

RAILWAY SUBSIDIES FOR 1886.

Proposed Federal Bonuses to Various Railways.

The Text of the Government Resolutions.

Ottawa, May 25.—Hon. Mr. Pope will, on Thursday next, move the House into committee of the whole to consider the following resolutions:—

1. That it is expedient to authorize the Governor-in-Council to grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say:—

To the Montreal & Butouche Railway Company, for thirty miles of their railway from a point at or near Moncton to Butouche, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole \$96,000.

To the Carleton Place Railway Company for ten miles of their railway from the terminus of the present railway to the terminus of their railway, for which subsidies are already granted;

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To the Carleton Place Railway Company for ten miles of their railway from the terminus of the present railway to the terminus of their railway, for which subsidies are already granted;

Subsidy in addition to the subsidy of \$1,400 per mile granted by 48-49 Vict., chap. 59, not exceeding \$1,700 per mile, not exceeding in the whole \$11,900.

To the Nanaimo, Tanworth & Quebec Railway Company, for sixteen miles of their railway from Tanworth towards Tweed, in lieu of the subsidy granted by 48 and 49 Vict., chap. 59, a subsidy of \$70,000.

To the Albert Railway Company for their railway from Salsbury to Hopewell in the Province of New Brunswick, which is a feeder to the Intercolonial railway, in the form of a loan, repayable at such time and in such manner as the Governor-in-Council determines, a subsidy of \$1,500.

The subsidies heretofore mentioned are to be granted to companies named for that purpose shall be granted to such companies respectively. The other subsidies shall be granted to such companies as shall be approved by the Governor-in-Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by order-in-council and shall also be constructed according to descriptions and specifications upon conditions to be approved by the Governor-in-Council on the request of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the said Minister and the company to which the Government is hereby empowered to make. The location also of every such line of railway shall be subject to the approval of the Governor-in-Council and all the said subsidies respectively shall be payable out of the consolidated revenue fund of Canada by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be fixed by the request of the said Minister, provided always that the granting of such subsidies to the companies mentioned respectively, shall be subject to such conditions for securing and running powers or traffic arrangements and other rights as will afford reasonable facilities to the said railways, and to all railways connecting with those so subsidized as the Governor-in-Council may declare.

"I feel it my duty to say," writes John Horton, of Deser, P. Q., "that Burdock Blood Bitters cured my wife of a chronic complaint, from which she had been suffering. Her distressing, painful symptoms soon gave way and I can highly recommend the medicine to all suffering as she did."

New Advertisements.

MANITOBA & NORTH-WESTERN RY.

CHANGE OF TIME.

On and after Thursday, April 1st, trains will run between Portage la Prairie and Winnipeg, as follows:—

Table with 4 columns: No. 1, No. 2, No. 3, No. 4. Rows for stations: Portage la Prairie, Westbourne, Gladstone, Neepawa, Minnedosa, Newdale, Riel, Solisgrith.

MARKET LINE.

STEAMER PRINCESS for St. Andrew's and Carleton Place, on Canal Basin WEDNESDAY, 4th June, at 11 a.m.

STEAMER DAGMAR for Rigaud Village, on WEDNESDAY, 4th June, at 11 a.m.

STEAMER MONTREAL for Carleton Place, on THURSDAY, 5th June, at 11 a.m.

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Steamships.

The Canadian Pacific Steamship Line.

For Port Arthur, Manitoba, and the North-West.

One of the magnificent Clyde-built steamships Alberta and Athabasca

is intended to leave Owen Sound at 4 p.m. every WEDNESDAY and SATURDAY on arrival of the Canadian Pacific Fast Express Train from the East, leaving Toronto at 10.45 a.m., and will run direct for Port Arthur (calling at Sault Ste. Marie, Mich., on way), where they make close connections with the Through Solid Trains of the Canadian Pacific Railway for WINNIPEG and all points in the Canadian North-West.

Sleeping Car accommodation can be secured on all the steamships.

Shortest Route. Lowest Rates. Quickest Time. Through Bills of Lading. No Customs Troubles. No Quarantine. No Delays. These magnificent steamships were built expressly for this route and trade, and are the standard of excellence, speed, and comfort on the lakes, and are LIGHTED BY ELECTRICITY. Tickets, rates, and all information can be had from any agent of the Canadian Pacific, or from the tickets read in Owen Sound.

W. C. VAN HORNE, Vice-President C. P. R., Montreal.

HENRY BEAUFORT, Manager Steamship Line, 105 and Lake Traffic, C. P. R., Toronto.

THE QUEBEC STEAMSHIP CO.

THE S.S. MIRAMICHI,

CAPT. A. BAQUET.

Will sail from Montreal on MONDAY, 31st May, at 11 a.m.

PICTOU.

calling at FATHER POINT, GASPE, PERCE, SUMMERSIDE, CHARLOTTETOWN.

N.B.—Port of destination in full must be plainly marked on all goods, and that sufficient. Goods will not be received after five o'clock on the afternoon of day of sailing.

Has excellent accommodation for passengers. For Freight or Passage, apply to DAVID SHAW, Agent, Commissioners Street, Montreal.

Arthur Ahern, Secretary, Quebec; S. Veit, Gaspe; Valcy & Le Bas, Perce; J. Schuman, Summerside; Carvell Bros., Charlottetown, or C. Dwyer, Pictou.

OTTAWA RIVER NAVIGATION CO.

From May 18th until further notice, the steamers of this line will run as follows:—

FOR OTTAWA. Steamer will leave Lachine, on arrival of train from Montreal, at 7 a.m., for Ottawa and intermediate ports.

MONDAYS, TUESDAYS, FRIDAYS and SATURDAYS.

SHOOT THE RAPIDS on above mentioned days. Take 5 p.m. train for Lachine. Fare as usual. Excursions to Carleton, etc., on these days.

MARKET LINE. Steamer PRINCESS for St. Andrew's and Carleton, etc., on Canal Basin WEDNESDAY, 4th June, at 11 a.m.

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Steamships.

DONALDSON LINE.

WEEKLY CANADIAN SERVICE

BETWEEN

Montreal and Glasgow.

The Steamship COLINA, 270 tons, Capt. Crispin, is intended to sail from

Montreal for Glasgow ON OR ABOUT THE 3rd JUNE.

Agents:—Donaldson Bros., 105 St. Vincent Street, Glasgow; Robert Reid & Co., 23 and 25 St. Sacramento Street, Montreal.

TEMPERLEY LINE.

FORTNIGHTLY SERVICE

BETWEEN

Montreal and London.

The Steamship ERL K. NG, 220 tons, Capt. Priskin, is intended to sail from

Montreal for London ON OR ABOUT THE 3rd JUNE.

Agents:—William Ross & Co., 3 East India Avenue, London, E. C.; Temperley, Carter & Co., 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1

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NOTICE.

Subscribers changing their address will kindly notify us so that there may be no interruption in the regular delivery of the paper.

"HERALD" COMPANY.

The Montreal Herald.

THURSDAY MORNING, MAY 27.

"WAYS THAT ARE DARK."

We had occasion to chronicle lately, the discussion which took place in the House of Commons, upon an amendment suggested to a bill respecting the Northern Pacific Junction Railway Company, and the success which was finally reached in forcing the insertion of a provision to protect the country and the Government from an excessive issue of bonds by that Company, for which it seemed to be the intention to make the Government responsible.

The Northern and Pacific Junction Railway was constructed to connect the Canadian Pacific railway with the railway system of Ontario, and the Government gave it a subsidy to the extent of \$12,000 a mile. In an agreement about it between the Government and the company, provisions were inserted to prevent the company from imposing on the public, which, without such precautions, it might have done as holding a monopoly of the communication between Ontario and the Pacific railway; and as a penalty for breaking these provisions, it was agreed that the Government might take over the railway on the assumption of its debt to the extent of \$8,000 a mile, and such further amount as might constitute its value after deducting the \$12,000 a mile subsidy.

The bill as introduced this session provided that the Company might issue \$20,000 a mile debentures, as a first charge on the railway. And obviously the Government could not afterwards take over the railway without assuming the \$20,000 a mile, instead of \$8,000 as provided by the contract. This was pointed out in the House, and the opposition was so strong that the promoters were forced to propose a clause declaring that the bonds should be subject to the Government agreement. This was intended to warn the public that if they bought the bonds to the extent of \$20,000 a mile, they might find themselves in the position of only being able to collect \$8,000 a mile. And the country could thus exercise its rights over the road without the imputation of injuring third parties ignorant of the facts.

In this reasonable form the bill went up to the Senate, and yesterday came before the Railway Committee. The promoters were equal to the occasion. They produced an amendment said to be approved by the Minister of Railways, which solved the whole difficulty, by altering the figure \$8,000 into the figure \$20,000. This simple process enabled them to carry out their scheme of issuing \$20,000 and compelling the country to pay that amount instead of \$8,000 if the road was taken over, together with such further amount beyond the bond issue of \$20,000 a mile and the subsidy as the railway might be worth.

This amendment was adopted by the committee on a division, and it practically enables the Junction Railway to control the entire traffic of Ontario. It is impossible to conceive that the Government could be induced to take the line over at a minimum price of \$32,000 a mile. At all events, the company will be in the happy position of either selling its road to the Government for \$12,000 a mile more than the agreement contemplated or of holding the trade of Ontario in the hollow of their hands, squeezing out of it whatever they may think proper to exact.

We have to credit our ancestral friends

of the Senate with judicious and vigorous action in the matter of the dangerous attempt a few days since to destroy the Joint Stock Companies of the Dominion. We hope we may have the second opportunity of congratulating them for similar qualities, in protecting the country from this imposition. It is not complimentary to them, to force upon them, just at the end of the session, a device of a character which could not show its face in the broad light of the Commons House, and it is not a matter of congratulation that the committee should have amended the bill in the direction in which those raiders on the public treasury desired.

Have the Government no duties to observe in the protection of the treasury? And is it true that the gentleman in charge of its Senate business actually pressed this amendment, which will fix a charge upon the country, in certain contingencies, of \$1,320,000 more than was agreed upon, and stated that he did so on the authority of the Government? If this is so the country will hold the Government to strict account.

The bill has yet to come back to the Commons for approval, and we trust that that body will insist upon the removal of the objectionable amendments and keeping the company to their original agreement.

It seems that history is repeating itself, and the Railway Committee of the Senate, as in the notable case of the Grand Trunk bill some two years since, is through misrepresentation, being made the medium of perpetrating a monstrous job upon the public.

THE FLOUR DUTIES.

The Gazette, smarting under our exposure of the worthlessness of its past predictions and of the mercenary character of its support of public questions, seems to have no recourse except to personal abuse of the editor of THE HERALD. We are charged with having either dishonestly or stupidly misquoted the Trade and Navigation returns, when we have done nothing of the kind. We never referred to the Trade and Navigation returns. We accepted the statistics in Mr. Mitchell's speech on the breadstuffs and coal duties as correct, and commented on them accordingly. That the figures were correct may be seen by any one who chooses to read the speech and compare it with the official tables. It alleges that our deductions from the figures were unfounded. That is a matter of opinion.

We have examined the Trade and Navigation returns for 1885, independent altogether of Mr. Mitchell's statistics, and we find the following:—
Total Import 1885, wheat, \$3,102,422
Total Import, 1885, wheat flour, 2,278,855
\$5,381,277
Total Export 1885, wheat, \$5,041,005
Total Exp. 1885, flour of wheat, 716,739
\$5,757,744

The Gazette publishes similar figures and pretends that these show that we are importing no flour or wheat for home consumption. With no means to serve except to discover and publish the truth, we are candid enough to confess to technical error in applying the figures, but what must be thought of the position of the writer for the Gazette? With the statistics in his hands, showing that there was imported into Canada last year 540,108 barrels of flour, valued at \$2,164,621, for HOME CONSUMPTION, and 373,101 bushels wheat, valued at \$359,095, also for HOME CONSUMPTION, the Gazette actually has the indecency to argue as if all the flour consumed in Canada last year was Canadian flour. To maintain an absurd position and fasten bread taxes firmly upon five millions of consumers, it would ignore the fact that we are sending millions of dollars out of the country every year for food—just as we have sent out already fifty millions under the N. P. for taxed food and fuel. The Gazette says "that had either Mr. Mitchell or his Journal desired to present the case fairly, the quantity of wheat entered for consumption and not the quantity passing through Canada in transit would have been given, but the object being to create the impression that Canada does not produce enough of this article to supply the home demand, a dishonest presentation of figures must needs be resorted to." This is one of those cases where "suspicion ever haunts the guilty mind." Neither Mr. Mitchell or THE HERALD needs to resort to any dishonest statement of the facts, which are there to speak for themselves. The point is that the Government is raising revenue by a bread tax, and there are the blue books to establish the point, and to prove that in the last two years nearly a million barrels of flour paid duty and went into home consumption. The editor of the Gazette may wriggle and squirm and twist until he has become black in the face, but he cannot get over this startling fact. What matter what quantity of wheat enters the Dominion from the United States and passes out to England; the question is, did or did not the people of Canada buy from the United States in the last two years a MILLION BARRELS OF FLOUR?

And now that the Yankee Customs have got in a blow at this bloated British Empire of ours, Portland, Marblehead and Gloucester will feel better. Captain Ellis can scarcely hope to receive a favorable reply from Secretary Manning, as the law is plain enough, but what is his loss will be the gain of other Nova Scotia seafaring captains, like the New England seafaring captains, have probably been running Customs matters on a go-as-you-please basis. The Nova Scotians should make up the fine, and if the Canadian Government were to employ Captain Ellis as a fishery detective for the next few months they would probably find him a particularly zealous officer. They have employed smugglers as Customs officers, and Captain Ellis, with the brine rubbed into his wounds, would probably make trespassing Yankee skipper smart as well as himself.

But, seriously speaking, these little Customs dodges, whether practised in Digby or Portland, are unworthy of two great nations. The game is really not worth the candle. THE PROROGATION.—It is pretty well understood that Parliament cannot prologue for a week to come.

THE PRICE THE COUNTRY PAYS—AN IMPORTANT CONSIDERATION.

Yesterday, through a clerical error, we used, in replying to the Gazette, a table of coal production which represented not the production of the Nova Scotia mines only, but of British Columbia as well. As it is not claimed that the mines of British Columbia are benefited to the extent of a single cent, the statistics of production in that province have nothing to do with the case.

The following tables show the production of the Nova Scotia mines for the two periods of six years, according to Bartlett, namely, six years before the duties were put on, and six years during which the duties have been in operation:—

Table with 2 columns: Year, Production (tons of 2,000 lbs).
1874..... 1,051,476 tons of 2,000 lbs.
1875..... 872,720 "
1876..... 781,165 "
1877..... 709,646 "
1878..... 757,496 "
1879..... 770,603 "
Average..... 823,849 "

Table with 2 columns: Year, Production (tons of 2,000 lbs).
1879..... 788,271 "
1880..... 1,032,710 "
1881..... 1,124,270 "
1882..... 1,365,811 "
1883..... 1,422,553 "
1884..... 1,329,225 "
Average..... 1,187,152 "

It will thus be seen that the case is made still stronger against the continuance of the duties. The average increase for the six years is seen to be only 363,303 tons per annum, while the duties paid by consumers on coal imported last year amounted to \$1,061,286. That is to say, that for the production of every ton of this increased output in Nova Scotia mines the consumers of imported coal have to pay a tax of THREE DOLLARS. As we have already stated, Nova Scotia coal is not worth as much as \$1 50 per ton at the pit's mouth, but we will leave the value at that figure. So that for every \$1.50 worth of this increased product, the consumers of other coals have to pay what is equivalent to a bounty of THREE DOLLARS. If this is not "running the National Policy into the ground," we would like to know what is.

It is about time the masses were aroused to throw off this yoke of injustice and greed. Nothing more scandalous than these coal duties can well be imagined. They are worse than the flour duties, and are only surpassed by that monstrosity of legislation, the sugar duties, the iniquitous Sugar Monopoly.

RETALIATION.

The Portland, Me., Custom House is coming to the rescue of the United States fishermen. The collector there has undertaken to show that if Canadian officials can hamper trade, United States officials can take a hand in the same international game.

Captain Jesse Ellis, of Yarmouth, N.S., entered Portland, Me., at 1 o'clock on the morning of the Queen's Birthday with his schooner "Sisters" carrying 20,000 mackerel, which he had brought from Yarmouth, consigned to Portland merchants. He reported to the Customs within eight hours of his arrival, or by 9 a.m. He exhibited his clearance, duly signed by the collector of Customs at Yarmouth, specifying his cargo, 20,000 fresh mackerel, shipped by W. A. Killam & Co., of Portland. He is not charged with concealing a part of his cargo or suspected of indulging in error so small a smuggling venture. But the Customs laws of the United States, as of all countries, require that the master shall produce his "manifest" when required. We suspect that in the case of these small coasting vessels this formality has not been generally followed. But we are living in extraordinary times; it had become necessary to twist the tail of the British lion—just once; and the Portland First Deputy Collector asked in this instance and in a casual way for "the manifest." The Captain having just sworn that his report and manifest correctly described the vessel's cargo. The question appears to have surprised him. He had no manifest. The bland First Deputy Collector courteously "expressed his sorrow that the Captain had been caught without his papers." When the Captain was informed that the fine was \$500, the "Sisters" to be held in the custody of the law until the fine would be paid, he probably felt as sorry as even the First Deputy himself. Captain Ellis lost no time in appealing to the Secretary of the Treasury.

And now that the Yankee Customs have got in a blow at this bloated British Empire of ours, Portland, Marblehead and Gloucester will feel better. Captain Ellis can scarcely hope to receive a favorable reply from Secretary Manning, as the law is plain enough, but what is his loss will be the gain of other Nova Scotia seafaring captains, like the New England seafaring captains, have probably been running Customs matters on a go-as-you-please basis. The Nova Scotians should make up the fine, and if the Canadian Government were to employ Captain Ellis as a fishery detective for the next few months they would probably find him a particularly zealous officer. They have employed smugglers as Customs officers, and Captain Ellis, with the brine rubbed into his wounds, would probably make trespassing Yankee skipper smart as well as himself.

But, seriously speaking, these little Customs dodges, whether practised in Digby or Portland, are unworthy of two great nations. The game is really not worth the candle.

THE PROROGATION.—It is pretty well understood that Parliament cannot prologue for a week to come.

THE EXPULSION OF THE PRINCES.

The lesson of true freedom seems to some nations a most difficult one to learn. It is extremely hard for many men freely to accord to others the rights and privileges which they demand for themselves. That no man shall be punished by the State who has not been fairly tried and found guilty of some crime against the State appears to be a fundamental principle of freedom that admits of no dispute. Grant the Government of a country the power to deprive men of their liberty, their property or their lives without trial and conviction by the regularly constituted authority, and, no matter whether its form be monarchical or republican, the door is opened wide for tyranny, oppression and injustice. History clearly shows how unsafe it is to trust governments with any such power, and how foolish and how wicked it is in the people to permit their rulers to exercise authority for which they have not the sanction of law.

The agitation in France for the expulsion of the Princes shows that even the most republican of the republicans of that country, when their fears are excited, are ready to resort to the most cruel and unjustifiable means that absolute monarchs take to avert threatened danger and to uphold their authority. It is not said that the Princes have violated any law of France. No one accuses them of having committed crimes. They have, for all that has been shown to the contrary, been peaceable, law-abiding citizens of the republic. Their only offence is that they belong to a certain family, and the only pretext that the Government has for driving them into exile is that a certain party in the country fear that at some time and in some way they may do something to subvert the republic. They are therefore to be excommunicated and punished, not for what they have done but for what they may possibly do. The reader can easily see that if all governments acted on this principle and punished men by anticipation for offences that it is as likely as not they had no idea of committing, no one would be safe; yet it is on this principle that the members of a late royal family of France are to be forced to leave the land of their birth; and to their shame be it said, it is the Republic of France who urge the government to this iniquitous and cowardly exercise of power. The motion to expel the Princes was brought up in the Chamber of Deputies some time ago and advocated with all his ability and eloquence by M. Clemenceau. It was, however, rejected by a large majority. But a motion expressing the confidence of the Legislature in the capacity of the government to deal with the question was carried by a majority of more than three to one.

The time has now arrived in which, in the opinion of the Government, they are required to deal with the question of the expulsion of the Princes, and they have decided by a majority of six to three to drive them out of the country. It is satisfactory to learn that this tyrannical and impolitic measure is opposed by both President Grevy and Premier de Freycinet. It is more than probable that these statesmen oppose this exercise of power not only on constitutional grounds, but from motives of policy. They see that it is unjustifiable to punish men who are not even accused of crime, and they also know that if there is a party in the country favorable to the re-establishment of monarchy, that party will be made stronger instead of weaker by the persecution by the Republic of the members of the late royal family. The spectacle of the ill-treatment of the Princes by the men who profess to be par excellence the advocates and upholders of freedom will not only stimulate the zeal of the members of that party in the cause of royalty, but increase their hatred and contempt of republicanism. The Princes in exile and regarded by their adherents as martyrs will be far more dangerous to the Republic than the Princes living in the country in the enjoyment of all the rights and privileges of citizens of the Republic. While the Princes resided in France, under the eye and within the jurisdiction of the authorities, plots for the restoration of monarchy could be comparatively easy of discovery, but as long as they are in exile intrigues and conspiracies will be continually going on, and the principal conspirators being out of the reach of the arm of French authority will not only go unpunished, but will be able to renew their schemes for the subversion of the Republic as often as, in their opinion, the circumstances are favorable. Every reader of history knows that the banishment of royal families does not extinguish the flame of loyalty in the breasts of those who believe it to be their duty to "honor the king," nor is it by any means effectual as a preventive of the restoration of monarchy. The expulsion of the Princes then, while it is not calculated to diminish the influence of the Royalist party in France, is, besides being an act disgracefully inconsistent with the principles they profess, an indication of conscious weakness on the part of the Republicans.

THE SENATE.—We believe in giving credit where it is due. Last week we called attention to a scandalous feature of a bill which passed the House of Commons, in which power was given to judges to order the winding-up of solvent joint stock corporations. We asked the Senate to prove their usefulness as an independent branch of Parliament, by having this clause eliminated from the bill; and the Senate did so, and thus rendered the public a service. Yesterday the same body again gave evidence of their usefulness by throwing out the Chinese bill, if

they will now reject the outrageous amendment which their railway committee added yesterday to Mr. McCarthy's Pacific Junction Railway bill, by which, if it passes, the public treasury may be flooded out of \$1,320,000, they will do the country further good service. Will they do it?

WE DON'T SUPPOSE the New York Herald imagines that it is helping to maintain pleasant relations between the people of Canada and the people of the United States by such editorials as the following:—

LET THE POOR SKIPPER GO. We suppose that it is within the competency of the Secretary of the Treasury to remit the fine which the rickety old Canadian fishing schooner seized at Portland yesterday is liable for want of a manifest, and on the facts reported in our special despatches from that city we trust that the remission will be made, and made promptly. There was not conscious wrongdoing on the part of the luckless Canadian skipper. He seems to be an honest, well-meaning fellow. Our customs authorities should deal kindly with him.

It makes no difference that the Canadians are petty in their ways of dealing with our fishing fleet. Let us not get down anywhere near their level of harassing commerce till their mother country has a fair allowance of time to rebuke them and put them on their good behavior. If Great Britain refuses, then it may be necessary to bring both her and them to common sense by appropriate measures of retaliation. Meanwhile, let both the Government and the people of the United States show a constant magnanimity.

SPECIAL NOTICE.

FOR THE BEST CABINET, IMPERIAL, BOUDOIR, OR PANELED PHOTOGRAPHS TO ORDER. NOTMAN & SONS, 21 HURLEY STREET. U 6

MARRIED.

TUTTLE—MAC CALLUM.—In this city, on the 24th May, at the residence of the bride's father, by the Rev. F. Turgeon, W. S. Tuttle, of St. Paul, Minn., only son of the Hon. M. C. Tuttle, to Maria S., eldest daughter of C. F. MacCallum, Esq.

DIED.

BECKER.—On Tuesday, the 23rd inst., Jane, beloved wife of the Rev. Canon Becker, Rector of Grace Church, Montreal. The funeral will take place from 188 Congregation street, on Thursday, at 2.30 p.m. U 128

New Advertisements.

TO OUR READERS.

We desire to notify Subscribers and others who were not able to secure copies of the "Herald" of the 24th, containing editorial on the Late Hon. L. S. Huntington, and other matter, which caused our edition of that day to be early exhausted, that our Weekly issue of the 27th will contain the articles desired, and that copies of the same will be obtainable at "Herald" Office after noon Thursday.

"HERALD." May 26 U 128

MERCHANTS'

Marine Insurance Company. The Annual General Meeting of the Shareholders of the Merchants' Marine Insurance Company will be held at the office of W. R. Swaid, Esq., Merchants' Exchange Court, Hospital street, Montreal, on TUESDAY, the 18th day of JUNE next, at 12 o'clock noon, for the reception of the Directors' report, the election of Directors, and for other business. By order of the Board, (Signed) W. WALKER, Secretary. Montreal, May 21, 1886. U 122

EASTERN TOWNSHIPS BANK. ANNUAL MEETING. NOTICE is hereby given that the ANNUAL GENERAL MEETING of the Shareholders of this Bank will be held in their Banking House in the City of Sherbrooke, on Wednesday, 2nd day of June next. The chair will be taken at 2 o'clock p.m. By order of the Board, WILLIAM FARWELL, General Manager. Sherbrooke, 5th May, 1886. U 116

THE CANADIAN BANK OF COMMERCE. Dividend No. 38. Notice is hereby given that a DIVIDEND OF THREE AND ONE-HALF PER CENT. upon the capital stock of this institution has been declared for the current half year, and that the same will be payable at the Bank and its Branches on and after Tuesday, the first day of June next.

Friday, the 2nd day of July next. The Transfer Books will be closed from the 17th of June to the 1st of July, both days inclusive.

THE ANNUAL GENERAL MEETING of the shareholders of the Bank will be held at the Banking House, in Toronto, on Tuesday, the 13th day of July next. The Chair will be taken at Twelve o'clock noon. By order of the Board, W. N. ANDERSON, General Manager. Toronto, May 25th, 1886. U 127

IMPERIAL BANK OF CANADA. DIVIDEND No. 22. Notice is hereby given that a dividend at the rate of eight per cent. per annum upon the capital stock of this institution has been declared for the current half year, and that the same will be payable at the Bank and its Branches on and after Tuesday, the first day of June next.

The transfer books will be closed from the 17th to the 31st May, both days inclusive. The annual general meeting of the shareholders will be held at the Bank on Wednesday, the 18th day of June next. The chair will be taken at noon. By order of the Board, D. R. WILKIE, Cashier. Montreal, May 21, 1886. U 128

New Advertisements.

Carsley's Advertisement! WEDNESDAY, MAY 26, 1886.

ONE KIND OF HALF HOLIDAY. To the Editor of the Witness.

SIR.—What a grand word "generosity" is, and how nice it is for a working girl to have a generous employer,—one who gives his employees Saturday afternoons off for instance. "This store closes at 1 p.m. on Saturdays," reads the card in the show window of the place where I work. Yes, sir, the proprietor lets us girls off every Saturday afternoon. He is a half-holiday man, and so delightfully generous about it that all he requires us to do in order to get the half-holiday of four hours is to work half an hour extra for six days, as well as adding one hour—from twelve to one o'clock—each work on Saturdays. That's the kind of a holiday boys get, is it? Wonder if he is the only one so "generous"?

A SEWING GIRL. Montreal, May 14th.

ONE KIND OF HALF-HOLIDAY. To the Editor of the Witness.

SIR.—I thank you for giving space to my letter on "One Kind of Half-Holiday" in last Saturday's Witness, but I am very sorry it has been misapplied to Mr. Carsley's establishment. I cannot understand it in anyone could imagine such a thing. I am acquainted with several young ladies in Mr. Carsley's employ, who, I have no doubt, would be perfectly willing to verify the statement made by Mr. Carsley's foreman to a Witness reporter recently. His girls get the half-holiday, and are also paid their regular weekly wages during their week's vacation every summer. The gentleman I refer to is not Mr. Carsley.

A SEWING GIRL. Montreal, May 20th.]

It is to be hoped that all shop-keepers who give the Saturday half-holiday this summer, will really give it, and not mislead the public, as some did last summer. S. CARSELY.

NEW MANTLES!

NEWEST BOUCLE CANVAS MANTLETTES, richly trimmed with Lace, Jet and Beads, in great variety. AT S. CARSELY'S.

NEWEST BROCHE—CANVAS MANTLETTES, richly trimmed with Beads, Jet and Lace, in beautiful designs. AT S. CARSELY'S.

NEWEST BEADED GRENADE MANTLETTES, richly trimmed with Lace, Jets and Beads, in great variety. AT S. CARSELY'S.

NEWEST SILK MANTLETTES, richly trimmed with Lace, Jets, Beads and Ribbons, in great variety. AT S. CARSELY'S.

NEW PLAIN JERSEY JACKETS, in all sizes, and in a great range of prices. AT S. CARSELY'S.

NEW BRAIDED JERSEY JACKETS, in rich designs, all sizes, and at all prices. AT S. CARSELY'S.

NEW TUFTED JERSEY JACKETS, plain and richly trimmed with Beads, Push, Lace, &c. AT S. CARSELY'S.

NEW TUFTED CLOTH JACKETS, plain, and richly trimmed with Push, Silk, Lace, &c. AT S. CARSELY'S.

NEW TRAVELLING WRAPS, of plain and fancy Summer Cloths, in newest designs and great variety. AT S. CARSELY'S.

MANTLE AND JACKET DEPARTMENT.

Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings. Oriental Striped Curtains and China Mattings.

Just received for use in Country and Town Houses, a line of China and India Mattings, last being recognized as the best Floor Covering for Summer purposes. The new Oriental Striped and Madras Cloth Curtains, the latter at the yard. Marvel of Cheapness and Good Taste. AT S. CARSELY'S.

FLETCHER'S (London) GAS STOVES! ECONOMICAL! HIGHEST AWARDS! CONVENIENT.

Geo. R. Prowse, 222 St. James Street. U 122

SILVERED PLATE MIRRORS. ENCOURAGE HOME MANUFACTURES.

We are now prepared to furnish Mirrors of any size. Silvered Equal if not Superior to English or French and guaranteed to stand unimpaired. Low Prices and Special Discount to the Trade. A. RAMSAY & SON, 37 to 41 Beecollet St., and 12 to 22 Inspector St. MONTREAL. March 14th, 1886. U 121

Amusements.

ACADEMY OF MUSIC. HENRY THOMAS, Lessee and Manager. To-night and Every Evening this week, with Saturday Matinee.

First production in this city of L. R. Shewell's successful play, Shadows of a Great City.

THEATRE ROYAL. Sparrow & Jacobs, Proprietors and Managers. Week commencing May 24.

OLIVER BYRON'S COMBINATION. IN THEIR GREAT PLAY Across the Continent.

The Greatest Play of Modern Times. The very Acme of Sensational Inspiration. Every Afternoon and Evening. Admission—10, 20 and 30 cents.

Art Association of Montreal. Gallery of Paintings and Sculpture, PHILLIPS SQUARE.

Open from 10 a.m. to 6 p.m. Admission—Non-members, 10 cents. SATURDAYS FREE.

MAY 10 DANCE MUSIC.

NIGHT AND MORN Waits, P. Bueafossé, VANITY FAIR Polka, CAROL WILKINSON, NOUS DEUX, Edg. de Valenciennes, CAMARADE Polka, E. Waldteufel.

Of all Music Dealers or mailed Free on receipt of marked price by the Anglo-Canadian Music Publishers' Association (LIMITED), 38 CHURCH STREET, TORONTO. May 19.

NEW Advertisements. NOTICE TO CONSIGNEES.

The Donaldson Line SS. COLINA, Crichton, master from Glasgow, is entered Inwards at Customs. Consignees will please pass their entries without delay. ROBERT REFORM & CO., Agents, u 127

NOTICE TO CONSIGNEES. The SS. JOHN KNOX, Robert Broly, master, from Hamburg, is entered at Customs. Consignees will please pass their entries without delay. MUNDELOH & CO., Agents, u 127

RESERVE Steam Coal! BEST QUALITY FRESH MINED BUNKER COAL

supplied to Steamships in Port of Montreal, or at Company's Pier, Sydney, C.B. Very best Fresh Mined and Screened RESERVE STEAM COAL, also Screenings for sale, ex ship or delivered, in lots to suit consumers. F. C. HENSHAW, Agent, 4 Custom House Square. Telephone No. 638. May 26

SPRING HILL COAL. FRESH MINED, Screened Steam Coal, arriving daily in BOX cars, dry and free from dust. CUMBERLAND RAILWAY & COAL COMPANY, J. B. COWANS, Secretary. CHESTERFIELD CHAMBERS, 16 Alexis Street. U 116

FOR SALE, To Arrive This Week, 50 PUNS. CHOICE NEW Barbadoes Molasses.

J. & R. McLEA, 8 Common Street, May 22 MONTREAL. U 81

COAL YARD TO RENT, NEAR THE CANAL BANK, With a Dump 15 feet high. Good chance for a Coal merchant. Apply "COAL," P. O. Box 1017. May 26

DR. MAJOR, Specialist to the Department for Diseases of the Nose and Throat, Montreal General Hospital, will be absent in Europe until September. 82 UNION AVENUE. U 110

The Iroquois House, BELLEVUE MOUNTAIN, ST. HILAIRE, P.Q., Will be open temporarily May 22nd, 23rd and 24th, and for the Season June 5th. OTTERBURN PARK MAY 24. B. F. CAMPBELL, Manager, 4th 119

QUEEN'S HOTEL (Close to Crystal Palace, London. One of the largest and best family hotels in the Kingdom. Situated in its own beautiful grounds of six acres. Renowned for its healthy position, and highly recommended by the first physicians of the day. db trs 108

COUNTRY BOARD. Superior accommodation and board for four or five adults during the summer months. Mountain air and scenery within an hour and a half of Montreal. Address A.M., Herold Office.

PARLIAMENTARY NOTES.

The Senate Undoing the Work of the Commons—Friends in the Bay of Chaleurs Railway—A Protest from Halifax—The Royal Society.

[FROM OUR SPECIAL CORRESPONDENT.]

OTTAWA, May 26.

At a meeting of the Senate Railway Committee to-day, the Northern and Pacific Junction Railway bill was considered, and an amendment was proposed restoring the position that the House of Commons decided against. The agreement between the Government and the railway was that in the event of the Government being obliged to take over the railway, they should not be compelled to pay more than \$8,000 per mile in addition to the \$12,000 per mile subsidy they had already given. The bill introduced by Mr. McCarthy, the President of the road, provided that the company should be allowed to issue bonds for \$20,000 per mile, and Mr. Mitchell, Mr. Mulock and others, pointed out that were this to pass unconditionally the Government would, to save the credit of the country, be compelled to pay the whole \$20,000 per mile which the public had subscribed. To meet the objections of the House Mr. Dalton McCarthy moved an amendment inserting the agreement with the Government as a schedule to and part of the bill, and a clause directing attention to it. By this means the subscribing public would know that in the event of the country taking over the road they would pay only the \$8,000 per mile, plus that which might be shown to be its net actual value. The company, however, sought to accomplish and succeeded in accomplishing in the Senate that which they had failed to gain in the Commons. When they had carried the clause restoring the proposed moral liability of Parliament Mr. Power proposed a clause limiting the amount that the country should in any event be called upon to pay to this \$20,000, plus the \$12,000 they had already paid, but even this did not suit the advocates of the railway's interests, amongst whom was Senator Turner, one of the directors of an allied road, and the clause was rejected by the same gentlemen who reversed the decision of the Commons. A senator suggested that gentlemen interested in the road should not sit here and vote on it, but that once action to propriety provoked only a smile. How far it is in harmony with the spirit of the constitution for the Senate to pass bills involving a pecuniary liability on the country is a matter of opinion, but there can be no doubt about the propriety of men availing themselves of their position as legislators to create such restrictions where they are interested in the enterprise receiving the benefit.

Mr. Barker, the manager of the railway, was present and said that when it was proposed to build the road they knew perfectly that the road could not be built for the amount estimated, but that they accepted what they could get, trusting to getting more from the Government when they had constructed the railway. Mr. Mulock being present in the committee room was invited by one of the opposing senators to address the committee, which he did, showing the reasons why the amendment should not be accepted, but the majority of the committee did not wish for any reasons against and became very dignified during his speech. There has been, I am told, considerable lobbying amongst the senators to get this bill amended to suit the railway, and the lobbyists have been successful, but it is doubtful whether the House of Commons will agree to stultify themselves, unless Sir John changes his mind. Whether the dog wags the tail, or the tail the dog, and which is the dog and which the tail, remains to be seen.

THE BAY OF CHALEURS RAILWAY.

More trouble. Before permitting the resolution on the Bay of Chaleurs Railway to go through unopposed, Mr. Blake required to see a list of the shareholders of the company to whom they were granting a subsidy. His reason for asking appeared to be that. When Parliament during another session was asked to pass the item of \$300,000 for constructing a portion of this road, they were urged to do so on the ground that the road would be the property of the Government, and would be a valuable adjunct to the Intercolonial. Yesterday it cropped out that the Government intended to give this subsidy to the Bay of Chaleurs Company, who were to build the railway and then retain it as their own property. This brings up quite another condition of things, Mr. Blake desired to know who these favored individuals were, and the production of the shareholders' list today showed that the larger shareholders were Mr. Robitaille, a senator; Mr. McGreevy, a member of Parliament, and Mr. Riopel, another member of Parliament, and the same gentleman whom the Railway Committee discovered to have supplanted Mr. Woodworth in the affections of the "by." And so the merry game goes round, with trouble, trouble, everywhere.

MR. MILLS ASKED.

Whether the Government had received a protest from the Conservative members of the bar of Halifax against the appointment of Mr. Wallace Graham as law agent of the Dominion Government at Halifax, on the ground that he was a partner of Mr. C. Tupper, M. P., the Conservative member of Parliament, and intimating that the Government had been ill-advised in making the appointment. To this Sir Hector said that Mr. Mills had better ask the Minister when that gentleman was in his place.

THE ROYAL SOCIETY OF CANADA.

are in session here. As I do not understand their constitution and object I asked a friend, who seems to be informed on the subject, to enlighten me. He says:— The Royal Society of Canada is composed of 80 members. Of those who are in Ottawa on the 25th inst., we counted 25 in one list published and 29 in another. When Lord Lovat were living in Ottawa, a society, he took the advice of some men of the colleges, universities of Toronto and McGill, and the director of the Geological Survey. The result was that six or seven were taken from each of these bodies; several M.P.'s, because they were not society contributors; some who edify a society with verses whose echoes are lost within the walls of a private session. Every man, they say, who has looked at a stone is a member of this representative body. It was a wonderful discovery that there was a literary literary man in Canada, no more, no less, admitted to a vacancy once dead, and then some wide-awake member that department gets his friend in, perhaps if his name was proposed by the society. If all the members of the British Association who met in Montreal last year had remained in Canada, not one of them

could have been admitted to the Royal Society of Canada.

There is no such society in the United States, and the Royal Society of England has become only a registry office for the names of those who have friends active enough to get them admitted. "The Society for the Advancement of Knowledge," which met in Montreal last year, does most of the work. To such a society any man can be admitted by paying the yearly fee, a sum of five dollars, and in this collect all the men of learning and science in the country and many from neighboring countries.

Has there been any original article read in the Royal Society of Canada since its formation? Usually the geological reports are re-visited and contributions to the literary and scientific journals re-visited. Of the eighty members not ten have published works that have not fallen still-born from the press, and not half of them ever published any, and this was a condition of membership.

The society have pressed on the Government the necessity of committing into their hands their observations, obviously under the impression that the Government, unacquainted with the qualifications necessary for such a work, would commit to them, and they would thus increase their claim for the \$5,000 annual grant.

But why should the Government give \$5,000 to a close corporation, whose members represent no one but themselves, when an association for the advancement of science, to which all men could be admitted, would improve the literary and scientific talent of the country and would be self-sustaining.

BUSINESS OF THE DAY.

[The following account of Tuesday's business failed to reach us by mail in time for yesterday's issue.]

OTTAWA, May 25.

The bill respecting the improvement of the harbor of Quebec was read a third time and passed, as was the bill respecting the jolls over the Danville dam and bridge connecting works constructed on and over the Grand River.

On orders of the day being called, Sir John Macdonald rose to explain his remarks about Mr. Dalton McCarthy and the Northern and Pacific Junction Railway Company on the occasion of the debate on the passing of the Canadian Pacific Railway. I gathered Sir John's meaning to have been that Mr. Dalton McCarthy had behaved rather handsomely than otherwise in declining to press some amendment that his railway officers had desired and in substituting some other in its place. Mr. McCarthy had separated Mr. Dalton McCarthy, the President of the Northern and Pacific Junction Railway from Mr. Dalton McCarthy, the member for North Simcoe, and in pressing the motion that he did press, and not the one that his manager desired, he did so in general railway interests and that the heat of debate must be held responsible for any uncomplimentary remarks that may have been used if they were used.

Mr. Chapleau laid on the table copies of correspondence on the subject of the Franchise bill.

On motion for a third reading of the bill to further amend the law respecting the North-West Territories, Mr. Weldon moved that the bill be sent back to the committee with instructions to amend it by changing the clause providing that the judges of the territories may be members of the North-West council. On this a discussion arose. It was held by Mr. Weldon and Mr. Mills that members of the Council, which is the legislative body of the territories, should be impartial partisans of one side or another and that this was inadvisable in itself, and doubly so since these officers have become the judges of contested elections. Sir John defended the position and said that the Act under which stipendiary magistrates existed was passed by the Reform party. He thought it was necessary for there should be lawyers in the North-West Council to direct their legislation and as yet there were not enough in the Territories. All this could be changed in time on the representation of the elected members of that council.

Mr. Mitchell objected to judges being made lawmakers as well as administrators of the law. He remembered that in New Brunswick they had great difficulty in getting rid of the judges from the Legislature. Neither did he agree with Sir John that the presence of a large supply of lawyers in the Legislature was necessary as it was said to be. It resulted in there being too much legislation and he thought the people of the North-West were a class of men quite able to legislate intelligently for their own needs without the presence of so large a contingent of lawyers as the Premier looked forward to. More particularly, however, did he object to the Government defending all their actions by references to the deeds of their predecessors. He intimated that the Government were there on their own responsibility and not to shelter themselves by the weight of a public opinion against their opponents. On division the amendment was lost—Yeas, 42; nays, 70. The bill was then read a third time and passed. An amendment to the bill respecting interest on the Province of British Columbia made by the Senate rectifying a clerical error was passed. The Minister of Justice dropped the bill to extend the boundaries of the District of Keewatin.

Sir Hector Langevin, in the absence of Mr. Pope, moved the House into committee to consider a proposed resolution to authorize the construction of a railway from a point on the Straits of Canso to Louisbourg or Sydney as a public work. Sir Hector said that the Government had tried and failed to get a contractor to build this road, and therefore concluded to build it themselves. If the motion carried he would introduce a resolution to provide the money necessary to build it.

Mr. Mills asked that the House should be given some further information about so important a work.

Mr. Mills asked how long the road was to be and how much it was to cost, to which the answer was five miles and \$20,000 per mile. This, Sir Hector said, would cover the cost of equipment.

Mr. Mitchell said he entirely agreed with the Government on the necessity of building this road, as Cape Breton had been long suffering, and therefore he would give hearty support to the bill.

Mr. Charlton thought the House ought to be fully informed and satisfied as to the necessity of this road before consenting to the addition of \$2,000,000 to the public debt.

Mr. Davis said that he thought it was quite time that the wants of Cape Breton should be attended to. He has been left too long uncared for. The Opposition did not object to the building of this road, it was due to Cape Breton and to all other provinces to know where the Government intended to build it. It was quite impossible that the Government had decided to ask Parliament for \$2,000,000 to build a road without having come to any opinion as to where they would build it.

THE QUEBEC LEGISLATURE.

[FROM OUR OWN CORRESPONDENT.]

QUEBEC, May 26.

Hon. Mr. Mercier has been misquoted and misunderstood of late. He is charged with having said that the English people of this province have had more than their share of consideration at the hands of the Government of the day. He is, too, accused of threatening the minority with political ostracism and of "waving the bloody shirt" of French ascendancy. All these charges are not true. They are exaggerated every one of them. Your correspondent has the authority of the Hon. Mr. Mercier for giving them all a flat denial. The Hon. Mr. Mercier did not threaten the English minority; he did not say that that minority had been too well treated in the past, and he did not wave the "bloody shirt" in any of his speeches in the Legislature. All the Hon. Mr. Mercier said was that the English minority had no cause to complain, that they were treated well, that it was not the desire of the Liberal party to treat them unfairly; that that minority knew that the Liberal party was, and is, the best friend to the minority in Quebec. Of course, the Hon. Mr. Mercier stood up for the rights and privileges of his own people. He spoke as a French-Canadian, but the whole tenor of his speech was conciliation, if that condition can be purchased with honor. The papers that misquoted the Hon. Mr. Mercier did so for party purposes. They did so without reason, and Englishmen who heard him speak on the occasion referred to admit that there are no grounds for the misconception that has gone abroad. But it is proverbially so hard to overlook a lie that the story has travelled over the province, and the minority will be under a wrong impression about what the Hon. Mr. Mercier said until the truth pushes the lie out of the sunlight.

THE RAILWAY SUBSIDIES.

Here is a piece of inconsistency. In 1884 the Federal Government gave the Quebec Government \$2,394,000 for constructing the railway from Quebec to Ottawa and Montreal. The law on the subject says:—"The subsidies to the Province of Quebec shall be capitalized and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the Province." The Hon. Mr. Robertson in his budget speech, made March 24th, 1885, said:—"Another item amongst our assets for the first time is \$2,394,000 arising from subsidies granted at last session of the Dominion Parliament towards the construction of the Quebec, Montreal, Ottawa and Occidental Railway from Quebec to Ottawa, \$1,200,000 a mile, and from Ottawa to Montreal \$6,000 a mile. Some months since I had an Order-in-Council passed appropriating that amount as sinking fund upon our loan of 1874, and requesting the Dominion Government to agree to pay us five per cent. interest semi-annually till 1904, the maturity of our loan, and at that time to pay us the principal towards the redemption of our debentures. While the Dominion and provided for the interest being payable at Quebec, as the Dominion and Quebec Governments might agree, the Minister of Justice was of opinion that legislation would be necessary in order to authorize the payment of the principal sum at any given time, and accordingly I had another Order-in-Council passed revoking the former one, and providing for the payment of the interest at five per cent. per annum semi-annually on the first day of April and October in each year to 1904. But when did Mr. Robertson do yesterday? In his statement of investments and advances by the province of Quebec, 30th June 1885, he puts this \$2,394,000 down as if he had the money in the provincial chest. One year he passes the order in Council accepting the interest only, and the next introduces the following resolution, which he did last night:— Resolved, That the sum of two millions three hundred and ninety-four thousand dollars, granted by the Government of the Dominion of Canada to the Province of Quebec in consideration of having constructed the railway from Quebec to Ottawa known as the Quebec, Montreal, Ottawa and Occidental Railway, shall be appropriated to the payment of the consolidated debt of the province."

YESTERDAY'S BUSINESS.

The Hon. Mr. Blanchet, Provincial Secretary, drew the attention of the House to the document read at the City Council of Montreal yesterday, which was, he averred, false in every particular. It was an insult to the dignity of the House and to all the members of the Legislature. He added that as chairman of the Private Bills Committee all latitude privileges and delays were given the Montreal Corporation Bill. Such an insult from the Mayor was not a nice return. Mr. Stephens replied that the House did not pay sufficient attention to the interests of Montreal.

Mr. McShane said that the remarks of the Mayor might have been less severe, and that the Private Bills Committee had, to his own knowledge, taken a great deal of interest in the bill. The only clause that he would have opposed was that one referring to the poll tax. That clause, he said, Mr. McShane said, depriving the people of the franchise. He would, too, take that opportunity of saying that his alleged opposition to the bill was not a matter of principle. The only clause he opposed was that which placed in the hands of the Government the power to appoint the seven doctors as he knew too well that these gentlemen would be political party men. The present board as constituted, with Dr. Hingston at its head, should be left intact.

The special committee on the Montreal Health bill met this morning. Dr. Hingston, Dr. Larochelle and Ald. Gray appeared on behalf of the Citizens' Committee, W. W. Robertson for the Board and Dr. Gossier for the anti-vaccinationists. The member for Montreal West, Mr. McShane, supported the deputation from the Citizens' Committee. Some amendments were proposed to promote the efficiency of the bill were made and the committee adjourned until to-morrow.

The anti-vaccinationists made a vigorous attempt to air their views, but they were stopped by the chairman.

Mr. Boyer presented a petition from the inhabitants of St. Laurent against the bill fixing the limits of the parish of La-Clippe.

Hon. Mr. Mercier denies that he held an amendment interfering with the \$75,000 giving the Council power to modify as mentioned in Mr. Stephens' telegram to Ald. Grenier as published in to-day's Gazette. He says that Mr. Stephens was mistaken as no such amendment to Mr. Mercier's knowledge was in existence.

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COURT OF APPEALS.

Judgments, 26th May, 1886. McGreevy vs. Russell. — This came up on a motion by respondent to dismiss appellant's appeal to the Privy Council.

Dudley vs. Darling—Cross J., diss.— This is an action by the appellants under a deed poll, and executors under the will of the late Wm. Dudley, of Birmingham, England, for £744 3s. 11d., as a balance on an account current for some years between the respondents and the late Wm. Dudley, who died 27 February 1876, at which time the balance amounted to £7,496 12s. 14d., when the account was virtually closed, a very small amount of goods being afterwards furnished by the executors, but from which time annual accounts had been regularly sent to respondent charging him with interest at 7 1/2 per cent., and crediting the payments, thus reducing the balance on the 31st December, 1881, to the sum now claimed, appellant alleging that the yearly accounts were being charged by respondent without objection, and acknowledged by him as due.

Monk, J. diss.— In no other case have we a creditor intervening, as in the present instance, and I am of opinion that the judgment should be reversed.

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Hardware. ANTHONY FORCE. RAILWAY SUPPLIES. STEEL RAILS. STEEL BARS. MORGAN'S CRUCIBLES. Warehouse, 225 Wellington St. Office, 76 St. Peter Street.

Nonh British and Mercantile FIRE & LIFE INSURANCE COMPY. ESTABLISHED 1809. RESOURCES OF THE COMPANY. Authorized Capital, £2,000,000. Subscribed, £1,000,000. Paid-up, £625,000.

THE ROYAL CANADIAN Fire and Marine Insurance Co. 157 ST. JAMES ST., MONTREAL. This Company, doing business in Canada only, presents the following Financial Statement, and solicits the patronage of those seeking insurance with security and honor.

Pierce's Little Peppermint Cure. Cures all ailments of the Liver, Blood, and Lungs. It is a sovereign remedy for all ailments of the Liver, Blood, and Lungs, and is sold by all druggists.

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Miscellaneous. MARCUS POOL & SONS, 17 West Smithfield, E.C. London, Eng. Live Stock Commission Agents in London, Liverpool, Bristol & Southampton. Represented in the United States and Canada by R. H. Eckhardt, Montreal.

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Post Office Time Table. MONTREAL, MAY 27, 1886. DELIVERY. MAILS. CLOSING.

Table with columns for destination, time, and agent. Includes entries for Ontario, West Coast, and various international routes.

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RETAIL MERCHANTS.

First Annual Dinner of the Provincial Association At the Balmoral Hotel Last Evening. Formal Opening of the House with Great Splendor.

A prettier scene could not have been imagined than that presented by the dining room of the new Balmoral Hotel last evening, as two hundred and twenty-five representatives of the retail merchants of the Province of Quebec seated themselves before well-laden tables, for the purpose of partaking of their first annual dinner.

The chair was occupied by Mr. P. X. Moisan, president of the society. Ranged upon his right, were His Worship, Mayor Beauregard, Consul General Dubail, of France, Hon. Senator Dubouché, Mr. J. Allan, Mr. John Givry, and Mr. Robert Gault, while on the left were Mr. W. V. Ogilvie, Mr. Andrew Gault, Altermen Grenier and Perrault, Baron La Perrier, M. Barrett, and S. D. Hamilton.

The Chairman then proposed the health of the "Queen," which was responded to by the company singing the National Anthem. The next toast was that of "France," which was responded to by M. Dubail, Consul General for France.

The United States was then toasted and responded to by Mr. E. Murphy, who referred to the business relations between the States and Canada, and hoped they would always continue friendly.

Mr. Beauregard in rising to reply was accorded an enthusiastic reception. He said there was no time since his election that he felt so proud of being Mayor of Montreal as he then was, as he saw gathered around him merchants of all nationalities, who represented the prosperity of the country, and who were anxiously doing all in their power for the future welfare of Canada.

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AMUSEMENTS.

Academy of Music. In spite of the disagreeable weather last evening, a fair audience gathered at the Academy to witness the third presentation of the "Shadows of a Great City."

The performance, as given by the Byron company, is excellent, and well worth seeing. The interest is kept up to the last moment, and several times the applause was very marked. It will be played every afternoon and evening this week and ought to be well patronized.

Next week "Zozo, the Magic Queen," will be produced at the Theatre Royal. One of the main features of this performance is the engagement of Miss Blanche Curriese, a Vassar College graduate, to take the leading part in this play.

Mr. C. R. Gardiner's production of the greatest of all spectacles, "Zozo, the Magic Queen," will appear at the Theatre Royal, commencing Monday, May 31st, every afternoon and evening. It will be remembered that this company secured a grand success on its last visit to this city.

A large and appreciative audience assembled in St. Mary's College Hall last evening to assist at a dramatic and musical entertainment given by the present and former students of the College in honor of the Rector's Feast, and the annual meeting of the Alumni Association.

During the entertainment some very fine musical selections were given by the orchestra, which was under the direction of Rev. Father Garceau, S. J.

John Wood, Toronto; F. Clegg, John Miller, England; Madame Renaud, Madame A. de Blais, Miss Renaud, Quebec; W. R. Coffin, P. Childs, Boston; E. A. Tracy, Norwich, Conn.; J. A. Baker, New York; J. J. MacLaren, Toronto; Mrs. H. C. Macdougall, Dorval; Mr. and Mrs. Lester, Miss Lister, Hamilton; H. Wylie, steamship Sarmatien; M. H. Cochran, Hillsdale; C. F. Rowell, and wife, J. W. McLean, O. McLean, Ottawa; R. D. Hunter, St. Johns; J. McCordran, Boston; H. J. Thomas, New York; C. Scribner, New York; Mr. Bradley, England; Mrs. Bradley, England; Sir Harry Burrard, Capt. Bradley, Pedestal, London; G. Landers, Providence; J. S. Smith and wife, Calais; H. J. Beemer, City; Samuel P. Austin, Sunderland, E. gland; Rev. Dr. Sheraton, wife and son, Toronto; Walter Palmer, England; Sam. E. Gay, England; W. Leonard, Ontario; H. Thomson, Hamilton; A. White, Toronto; Mr. J. Tessier, Quebec; D. Stark, Ottawa; H. E. Clouston, Manchester.

Mr. J. Bailey, Belleville; T. K. Scovill, Portland; Mrs. Smith, City; A. Curriegan, Iukerman; E. Hitch, New York; F. E. Dams, North Brookfield; Jos. Smythe, Cornwall; P. J. G. New York, Leclaire; J. P. Sexton, Ottawa; W. Talbot, Boston; R. Chalmers, Belleville; N. B. S. Caselman, Casselman, Ont.; F. H. Hackett, Quebec; W. J. Fowler, Ogdenburg, N. Y.; W. L. Thom, Toronto; E. L. Hedges, Ontario; Mr. T. W. Wiggins, Mystic; D. T. Cusswell, Martintown; G. Butler and wife, Ottawa; W. A. Pidgeon, Maine; Rev. J. W. Puffer and wife, Blainville; G. Duffield and wife, Norwood; R. Dickson, Carp; W. E. Wheddon, Ansonia; Jas. Birrell, Beaulieu; E. Bartlett, Manchester; W. Phillips, Belleville; J. W. Rimour, Ottawa; W. G. Barney and wife, Charles City, Iowa; Chas. H. Fack, W. F. Malcom, Naperville; E. A. Buell, W. P. Rutledge, J. B. Douglass, East Constance, N. Y.; Rev. Geo. S. Reynolds, E. H. Brown, Cornwall, Ont.; E. E. Fitzgibbon, Toronto; T. G. Brown, Carleton Place; Parker Leach, City; James Allan, Perth; W. H. Brown, Montebello; C. J. McEwan, Ottawa; W. H. Hubbard, Earnham; C. W. Bowtell, Bradford; W. E. Vincent, T. Craig, C. K. Kemp, Sweetest; A. W. Monty, Boston; E. Milliken, Yarmouth, N. S.; G. Whamby, Waterloo, P. Q.; E. H. Monk, St. Therese; E. Hardman, Lachine; T. Huel, New York; John Munro, Cherterville; F. C. Denechin, Morrisburg; William Rae, C. Ferrielle, F. Murphy and wife, Dorval; G. W. Dakin, Halifax; J. Stout, City; Mr. and Mrs. J. Patterson, Halifax; E. J. Steele, Portland; H. Robertson and wife, Martintown; R. F. Derrick, Nogan; H. J. Hunt, Kirkbrun; W. H. Hill, Peterborough; J. C. Lytle, New York; J. G. Wilburn, England; Joseph E. Taylor, Guelph; D. H. Gordon, Quebec.

THE WORLD OF SPORT.

The Grand Tournament of Military Sports Last Evening. Programme of the C. W. A. Annual Meet.

THE ROYAL SCOTS TOURNAMENT. In spite of the very inclement weather which prevailed last evening there was a large gathering in the Victoria Skating Rink to witness the grand tournament of military sports given by C and F companies of the Royal Scots. The event was most successful and reflects credit on the organizers. The patrons of the occasion were Mayor Beauregard, Lieut.-Col. Van Straubenzee, D.A.G., Lieut.-Col. Mattice B.M., Stevenson, Oswald, Kennedy, Bond, Crawford, Gaverhill, Massey, Outmet and Capt. McArthur. The 65th band under the leadership of Bandmaster Lavigne discussed an excellent programme of music.

The different events were well contested. The judges were Capt. Stevenson, M.G.A.; Capt. McLaren, 6th Fusiliers; Mr. Fred. Cushing, M.A.A.; the starter and referee in the tug of war, Capt. Beckett, of the Vics, assisted by Mr. J. K. Reid. The following was the programme of the various events and the results: 1. Half-mile, heavy marching order—1st, Pte. Fletcher, Vics; 2nd, Sgt. Jones, M.G.A.

2. Trial pull—Tug-of-war between 1st team of Royal Scots and a team from the 6th Fusiliers, won by the Scots. 3. Quarter mile hurdle—Pte. Kerr, Scots, 1st; Pte. Garmond, Scots, 2nd. 4. Three-legged race—1st, Sergt. Jones, M.G.A.; 2nd, Pte. Grifflard, 65th. 5. An exhibition of sword drill by a squad from the Montreal Field Battery, Sgt.-Major King in command. This was a most creditable exhibition. All the various exercises were very well done and elicited applause from the spectators.

6. Regimental half-mile—Pte. S. Cuthbert, 1st; Pte. W. Kerr, 2nd. 7. Wheel race, one lap—1st, Corp. Lidday; 2nd, Corp. Conway. 8. Three-legged race—1st, Ptes. Taylor and Goldsack; 2nd, Sergt. Watson and Pte. Brown. 9. One mile, open—1st, T. Moffatt, M.A.A.A.; 2nd, M. Shawe. 10. Fifty yard tug of war between two teams of the Royal Scots. Won by the first team.

THE WHEEL. CANADIAN WHEELMEN'S ASSOCIATION. The following is the programme of the fourth annual race meeting to be held under the Canadian Wheelmen's Association on the Shamrock Lacrosse Club grounds on Thursday and Saturday, the 1st and 3rd of July.

PROGRAMME. (TWO RACES EACH EVENT.) First Day. One Mile Championship of Canada Five Miles, Roadster Machines (40 lbs. or over) Half-Mile Dash, without hands Three Miles, Roadster Machines (40 lbs. or over) One Mile (4th class) open to all Amateurs who have never won a prize except in a 4th class race One Mile (3rd class) open to Amateurs who have never won a prize except in a 4th class race Two Miles Tri-cycle. 220 Yards Foot. Half-mile Dash, without hands

Second Day. Half-Mile, Championship of Canada, in heats (best 2 in 3) Three Miles, Roadster Machines (40 lbs. or over) Two Miles (2nd class) open to Amateurs (race never won a prize first prize second prize except in 3rd or 4th class race) One Mile (3rd class) open to Amateurs who have never won a prize except in a 4th class race 220 Yards Foot. Half-mile Dash, without hands

Mr. T. E. Shaillon, manager of the Richelieu Hotel, was severely injured by a kick from a horse at Lepine Park on Monday. His collar bone was fractured and he was otherwise badly hurt. It will no doubt be several weeks before he will be able to resume work. Pages were S.S. Sarmatien, Captain Hugh Wylie, from Liverpool, Quebec, arrived at Quebec, Monday, 24th May, 1886—Mr. F. Barber, Mrs. Beatty, Mrs. J. Boucner, Mr. A. D. Brooke, Mr. M. D. Brown, Mr. O. P. Chadwick, Mrs. Cave Childs, Miss Cave Childs, Mr. O. Critchley, Mrs. W. W. D. W. Miss Ellen Flett, Mr. F. Gray, Mr. H. Gray, Mr. O. Greig, Mr. M. Hill, Mr. W. Howie, Mr. F. J. Hughes, Miss S. Johnston, Mr. H. R. Laws, Mr. John S. Leigh, Mr. Mackin and man servant, Mr. H. McKay, Mr. N. McNair, Mr. S. E. May, Mrs. May, Mr. William Nelson, Mr. P. H. O'Neil, Mr. Pickard, Mr. W. C. Ricardo, Mr. W. Richards, Mrs. Sinclair, Mr. G. E. Stoppard, Rev. Mr. Vallon, Mr. G. Wilburn—35 cabin, 38 intermediate and 691 steerage.

FIRE! FIRE! FIRE!

The Royal Electric Light Building in Ashes. All the Valuable Plant and Patterns Totally Destroyed.

About one o'clock this morning, two gentlemen driving along William street, noticed flames issuing from the northeast corner of the large four story building on the corner of Queen and William streets, formerly the Adams Tobacco Factory, but at present occupied as a manufactory and central light station by the Royal Electric Light Company. The gentlemen at once drove to No. 3, the Wellington street fire station, and gave the alarm, Guardian Gilbert after sending in an alarm from the station box 42 soon had his reel at the fire and a stream of water, but short though the time was the log that and the rear portion of the immense building were in flames. The water power was very weak and the police sent in a second alarm from box 37, and the Central and Western divisions were soon on the scene. This time the engine arrived with the fire engine. The fire was extinguished by the Royal Electric Light Company. The gentlemen at once drove to No. 3, the Wellington street fire station, and gave the alarm, Guardian Gilbert after sending in an alarm from the station box 42 soon had his reel at the fire and a stream of water, but short though the time was the log that and the rear portion of the immense building were in flames.

THE BEST ENDURING PIANO IN AMERICA. The best and most enduring piano in America for the musician, Decker & Son, Vose & Son, all at the N. Y. Piano Co's stores, St. James street. m127

CITIZENS' COMMITTEE.—A meeting of the Citizens' Committee was held yesterday, Mr. Nolan de la Roche in the chair. Mr. H. Shorey, the chairman, having gone to Quebec in the interests of the Health bill, the meeting was adjourned till next Wednesday at 4 p.m.

STRIKING A WOMAN.—A young man named Camille Mathurin, cigar maker, was arrested yesterday afternoon, for striking a young girl named Agnes Gauthier. The assault was the outcome of a love affair. He will come up before the Recorder to-day.

A RECORDED CASE.—A plumber named St. George, was fined \$5 and costs, and bound to bail for \$50 to keep the peace, by the Recorder yesterday, for striking a woman named Angèle Duperron. The wife of St. George's wife, it appears that Angèle was jealous because he did not pay her attentions, and insulted him on the street.

BY A PECULIAR PROCESS of preparation Hyman's celebrated cut plug tobacco is always in a moist condition thereby avoiding dry dust so common to ordinary tobaccos. It is absolutely free from all impurities, smoking sweet to the end and not biting the tongue or making the mouth sore, a merit possessed by no other smoking tobacco. None genuine except what is sold by S. H. Hyman, 180 St. James street.

THE FATAL BURNING.—Coroner Jones held an inquest yesterday morning at the General Hospital, on the body of the unfortunate woman Mary Anne Ewyer, the victim of the coal oil lamp accident of Tuesday morning. The witnesses examined were Dr. McClure, Superintendent of the Hospital, the sister of the deceased, a Mrs. O'Grady and Police man Penny. The jury returned a verdict of accidental death.

REQUISITS WANTED.—Inspector Moody and Sergeant Gagnier were kept busy yesterday in the Lawrences Hall, enlisting recruits for the Mounted Police service. The applicants were of every description and nationality. Sergt. Kemper, who is a guardsman who wears Egyptian medals and Tel-El-Kebir clasp, is desirous of getting sixty healthy and well proportioned men. If he cannot obtain this number he will go to Toronto.

COURTWARD REFUGIANS.—A bright, ten-year-old girl named Gravel made a deposition before the Police Magistrate, yesterday, which may lead to the arrest of three cowardly ruffians. It appears that on Monday evening she was walking along the street, when a cab drove up to her and before she could realize it she was seized bodily by one of the men and placed in the cab which drove away. While in the cab she claims to have been disgracefully treated and made drunk by being forced to drink whiskey from a bottle. She claims to be able to recognize one of her assailants.

CITY NEWS.

WANTED.—A CITY REPORTER. Apply to the Editor of THE HERALD. If BREDDING and BOARDER PLANTS, HANGING BASKETS, Closing sales at Thomson & Gowley's auction rooms, this afternoon, at 2.30 o'clock. No reserve.

THE MAGNIFICENT PIANOS of Weber, Dunham, Decker & Son, Vose & Hale, just received at the New York Piano Co's rooms, 228 St. James street. u127

AMONG THOSE PUNISHED in the Recorder's Court yesterday, were J. Greaves and C. Faubille, merchants of St. Catherine street, who were fined \$5 each for selling fire-crackers.

ADMITTED TO BAIL.—Samuel Mitchell, the young man arrested for mailing threatening letters to Mr. Bernard, of Terrebonne, was yesterday admitted to bail and his case adjourned until Tuesday.

SMALL LOT.—A small lot of the well known brand "Flor del Pinar," from the manufactory of L. Barreute Habana, at Hirsch's (opposite Post Office). These goods will be a positive treat to lovers of a good cigar.

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MARINE INTELLIGENCE.

ALONG THE WHARVES. Pedestrians waded in mud along the river front yesterday.

Thirty-four craft passed through the Lachine Canal yesterday. The steamship Batavia, which sailed for Liverpool yesterday, took 456 head of cattle. The propeller Celtic is loading general cargo for lake ports at the mouth of the canal. The Allan Line steamship Hibernian, which sailed for Glasgow yesterday, took 434 head of cattle. Since the opening of navigation to date, 544 propellers, barges and river craft have entered port, via Lachine canal. The steamship Grandholm, consigned to Carbray, Routh & Co., from Sydney, with coal, arrived at Quebec yesterday. The Allan Line steamship Parisian sailed at daylight yesterday morning with full general cargo for Liverpool. The steamship Southwold, which had been waiting for her cattle for several days, sailed yesterday morning with 82 head. The Allan Line steamship Sarmatien arrived in port at 11 o'clock yesterday morning, she brings a full general cargo.

PORT OF MONTREAL. Arrived—May 26. Steamship Oregon, 2407, Williams, Liverpool, general, D. Torrance & Co. Steamship Grandholm, 903, John Mason, Sydney, C.B., coal, Carbray, Routh & Co. Steamship Sarmatien, 2159, Wylie, Liverpool, H. & A. Allan. Barge Oswego M. T. Co., grain. Barge Harvest, M. T. Co., grain. Barge Lancaster, M. T. Co., grain. Barge Saturn, M. W. Co., grain. Barge J. Wilson, Murphy & Co., lumber. Barge Melinda, Lassier, grain. Schooner Carleton, Ladur, bricks. Barge St. Louis, Nadau, grain. Barge Albert, Mallette, grain. Barge Exportation, Caron, grain. Barge M. Immaculate, Robillard, grain. Propeller St. Magus, Burroughs. Propeller Dominion, Connors. Propeller Montcalm, McNaughton. Barge J. Young, Blanchard, lumber.

Left—May 26. Steamship Corean, 2398, Menzies, Glasgow via Quebec, general, H. & A. Allan. Steamship Lake Superior, 2965, Stewart, Liverpool, general, H. E. Murray. Steamship Cynthia, 1409, Taylor, Glasgow, general, R. Bedford & Co. Sailed—May 26. Steamship Oxenholme, Montreal, 2160, Bouchette, Liverpool, general. Steamship Oxenholme, 1716, Williams, Liverpool, general. Steamship Cajona, 939, McDonald, Sydney and St. John, N. F. T. Steamship Hibernian, 1872, Brown, Glasgow, general.

Vessels in Port. STEAMSHIPS. Corean, 3,100, Menzies, H. & A. Allan. Goughenbury City, 1,700, from Bristol; J. G. Siley. Gallego, 1,716, Lazaraga, from Matanzas to J. G. Siley. Grassbrook, 1,275, Schwener, Manderloh & Co. Cananbury, 1,680, Lancaster, Carbray, Routh & Co. Cynthia, 1,407, Taylor, R. Bedford & Co. Montreal, 2,159, Bouchette, D. Torrance & Co. Ashton, Tiller, Akyah, India, rice. Invermay, 1,233, Intercolonial Coal Co. Domingo, 899, Wilson, Hamburg, J. G. Siley. Bonavista, 930, Anderson, Kingman, Brown & Co. Oregon, 2407, Williams, Liverpool, D. Torrance & Co. Grandholm, 903, Mason, Carbray, Routh & Co. Sarmatien, 2159, Wylie, Liverpool, H. & A. Allan. SHIPS. Cambridge, 1,135, Hill, Buenos Ayres, ballast, Anderson, McKenzie & Co. BARKS. Rhine, 1,064, Anderson, McKenzie & Co. Lake Lemna, 1,035, Mogyey, long wharf. Diotstar, 1,242, Mathusen, R. R. Dobell. BRIGANTINES. Buda, 345, Ray, Anderson, McKenzie & Co.

Arrived via Lachine Canal—May 25. Barge, Elie, White, 125 tons, from Brighton to Montreal, 7009 bushels wheat, A. D. Thompson. Barge Katie Eccles, 121 tons, from Colborne to Montreal, 8700 bushels wheat, A. D. Thompson. Barge D. 136 tons, from Valleyfield to Montreal, 19928 bushels oats, L. Tourville & Co. Steamer Alexandria, 508 tons, from Bay of Quinte Ports to Montreal, 25 cases eggs, G. Wait; 14 do, A. Chisholm; 9 do, 4 tubs butter, Hillock; 60 boxes cheese, Hodgson Bros; 35 do do, J. R. McCaver; 13 families' clothing, 120 1/2 sacks flour, Robertson & Co; 48 bags flour, Brunson & Co; 36 boxes sugar, Sugar Refining Coy; 100 cases, Hillock; 100 do do, Bell, Simpson; 14 do do, Langlois; 3 tubs butter, J. Ward.

PORT OF QUEBEC. (SPECIAL REPORT TO THE HERALD.) QUEBEC, May 25, 1886. ARRIVED—May 26. Bark Brilliant, Hansen, Liverpool, J. S. Murphy & Co., salt. Bark Norway, Tidemanns, Christie, Jno. Burstell & Co., ballast. Steamship Jno. Knox, from Glasgow for Montreal. Birks Gadsstone and Drummensoren not reported. CLEARED—May 26. Bark Ios, Olsen, Valencia, R. R. Dubell & Co. Barks Hebe, Egram, Barrow-in-Furness, J. S. Murphy & Co., salt. Bark Donald Ferguson, Campbell, Belfast, Jno. Burstell & Co. Bark Carica, Hegnander, London, R. B. Dubell & Co. Steamship Hibernian, Brown, Glasgow, Allan, Hae & Co. T. & Co. Schooner Mary Ann, Raymond, Equimaux Point, Geo. Lemieux. NOTES. Steamship John Knox left for Montreal at 9.30 a.m. Steamship Hibernian proceeded for Glasgow at 5 a.m. Brigantine Moss Rose left for Montreal at 6.30 p.m. in tow of tug Dauntless. Steamship Colina will arrive in port to-night, and proceed on to Montreal. The steamship Southwold arrived from Montreal at 5.30 p.m., and proceeded for London.

Three hundred and seventy-two market steamers and schooners have arrived from adjacent ports. A Norwegian bark was chartered here to-day for Belfast at 19s. for timber and 47s. 6d. for coals. The cargo of the ex-bark Forganhall, from Greenock, sold at \$4.60, and that ex-

There are very few things in it that which we may be absolutely certain, that this is one of them; that Dr. Pierce's "Pleasant Purgative Pellets" have as equal as a cathartic in derangements of the liver, stomach and bowels. They are very small and their action is pleasant. Purely vegetable, perfectly harmless. 25 cents per box. All druggists.

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INLAND NAVIGATION.

PORT LAURENCE, Ont., May 26.—Vessels passed up—Schooner Highland Beauty, Toronto to St. Catharines, lumber; Carolina March, Oswego to St. Catharines, coal; steamer Geneva, Toronto to Port Dalhousie, light.

Down—Steamers Houghton, Owen Sound to Lachine, light; Enterprise and barges, Beaverton; River to Kingston, timber; Cuba, Chicago to Montreal, gen. cargo; Canada, Sandusky to Montreal, gen. cargo; Glengarry and barges, Port Arthur to Kingston, wheat. Light, westerly wind; fair, cool weather. Port Colborne, Ont., May 26.—Passed up—Schooners Reed, Case, Ogdensburg to Chicago, coal; Richard Mott, Charlotte to Milwaukee, coal; Gleniffer, Kingston to Toledo, light; Lisgar, Kingston to Toledo, light; Chancy Ames, Grindstone Island to Chicago, coal; Will Keller, Morrisport to Detroit, light; H. Dudley, Tor no to Toledo, light; Day Stewart, Charlotte to Chicago, coal; W. R. Taylor, Kingston to Sheboygan, light; steam barge Lucolin, Kingston to Toledo, light.

Down—Schooners A. L. Andrews, Chicago to Ogdensburg, wheat; E. P. Bales, Chicago to Ogdensburg, wheat; Smith & Hasteat, Saginaw to Oak Orchard, lumber; R. Norwood, Chicago to Kingston, wheat; propeller Cuba, Chicago to Montreal, gen. cargo; Canada, Sandusky to Montreal, gen. cargo; Glengarry and consort, Port Arthur to Kingston, wheat. The wind freshened into a gale here this afternoon and to-night it is still blowing strong from westward. Clear, cool weather. The Richard Mott left here this morning and was forced to run back here this evening for a lighter in harbor. To-night Schooners David Stewart, Richard Mott, W. R. Taylor, H. Dudley, Gleniffer, Willis Keller.

Vessels for the St. Lawrence. BARRADOS.—Sailed May 8, British bark Anna Danb, for Quebec. CARMAGNOIS.—Sailed May 18, British ship Wanda, for St. Lawrence. Quebec. DOVER, May 21.—Passed—Bark Harmon, Olsen, Hartingsen for the St. Lawrence.

Reports and Disasters. The British bark St. Olavus reported ashore at Spencer Island, will be towed to St. John, N. B., and discharge cargo for repair. The British bark Windan, Harrison, from Bridgewater, E. and the schooner Benj. F. Rich, have both put into North Sydney, C. B., in leaky condition. Both vessels will repair and proceed to destination.

Spotter. Bark Canada (N.), from Christiana for Quebec, May 1, lat. 46, long. 30. Bark Mary Lou, (B.), from Portland, O., for Queenstown, April 22, lat. 7 S. lon. 26 W. Bark Penobscot, Eaton, from New York for Sydney, N. S. W., April 26, lat. 6 N. lon. 29 W.

Marinelets. The Allan steamship Lucerna, from Glasgow, passed Matane at 7.30 a.m. 6 Wednesday. The Hamburg American Packet Co's steamship Rega, from Hamburg for New York, has arrived with over 600 passengers. The Donaldson Line steamship Colina, from Glasgow on the 14th inst., passed Father Point at 5.15 a.m. on the 26th inst. The Hamburg American Packet Co's steamship Leasing, from Hamburg for New York, has arrived with over 700 passengers. The Guion Line steamship Wyoming, from New York for Liverpool via Queenstown 26th inst., with sixty saloon passengers.

The Allan steamship Austrian, from Boston, arrived at Glasgow on Wednesday and had her live stock shipment of 214 oxen in good condition. The Guion Line steamship Alaska, from New York 18th inst. for Liverpool via Queenstown, arrived at 3 a.m. to-day. Time of passage 7 days 3 hours. The Donaldson Line steamship Alouides hence on the 14th instant, arrived at Glasgow on the 26th inst., and landed her shipment of live stock, 475 cattle and 5 horses, in good condition.

A Sure Thing. There are very few things in it that which we may be absolutely certain, that this is one of them; that Dr. Pierce's "Pleasant Purgative Pellets" have as equal as a cathartic in derangements of the liver, stomach and bowels. They are very small and their action is pleasant. Purely vegetable, perfectly harmless. 25 cents per box. All druggists.

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