for him, "and I guess he'll wait till its good "sleighing rather than risk the Pembina "road, and meantime the contractor, who "took the contract early in the summer, "has his staff and men idle, and the "season has nearly passed, and he talks "about giving it up, I hear, unless he gets "extra price! No, says he! in some things "you're pretty smart people, but you got "to come to us to learn to build railroads "through a prairie country." I very meekly observed that things could not be as bad as that