

The Montreal Herald.

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and Business Manager.
Editor

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WEDNESDAY MORNING, MAY 29

TO-DAY'S DOINGS.

ACADEMY OF MUSIC—Dr. Jazyl and M. Hyde, at 8 p.m.

THEATRE ROYAL—"Star Variety Company," at 8 and 9 p.m.

REGULAR MEETING CITIZENS' LEAGUE—8 p.m.

BANQUET to Hon. L. O. Taillon—Victoria Skating Rink, 8 p.m.

CY-TOURNA—Jerusalem on the day of the Crucifixion, St. Catherine street, 9 a.m. to 10 p.m.

Will Mr. Taillon tell his hosts to-night how much he paid Messrs. Lacoste & Co. to establish his right to collect the Commercial Corporation tax. Was it \$40,000 or \$45,000.

HIS LORDSHIP.

The Canadian Gazette, the official organ in London (England) of the Dominion Government, gives currency to the report that the Premier is to be made Lord Macdonald during his visit to London in August. Stated in this way in a journal understood to be practically edited by Sir Charles Tupper, and Mr. or Sir Joseph Colmer, we are not sure which—Sir Charles' Secretary—it may be taken for granted that the resemblance which Canadian admirers have always seen between Sir John and Mr. Disraeli is to be accentuated by the former following the example of the English statesman and retiring into the Upper House. The days of John A. Macdonald being about to close in Canada, this retreat of the chieftain cannot be considered otherwise than as judicious. As leader of the Upper House Lord Macdonald will find a field not quite fresh to him, but one in which his methods are not so familiar and suspected as in the House of Commons. He will be able to "get off," if we may use the expression, a good many stories and jokes on his new companions which have now grown too stale for further use in the restaurant and lobbies of the Commons. Some moderation of manner will no doubt be expected of him, and we may expect to hear that that extremely dignified and sedate gentleman, the Clerk of the Senate, will gently intimate that crimson neckties are not de rigueur in the Senate chamber. And the habit of making fun of that emblem of the constitution, "Black Rod," must be abandoned at once and for ever. With a little coaching by the officials and a friendly hint now and again from Senators, we have no doubt that Lord Macdonald will soon accustom himself to the requirements of the new position.

The changes which will ensue upon Lord Macdonald's removal from the House of Commons will easily be foreseen. Mr. Abbott, no longer required in the Upper House, will no doubt ask Mr. Wilson to step aside in Argentina, with the view of representing it himself. This will render unnecessary any movement of Mr. Colby's part, as Mr. Abbott will, of course, take the Railway Department, a sop of some kind being given to Mr. Chapleau. It is not, perhaps, quite as easy to see who is to lead the party in the Commons. The Tories are furious with Dalton McCarthy for forgetting them into hot water about the Jesuits; there are doubts about Mr. Hesson's willingness to accept any further offices either for himself or his family, and though Baird seems to be a very fitting and representative leader for them, there is said to be some jealousy of him amongst the Maritime members. Sir John Thompson, his friends say, would not rest, if given the lead, until he had established the Pope at Rideau Hall, and some of the Orange Lodges affect a disapproval of this plan. As a journal that gives the present administration only occasional support, THE HERALD's advice will not perhaps be accepted as readily as it is given; but, nevertheless, we should cordially recommend the party to weigh well the fitness for its leader of Mr. Rykert and Mr. Baird, and without fail choose one or the other. It is hard to say which is the most representative member of the party, but Mr. Rykert having made, with the kind assistance of Mr. Sands, a provision for his old age, by electing him as leader there would probably be a better chance for the others to share in whatever Sir John may have left. From a social point of view, the "accession of dignity" will be a great boon to many of our most distinguished civil service clerks. Instead of there being one permanent Lord at Ottawa with an occasional lordlet, there will be two, which will give a more aristocratic flavour to life and general conversation at the Capital. We fear that there are no younger sons in this case to enter the Guards at Ottawa, the elder son being otherwise

disposed of; but no doubt when the ball is set rolling other Lords will be forthcoming and the supply of young honourables will be ample. Some revision of "cab hire" and so forth will be necessitated, for it is out of the question that the aristocracy, while so scarce, can be permitted to use this plebeian method of peregrination. Numerous other changes and improvements in tone will undoubtedly follow, including the conversion of some newspaper into a court journal, but we are not sufficiently versed in this subject to indicate more than the obvious changes.

THAT COMMERCIAL TAX.

The opponents of Mr. Mercier are very anxious to free themselves from the odium of having imposed the tax on the commercial corporations, and the Gazette of yesterday pleaded in extenuation that although they imposed it, they did not collect it, and would not have done so had they remained in office. We fear that this is a reed of the weakest description, and will not bear any leaning upon. If they did not intend to collect it, why did they pass the law enabling them to do so? One of their leaders made a great merit of having passed it. He claimed credit from the habitants for having found this way of easing them of taxation by sticking it on to the English capitalists in the cities. It is idle to say that he did not intend to use his law. And when the law was questioned, Mr. Taillon spent a large sum of public money in the courts to uphold it. If he did not intend to collect the tax, why was all the money spent? The alternative is that he desired to enrich a friendly firm of lawyers at the public expense, in defending the constitutionality of a law he did not intend to enforce. The less the Gazette says about the Commercial Corporation tax the better for its friends.

TOO MUCH EXEMPTION.

The movement for abating the injustice of clerical tax exemptions is spreading in Ontario, and should receive attention here. It is the more necessary, if, as has been stated without contradiction, one of the several churches into which the community is divided claims the right to determine what church property, or property belonging to clerical people, shall be exempted. Of course if such a right existed, which it does not, or if it were allowed, the privilege extended to one church would necessarily be extended to all, and some shadow of reason has yet to be shown why the property of a clergyman or a body of clergymen should be exempted from the same rate of taxation paid by the property of other citizens. Why Catholics should be compelled to partially support Protestant institutions by paying their water rates, fire, police, and other dues, or Protestants to support Catholics is not clear. But it is done and while the public generally are getting tired of these medieval customs, some of the exempted ones are using the privilege they already enjoy to make further demands. At the present time the City of Montreal exempts over sixteen million dollars worth of assessed property at an annual loss to the city of over \$20,000. It is no use appealing to "common honesty" in cases of this kind, because "common honesty" is the most uncommon thing in the world where one body of citizens can shove their proper burdens off their own shoulders on to those of any other body, which is foolish enough to take them. We are in a dreadful state of backwardness in some things in this province. A stranger would be justified in believing that we really belonged to the last century, with our exemptions, imprisonment of debtors in lunatic asylums, our farming out our insane to contractors who refuse to be inspected, and what not? We have been so busy making money, some of us, and trying to make it, others of us, that we have let all else go by the board. It is time, if it is ever to be time under our present constitution, that our leading people looked into these matters, and this exemption question furnishes a good subject to begin with.

A QUESTION OF DEBT.

The question of debt is evidently a sore point with the Gazette, if we are to judge from the thimble-rigging in which it indulges in order to minimize the debt of Canada and magnify that of Quebec. It says:

Nearly one-half of the debt of Canada, that is to say \$124,000,000, consists of debts of the provinces assumed at and since Confederation, while the balance is made up of expenditures upon the Intercolonial railway, the Pacific railway, the canals, the purchase of the Northwest, and other public works. The debt of Quebec is composed in large part of deficits in the ordinary revenue in the last two and a half years, approximating three quarters of a million dollars, and of railway expenditures.

What is the use of a newspaper "boxing the compass" in that manner. Debt is debt, no matter how or for what purpose incurred, and it does not make the burden any lighter to tell the people that so much consists of the debts of the provinces, so much for the Intercolonial railway, etc. The debt has been incurred, some of it recklessly and extravagantly. While the Gazette was going into particulars it might have stated that within the last few years the Dominion Government have added nearly \$10,000,000 to the public debt of Canada by annual deficits, and of that amount some seven or eight millions were wholly unjustifiable, the result of glaring misgovernment—the debt incurred in suppressing the Northwest rebellion which should never have occurred, and would not have occurred if treason to the best interests of the country had not prevailed in Government circles at Ottawa. If Canada had been decently and honestly governed during the last ten years our debt would have been twenty-five or thirty million dollars less than it is. As it is our national debt is very largely a conspicuous

monument of Tory recklessness, extravagance and imbecility.

Now, what about the debt of the Province of Quebec? Is it not wholly the creation of successive Conservative Governments? Will any of the speakers at the Tory gathering to-night be reckless enough to deny the fact? Some of it is represented by justifiable and proper expenditure, much of it by criminally reckless expenditure and misappropriation, and a good deal of it by a long succession of deficits under successive Tory administrations. Dare the Gazette deny this fact? When the Mercier Government came into power they found the public debt of this Province in the neighbourhood of eighteen million dollars. That was emphatically the creation of Tory Governments. But in addition to this the Mercier Government, on taking up the reins of office, found itself face to face with a floating debt of nearly four millions, and unsettled and disputed claims of upwards of four millions. These burdensome and troublesome legacies of former Tory administrations the Mercier Government had to provide for; and if there have been deficits since that time they were due to the fact that the Mercier Government had to provide for and pay the debts left unsettled and unpaid for by their predecessors. It is true, as the Gazette says, that "the debt of Quebec is composed in large part of deficits in the ordinary revenue," and it is further true, though the Gazette is not honest enough to admit the fact, that these deficits were either incurred under Tory rule, or were legacies left to the present administration by the reckless financial management of their predecessors. Will any of the speakers to-night seriously venture to call these facts in question? The facts and figures are on record; they have been produced and can be produced again to carry confusion into the ranks of Tory figure-boxers. With the record of what Tory administration has done for Quebec in dissipating her resources, in piling up the Provincial debt, in creating a long string of deficits, and in increasing Provincial taxation, the Gazette manifests a good deal of assurance in venturing to discuss such a subject. Public attention can only be drawn thereto to the discredit of Toryism, both in the Federal and Provincial arenas.

BRITAIN'S SUGAR INDUSTRY.

A few days ago the Gazette had a lugubrious article on British trade and industry in which it tried to demonstrate that some protectionist countries are developing their trade faster than Great Britain is, and the statement was made that Great Britain's sugar industry had fallen into a condition of ruinous decay. No figures, however, were given in support of this assertion—for the very good reason that it was not a fact. It spite of the competition of the bounty fed sugars of the continent, a much larger quantity of sugar is refined in Britain now than ever before. In 1886 Great Britain imported 6,367,027 cwts. of refined sugar and 16,141,099 cwts. of raw sugar. In 1888 the import of refined was 6,899,848 cwts., against 17,850,371 cwts. of raw, showing an increase in importation of refined sugar of only 532,821 cwts., against an increase in importation of raw of 1,608,672 cwt. These figures prove pretty clearly that British refiners are not only holding their own but are making material progress—that their industry is in anything but a "state of ruinous decay." Any argument to bolster up protection is gladly seized upon by Tory organs, even to misrepresenting and running down the institutions and industries of the Mother Country to which they profess such undying loyalty.

FACTS VS. FANCIES.

The Gazette places the debt of the Province at \$32,000,000. While manufacturing facts, it might as well have made the amount \$40,000,000 or \$50,000,000. The real facts are that when the Mercier Government came into power the debt was \$18,117,233. Funding the floating debts left by the Tory administration increased it to \$21,670,333, and other liabilities to which the province was committed by previous administrations increased it to \$24,180,461. And the bottom of Tory debt legacy apparently has not yet been reached. The assets amount to \$12,234,999. These used to be good under Tory administrations, though the Gazette apparently declines to take them into account now. This is a sample of the honesty and fairness of Tory journalism. And this kind of disingenuous, half truth, clap-trap style of statement and reasoning will no doubt characterize the efforts of the speakers at the Tory mutual admiration feast and rally to-night.

IMPORTANT JUDGMENTS.

In the two cases in which Farwell, Van Horne and Blodgett, as trustees of the bondholders of the South Eastern Railway Company were appellants, and Walbridge and the Ontario Car and Foundry Company were respondents, the Court of Appeals yesterday maintained both appeals, and reversed the judgments of the Superior Court. In these cases the plaintiffs in the court below sought to make the trustees responsible for debts contracted by the railway company while it was operating its railway and before it came into the possession of the trustees under a mortgage held by them. The one case, that of Walbridge, was for necessary supplies and machinery furnished the company, and the other, that of the Ontario Car and Foundry Company, was for the price of cars sold to the company on its credit. The Superior Court maintained both actions, and condemned the trustees to pay. The Court of Appeals reverses these judgments and exonerates the trustees from all liability for the debts contracted by the railway company. Over a dozen similar actions

are pending based on the authority of the first judgments, involving an amount of over \$300,000, all of which must be determined by the decision in these cases. Mr. O'Halloran, Q.C., for appellants, Hon. Mr. Laflamme, Q.C., for respondents.

ROGUE "LEADER." To-morrow Sir John leaves for England to deal with the Bohring Sea difficulties. We are in a position to say he is as strong and as "fit" as ever he was in his life to continue his great services to Canada, and we wish him "Bon Voyage." Ah, don't be barneying Davin dear. Sure you know the old man won't be leader long anyway.

OUR Ottawa telegram stating that Mr. Edward Murphy will succeed the late Mr. Ryan in the Senate agrees with information which we have received from another source. We have no doubt that Mr. Murphy will be the man.

WHAT OTHERS SAY.

ROUGH ON THE DETECTIVES. Now that a gang of Italian street sweepers in Chicago have unearthed the body of a policeman, the chief detectives are striking the pale air with "theories." No confidence is violated in the assertion that the Chicago detective force is a guild of chumps.—St. Paul Pioneer Press.

WATCH THE LISTS.

A report comes from Ottawa that the work of revising the Dominion voters' list will be gone on with this year. It is surely time this was done, but it is indicative of a coming election. Reformers should watch closely the list of names, and be certain that the next election will take place on the next revised list.—London Advertiser.

DID HE MEAN IT?

In his speech at Buckingham a few days ago, Mr. Chapleau stated grandiloquently: "I come on legitimate mining business." This was no doubt intended as a back-hand slap at his colleagues, who have occasionally visited the Buckingham region, but it is certain that the next election will take place on the next revised list.—London Advertiser.

CURIOUS THINGS ABOUT PROTECTION.

Noting the fact that the Fall River cotton mills paid average dividends at the rate of nearly 10 per cent for the quarter ending April 30, a protectionist organ says: "It is curious that this prosperity exists in the face of the fact that our exports of cotton goods have been falling off recently." This is not so "curious" as the fact that after all of their blarney for the workingmen in the last election the recipients of these fat dividends not only refuse to share their prosperity with their operatives, but actually declined to receive a delegation of them to hear their grievances. The curious things about protection are that it produces some less curious results in the next election, and we believe they will.—New York World.

THE SHIPBUILDING INDUSTRY.

If Canadians were permitted to import iron, in all its forms, free of duty, they could compete more favourably with the British in shipbuilding than they can when the price of iron on this side of the water is increased by heavy duties. Canada has an extensive coast line, many excellent harbours, cheap labour and other things which ought to promote shipbuilding. We do not hold that the happiness of the people depends upon their being employed in building ships. We would not approve of granting bounties to shipbuilders, or of discriminating in favour of carrying goods in Canadian bottoms. Let our people build ships if it pays them to do so under natural conditions; if not, let them devote their capital and industry to anything which they can do better than shipbuilding. But shipbuilding will pay them better. But shipbuilding while there are high duties on ships' materials and while foreign trade is purposely restricted by high duties.—Hamilton Times.

SOUBS.

"Here's a funny error in spelling," said Fogg's man, looking up from the play bill. "The woman in the sitting costume is put down as 'diva.' Of course, anybody can see what is meant, but it's odd that such a mistake as that should have been made through anybody's overlooking."

—Boston Swell—I understand, Miss Bangor, that you had a Maypole celebration in your town this spring.

—Mrs. Robinson—Do you still have Dr. S. as a doctor?

—Mr. Stokes—Oh yes, I couldn't exist a day without him.

—Mrs. Robinson—He doesn't seem to cure you.

—Mr. Stokes—No, but just think of the social advantage of having that grand carriage standing in front of the door for half an hour every day.

—President Harrison—Elijah, I notice that the papers have a good deal to say about our foreign relations.

—Mr. Halford—Yes, your excellency.

"They say the administration should pay special attention to them."

"Yes, your excellency."

"Well, just let me note it. When we get all our own relations provided for, we'll be able to do for our foreign connections."

—During the insurrection in Poland three Jews were condemned as spies and sentenced to be hanged. With two of the offenders, silver master, the best of the best came a pardon. "Isaac Finkelstein, you are at liberty and may go." No response. "Don't you hear?" roared the officer in command. "You can go—you are free!"

"No!" he shrieked, as soon as he could interrupt him.

"Ah, very well, madam. Good day. I am satisfied now that you do not desire any goods in my line."

NEW ADVERTISEMENTS.

Fraser, Viger & Co.,
FAMILY GROCERS
—AND—
WINE MERCHANTS,
Italian Warehouse,
199 ST. JAMES STREET,
MONTREAL.

The Leading House in Canada

—FOR—
FISHING, SEASIDE and
FAMILY SUPPLIES.

Purveyors to the RESTIGOUCHE SALMON CLUB and all the Leading Clubs and Private Camping parties throughout Canada.
227-Finest quality of goods.
228-Careful and Experienced Packers.
FRASER, VIGER & CO.

Cooked Meats and Poultry.

THE CURTIS BRAND.

The Curtis Whole Boneless Cooked Hams. Boned Capon in glass.
Ham in glass, Tongue in glass.
Curtis Baked Chicken in 1-lb. tins.
Curtis Baked Turkey in 1-lb. tins.
Curtis Baked Game in 1-lb. tins.
Curtis Roast Chicken in 2-lb. tins.
Curtis Roast Turkey in 2-lb. tins, etc., etc.

The Richardson & Robbins Brand.

Richardson & Robbins' Whole Boneless Cooked Hams.
Boned Chicken, Boned Turkey.
Cured Pork, Lunch Tongue.
Lunch Ham, Potted Ham.
Potted Tongue, Potted Turkey.
Potted Chicken, Potted Ham and Chicken.
Pump Pudding in tins, etc., etc.

THE ARMOUR BRAND.

Armour's Cooked Corned Beef in tins of all sizes.

Armour's Lunch Tongue in 1 and 2-lb. tins.

Armour's Ox Tongue in tins of all sizes.

Armour's Boneless Pigs Feet in 1-lb. tins.

Armour's Fine English Brawn.

Armour's Clipped Dried Beef, etc., etc.

FRASER, VIGER & CO.

SUGAR CURED MEATS.

The "Elm City" Ham.

The "Armour" Star Ham.

The "Diamond Brand" Cincinnati Hams.

Lavry's "L. & S." Brand Hamilton Hams.

FRASER, VIGER & CO.

SUGAR CURED BACON.

The "Elm City" Bacon.

The "Armour" Star Bacon.

The "Diamond Brand" Breakfast Bacon.

Lavry's "L. & S." Brand Breakfast Bacon.

FRASER, VIGER & CO.

Prime "Melton Mowbray" English

Stilton Cheese.

Finest English Stiltons in small crocks.

Finest English Stiltons in large crocks.

FRASER, VIGER & CO.

KEILLER'S MARMALADE.

Ex. Allan Line S.S. Nostorlian, Keiller's Celebrated Marmalade in 1-lb. pots, 20 cents per pot, \$2.25 per dozen.

Keiller's Marmalade in 2 lb. pots.

Keiller's Marmalade in 4-lb. pots.

FRASER, VIGER & CO.

BERMUDA ONIONS!

150 Crates of Choice Bermuda Onions

JUST RECEIVED.

FRASER, VIGER & CO.

FRENCH SOUPS IN GLASS.

The Franco-American Food Company's (Biarre's) Celebrated FRENCH SOUPS in Glass and Cans.

MOST EXCELLENT DELICATE SOUPS.

(Specially delicious)

Soups in one and half pint glass jars.

Green Turtle Soup in glass. The finest of the Terrapin Soup in glass.

Chicken Soup in glass.

Mulligatawny Soup in glass.

Old Tail Soup in glass.

Chicken broth in glass.

Soups in quart cans.

Soups in half-pint cans.

Chicken, Mulligatawny.

Mutton, Chicken, Tomato.

Consomme Julienne, Mutton Broth.

Vegetable, etc., etc.

FRASER, VIGER & CO.

Chicken and Game Pates (Truffled).

(Excellent for Sandwich Meats.)

Pheasant, Quail, Plover, Partridges.

Woodcock, Snipe and Chicken.

FRASER, VIGER & CO.

FINE BREAKFAST TEA.

1,000-1-lb. parcels, 35 cents per pound.

FINE BREAKFAST TEA.

In 5-lb. caddies, 35 cents per pound.

FINE BREAKFAST TEA.

In 10-lb. caddies, 35 cents per pound.

FINE BREAKFAST TEA.

In 5-lb. caddies, 35 cents per pound.

FINE BREAKFAST TEA.

In half-caddies, 35 cents per pound.

FRASER, VIGER & CO.

BREAKFAST CREAM COFFEE

Our Special Blend, 40c per pound.

A fine cup of coffee at a few moments' notice.

Finest Essence of Coffee with chicory.

Lyman's Extract of Coffee in bottles.

Chase & Sanborn's Extract of Coffee in bottles.

Borden's Condensed Coffee in tins.

FRASER, VIGER & CO.

Condensed Milk in Tins

Only reliable brands kept in stock.

Gall Borden's Condensed Milk, Eagle Brand.

Anglo-Swiss Condensed Milk (English).

Anglo-Swiss Condensed Milk (Swiss).

Truro (Reindeer) brand Condensed Milk.

FRASER, VIGER & CO.

AMERICAN RYE AND BOURBON WHISKIES.

The oldest and finest Kentucky and Maryland Whiskies.

IMPORTED IN GLASS.

Park & Tilford's Cabinet Bourbon.

Park & Tilford's Monogram Rye.

H. A. Toler's Old Monogram Rye.

Oswald Jackson's Homestead Rye.

C. P. Moorman's Old Outer Whiskey.

FRASER, VIGER & CO.,
IMPORTERS.

Notice to Consignees.

The Ross Line S.S. MICHIGAN, Cameron master, from Antwerp and London, is entered at Customs. Consignees will please pass their entries without delay.

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ROBERT REFORM & CO.,
Agents.

Notice to Consignees.

The Allans R.M. S.S. SARDINIAN, from Liverpool, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN,
Agents.

May 28th, 1889.

THE STREET RAILWAY.

The Official Time Table for the Summer.

Notre Dame street line—First through car leaves station at Hochelaga for West End at 5.55 a.m., and first car from St. Henri at 6 a.m. First through car leaves Maisonneuve at 6.05 a.m. for St. Henri; last car leaves St. Henri for Hochelaga at 10.12 p.m.; last car leaves Maisonneuve for St. Henri at 10 p.m. This line connects with Craig street at the goal. Cars run every six minutes from 7.30 a.m. to 7.30 p.m., remainder of the day every 12 minutes. The line runs from city limits east to near Cote St. Paul west as follows:—Via Notre Dame, St. Lambert, St. James, Chabouille, Notre Dame to city limits, thence through Ste. Cécile to western limits of St. Henri, a total distance of 6½ miles for one fare. Colour of cars red, and lights red.

Bligny and St. Catherine street line—First through car leaves Cote street at 5.55 a.m., leaving Mile End at 6.18 a.m. and west end of St. Catherine street at 7.05 a.m. Last car leaves Mile End at 10.32 and west end of St. Catherine street at 10.23 p.m., for Cote street only. Cars every 4 min. west of Bligny. This line includes circuit of Craig St. Lawrence to Mount Royal Ave., returning by St. Dominique, Sherbrooke, St. Charles Borromeo, Craig, Bligny, St. Catherine to western terminus, returning by St. Catherine, St. Alexander, and Craig to Central office. Average intervals 6 min., inclusive of the 4 min. service from Bligny to the West End, and extra cars from Central office between 6.30 and 6.35 p.m. Colour of cars and lights red.

St. Catherine street line—First car leaves Hochelaga Depot at 6.00 a.m. and west end of St. Catherine street at 6.35 a.m. Last car leaves Hochelaga at 10.00 p.m. and west end of St. Catherine street at 10.40 p.m. This line connects with Notre Dame street for Maisonneuve. This line runs from city limits east to west on St. Catherine street, including connection with Craig by Alexander street. Six minutes intervals inclusive of extra service. Colour of cars, blue, and lights, green.

Craig and St. Antoine streets—First car leaves Cote street for east and west ends at 6.00 a.m. and returns from the west end and west end of St. Antoine street at 6.16 a.m. Last car, for Cote street only, leaves west end of St. Antoine street at 10.32 p.m., and the goal, for Cote street only, at 10.45 p.m., without connections. This line connects with St. Denis and Notre Dame streets. This line runs from the city limits west to the goal, via St. Antoine, Craig, thence by connection with Notre Dame to city limits, east, to Maisonneuve, returning same route; distance, nearly five miles, one fare. Colour of cars maroon, and lights yellow.

Point St. Charles line—First car leaves Napoleon Road for post office at 6 a.m., and the last car at 9.48 p.m. First car leaves post office at 6.30 a.m., and the last car at 10.24 p.m. Cars run between 6 a.m. and 7.30 p.m. every 10 minutes, and between 7.30 p.m. and 10.24 p.m. every 20 minutes. This line runs from Napoleon Road, St. Gabriel, to St. Lambert Hill, via Centre, Richmond, Wellington, McGill, Notre Dame and St. Lambert streets, returning by St. James and McGill streets to point of departure. Colour of cars and lights, green.

St. Denis street line—First car leaves Cote street at 6.00 a.m., and Mount Royal avenue at 6.35. Last car leaves Cote street at 10.05 p.m., and Mount Royal avenue at 10.32 p.m., without connections. This line connects with Craig and St. Antoine street line for the eastern and western city limits, for one fare—nearly five miles. This line runs from Victoria square to city limits north, via Craig and St. Denis streets, returning by same route. Cars run every 10 minutes from 7.30 a.m. to 7.30 p.m.; remainder of day every 20 minutes. Colour of cars and lights, green.

Ontario street line—First car leaves Cote street at 6 a.m., and Frontenac at 6.30 a.m.; last car leaves Cote street at 9.45 p.m., and Frontenac at 10.15 p.m. This line runs from Cote street to Frontenac street, via Craig, St. Lawrence, Ontario, returning by Ontario, St. Charles Borromeo, and Craig, to Cote street. Cars run every 15 minutes. Colour of cars red; lights, green and red.

Notre Dame street line—The service on the above lines is exposed to irregularities in respect to time, etc., caused by various obstructions, such as the opening of streets for public sewers and private drains, the closing of streets to traffic for paving, the laying of water and gas pipes, public processions and funerals, as also unforeseen impediments and accidents.

AN OLD CITIZEN GONE.

The Late Mr. James MacDougall—Resolutions of Condolence by the Corn Exchange—The Funeral Yesterday.

A special meeting of the Corn Exchange Association was held yesterday for the purpose of drafting resolutions of condolence on the death of Mr. James MacDougall, one of the Association's oldest members. Mr. A. G. McBean, the President, presided, and there was a large attendance.

The President, in referring to the demise of the lamented gentleman, spoke feelingly upon his many good qualities. "As you are aware," said Mr. McBean, "death has once more made fresh inroads among our members, and this time has carried away one of the oldest and most honoured members of the Association, the late Mr. James MacDougall. To know him was to honour and respect him for his integrity and nobility of character. I may safely say that although Mr. MacDougall has gone, his influence and example will long be felt by the members of the association. On such an occasion it becomes the association to give outward manifestation of the feelings of its members. He would, with these few remarks, leave the expression of such to the meeting."

Mr. Chas. Gould, who followed, said:—"It has fallen to my lot on several occasions to propose similar resolutions, but seldom has the fact been more brought home to me of the loss we have sustained. The deceased gentleman and myself have been near neighbours in business in and out for the past 40 years, and during that time I could not fail to be impressed with Mr. MacDougall's excellent traits of character. In the ups and downs which most have to experience, it has been the lot of the deceased gentleman to look upon the dark side of the picture during the late years of his life, in which no one could fail to be struck with his sterling integrity and manly independence of character. The deceased gentleman's singularly retiring disposition and avoidance of any work that might bring him prominently out in public affairs, has deprived many of the members of the opportunity and honour of knowing him, which fact I most sincerely regret, and his many estimable traits could not fail to have their effect. Taken all in all we shall not see his like again. I have great pleasure in submitting the following resolution:

"That we, the members of the Mont-

real Corn Exchange Association, having heard with deep regret of the death of Mr. James MacDougall, one of the original members and founders of the Association, hereby record our grief at the loss of so old and worthy a member, and one who was respected by all. That we desire to express to his bereaved family our deepest sympathy in the loss they have sustained, and as a further mark of respect that this Board do now adjourn and the members attend the funeral this afternoon."

Mr. W. W. Ogilvie, in seconding the motion, said:—"In the feelings of respect and esteem expressed by the mover I sincerely agree. The deceased gentleman, the mover and myself, have been brother millers together for many years. No higher token can be given of the good qualities of the man than that during all the years of strife and competition no one could say anything except in praise." Mr. Ogilvie referred to the deceased gentleman's retiring disposition and to the fact that he was one of the original members of the Association.

The motion was adopted in silence. The funeral of the lamented gentleman took place from his late residence, 808 Palace street, yesterday afternoon, and was largely attended by members of the Stock Exchange, of which body he was an esteemed and old member. In the house of mourning an impressive and touching service was conducted by the Rev. J. Edgar Hill, of St. Andrew's Church, at the conclusion of which the casket was placed in the hearse and, followed by a sympathizing throng, elegiac wended its way to Mount Royal cemetery, where the remains were laid in their last resting place. There were no pall-bearers. The chief mourners were Messrs. George J. C. and J. O. McDougall, sons of the deceased. Among those who turned out to pay the last tribute of respect to an honored citizen were Hon. A. W. Ogilvie, Rev. J. Edgar Hill, Lieut.-Col. Stevenson, Messrs. James Linton, Robert Linton, Ed. Lusher, C. D. Proctor, Albert Linton, Richard White, R. M. Edalide, Thos. McDougall, Geo. S. Brush, A. B. Stewart, Ewan McLennan, J. M. Kinghorn, Wm. Kinlock, M. McKenzie, C. N. D. Osgood, Hamilton, Henry Morgan, Jas. Wright and many others.

The floral offerings, symbolic of sympathy with the members of the bereaved family, were many and of beautiful designs, some of the choicest being supplied by Mr. S. S. Bain.

DOMINION TYPE FOUNDRY COMPANY.

The sixteenth annual meeting of this company was held at the foundry yesterday afternoon, Mr. R. G. Starke in the chair. The reports for the past year were read and considered most satisfactory. The scrutineers, Messrs. Robert Archer and P. A. Crossby, reported the following gentlemen elected as directors for the ensuing year: Messrs. R. G. Starke, W. G. Murray, Alex. Bunting, H. E. Murray, James Simpson and W. J. MacDonnell, Toronto. At a subsequent meeting of the directors, Mr. R. G. Starke was elected president, Mr. W. G. Murray, vice-president, and Mr. P. A. Crossby, manager. It was unanimously resolved: That the directors and shareholders of the Dominion Type Foundry Company regret the loss the board and the company have sustained by the death of the Hon. Thomas Ryan, a director since the formation of the company, and that this meeting desires that its sympathy be conveyed to Mrs. Ryan in her sad bereavement.

Dear Sirs—I can recommend Hays' Yellow Oil as a sure cure for rheumatism, from which disease I suffered for some time, but was cured with two bottles. It is the best thing I can get for man or horse. J. Mustard, Strathavon, Ont.

SUMMER RESORTS.

The Algonquin,
ST. ANDREWS, N.B.,
Opens for the Reception of
Guests
JULY 1ST, 1889

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

LAVAL HOUSE,
BORD-A-POUFFE.
SEASON-1889.
(Limited number of boarders).
Cheap and excellent table service. A number of rooms reserved for transient boarders. Permanent boarders have use of boats free, and no charge for fuel and light from Depot. Telephone call, "Laval House."
H. J. BEST,
Proprietors.

CACOUNA.
ST. LAWRENCE HALL.
(Limited number of boarders).
Cheap and excellent table service. A number of rooms reserved for transient boarders. Permanent boarders have use of boats free, and no charge for fuel and light from Depot. Telephone call, "Laval House."
H. J. BEST,
Proprietors.

This favorite Seaside Resort will be reopened on 15th June, with various attractions for amusement of guests. Mr. F. E. Elzler's saddle horses will be in attendance. Applications for Rooms, Circulars, etc., should be made to
JOHN BRENNAN,
Late of St. Louis Hotel, Quebec, P.Q.,
Manager, Cacouna;
Or
124 2m
Quebec.

The Attention of Steam Users is directed to the

ROBERT MITCHELL & CO.,
MONTREAL.
This Safety Valve is made for Stationary or Marine Boilers, and is the best Valve in the world. It is highly recommended by the City Boiler Inspector, the Steamboat Inspector, and made according to the requirements of the Steamboat Inspection Act and Rules.

Apply at the Office of the Company, or to
J. PHILIP WITHERS & CO.
26 Imperial Building.
May 9

NEW ADVERTISEMENTS.

Carsley's Advertisement.
Wednesday, May 29th, 1889.

Mail Orders receive careful attention.

Silk
NEW WEARPROOF SILK
NEW WEARPROOF SILK
75 pieces of new Black Wearproof Silks to select from, at special low prices.
S. CARSLY.

Silk
NEW PRINTED CHINA SILK
NEW PRINTED CHINA SILK
150 pieces of new Printed China Silk, in all the most fashionable shades and designs, now ready to select from.
S. CARSLY.

Silk
NEW DRESS SATIN
NEW DRESS SATIN
110 pieces of new Dress Satin, in all the leading shades, at special low prices.
S. CARSLY.

Silk
SEE THE SATIN AT THE PER YD.

Remnants
REMNANTS OF SILK AND SATIN
REMNANTS OF SILK AND SATIN
1,000 remnants of Silks and Satins of every description, to be sold at great reduction.
S. CARSLY.

Ask for Italian Wearproof Silk,
AT S. CARSLY'S.

Little Fred came down to breakfast with a bad cold in his head. "Bore of my eyes is leaving," he told his mother, "and one of my noses don't go."—*24th-Bit.*

HEARTH RUGS
HEARTH RUGS
SOFAS RUGS
BEDSIDE RUGS
The largest assortment of cheap Rugs ever offered. Hearth Rugs at 25c and 35c; large Sofas Rugs from 50c; also, a beautiful lot of Bedside Rugs at 50c.
S. CARSLY.

TAPESTRY CARPETS
TAPESTRY CARPETS
The handsomest and best assorted variety of Tapestry Carpets ever shown. Prices lower than ever. A magnificent line of best quality Tapestry Carpets, just opened, to be sold at 50c. Also, a very choice line of Stair Carpets, in all widths, from 42c.
S. CARSLY.

S. CARSLY.
1765, 1767, 1769, 1771, 1773, 1775, 1777
NOTRE DAME STREET,
MONTREAL.

STEWART'S
Furniture Warerooms,
1828 to 1834 NOTRE DAME ST.
(Near McGill Street).

NEWEST DESIGNS
—IN—
Oak, Natural Cherry and Mahogany

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

ARMOUR'S
Pork, Lard, Hams, Bacon

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

JAMES ALLEN,
No. 6 St. Nicholas Street, Montreal
Agent Armour & Co., Chicago.
October 15

JAMES S. NOAD,
Financial and Confidential Agent,
PROMOTER OF AND DEALER IN
Mines and Mining Properties
and Real Estate Agent.
AN IRON MINE FOR SALE
ALSO
A Copper Mine,
A Phosphate Mine, and
An Asbestos Mine.
JAMES S. NOAD.
MONTREAL, CANADA.

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

TO LET,
Building, No. 528 St. James St.
Cor. Cathedral, near G.T.R. Depot.
At present occupied by the Pullman Palace Car Company and C.P. & N. Land Office. Offices neatly furnished and heated by hot water. Also, three comfortable Houses at Lachine, close to Upper Station. Apply to
DAWES & CO.,
521 St. James street.

TO LET,
662 SHERBROOKE STREET
(Close to Bligny Street).
J. PHILIP WITHERS & CO.,
26 Imperial Building.

OFFICES TO LET.
—IN—
IMPERIAL BUILDING!
Place d'Armes.
Apply at the Office of the Company, or to
J. PHILIP WITHERS & CO.
26 Imperial Building.
May 9

NEW ADVERTISEMENTS.

IMPORTANT SALE!
PRIOR TO REMOVAL.

Our Entire Stock of PIANOS & ORGANS!
Is now offered at sweeping reduction, at our temporary premises
1833 NOTRE DAME STREET,
prior to removal to our NEW WAREHOUSES 111 ST. JAMES STREET.
NO REASONABLE OFFER REFUSED - - EASY TERMS.

A. & S. NORDHEIMER,
PIANO WAREHOUSES, - - 1833 NOTRE DAME STREET.

THOS. ROBERTSON & CO.
MONTREAL AND GLASGOW.

IRON, STEEL AND METAL MERCHANTS.
Railway Supplies, Plumbers' and Steamfitters' Supplies.

SOLE AGENTS FOR
"COLTNESS," "DALMEYINGTON," "ARTSHERRIE," "EGLINTON," and
"DALZIEL" Steel Boiler Plates
"KIRBY" Charcoal Iron & Boiler Plates. "THOS. GLOVER'S" Dry Gas Meters.
Manufacturers of Wrought and Cast Iron Tubing, for Gas, Steam and Water.
Also, BOILER TUBES, made from Iron or Steel.

McINTYRE, SON & CO.
DRY GOODS IMPORTERS,
SOLE AGENTS IN CANADA FOR
Ferd. Rouillon KID GLOVES, Grenoble.
Erskine, Beveridge, & Co.'s LINENS, Dunfermline.

LEA & PERRINS' SAUCE
In consequence of Imitations of THE WORCESTERSHIRE SAUCE which are calculated to deceive the Public, Lea & Perrins have to request that Purchasers see that the Label on every bottle bears their Signature thus—

Lea & Perrins
without which no bottle of the original WORCESTERSHIRE SAUCE is genuine.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper. Wholesale and For Export by the Proprietors, Worcester; Cross and Blackwell, London, &c., &c.; and by Grocers and Olives throughout the World.

LIEBIG COMPANY'S
EXTRACT
OF
MEAT.
FINEST AND CHEAPEST MEAT
FLAVOURING STOCK FOR SOUPS,
MADE DISHES & SAUCES.
To be had of all Storekeepers, Grocers and Chemists.
Sole Agents for Canada and the United States (wholesale only) C. David & Co., 9, Fenchurch Avenue, London, England.

HEALTH FOR ALL.
Holloway's Pills and Ointment.
THE PILLS
Purify the Blood, correct all Disorders of the
LIVER, STOMACH, KIDNEYS AND BOWELS.
They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For children and the aged they are priceless.

THE OINTMENT
Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers, and is famous for Gout and Rheumatism. For Disorders of the Chest it has no equal.

For Sore Throats, Bronchitis, Coughs, Colds, Hoarse Swellings, and all Skin Diseases it has no rival, and for contracted and stiff joints it acts like a charm.

Manufactured only at Thomas HOLLOWAY'S Establishment,
8 OXFORD STREET (late 533 OXFORD STREET), LONDON,
and are sold at 1s. 1d., 2s. 6d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Vendors throughout the World.

Purchasers should look to the Label on the Pots and Boxes. If the address is 533 Oxford Street, London, they are genuine.

EVERY DESCRIPTION
—OF—
Printing, Publishing,
—AND—
BOOKBINDING
Executed with neatness and promptness by
The Herald Company
(LIMITED)
No. 6 Beaver Hall Hill.

No better appointed Job Printing Office in the Dominion; complete with all the latest styles of TYPE, PRESSSES and BINDERY MACHINERY. Estimates cheerfully furnished.
Artistic Work, New Designs.

NEW ADVERTISEMENTS.
UPRIGHT PIANOS
FOR SALE.
Having a very large stock of beautiful
UPRIGHT PIANOS
on hand, in fancy woods, and in order to reduce my stock I offer them at exceptional prices for **ONE MONTH ONLY.**

\$250—Persian Walnut, Mottled Case, 7½ oct.
\$250—do do do do do do
\$250—do do do do do do
\$275—do do do do do do
\$275—do do do do do do
\$275—do do do do do do
\$300—Berlin Walnut do do do do
\$300—do do do do do do
\$300—do do do do do do
\$325—Mahogany, dark finished do do do do
\$325—do do do do do do
\$325—do do do do do do
\$350—Cocobola, wine color do do do do
\$350—Antique, Oak do do do do
\$350—Rosewood do do do do

The above Pianos contain the finest Patent repeating actions, have fine full tone, even scale, and highly finished cases, with every improvement.

ONE MONTH ONLY!
Orders from the country promptly and carefully attended to.
Correspondence solicited.
Reasonable terms to responsible parties.

GEORGE J. SHEPPARD
2282 St. Catherine Street.
May 24 d mwt 124

GERTH'S
MIXTURE
E.A. GERTH,
TOBACCONIST,
QUEEN'S BLOCK,
235 ST. CATHERINE ST.
MONTREAL.

GERTH'S
MIXTURE
E.A. GERTH,
TOBACCONIST,
QUEEN'S BLOCK,
235 ST. CATHERINE ST.
MONTREAL.

The Above Tobacco
STANDS UNEXCELLED.
Smokes Cool and Sweet
March 20 Telephone 4596. 1963

MEETINGS, DIVIDENDS, &c.
BANK OF MONTREAL.

NOTICE IS HEREBY GIVEN that a Dividend of Five per cent. for the current half year, making a total distribution for the year of Ten per cent. upon the Paid-up Capital of this Institution has been declared, and that the same will be payable at its Banking House in this city, and at its Branches, on and after SATURDAY, the First day of June next.

The Transfer Books will be closed from the 17th to the 31st of May next, both days inclusive.

The ANNUAL GENERAL MEETING of the Shareholders will be held at the Banking House of this Institution on MONDAY, the THIRD day of June next. The chair to be taken at One o'clock.

By order of the Board,
W. J. BUCHANAN,
General Manager.
Montreal, 24th April, 1889. vs 3f 92

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, 5th day of June next.
The chair will be taken at 2 o'clock p.m.

By order of the Board,
WM. FARWELL,
General Manager.
Sherbrooke, 3rd May, 1889. vs 19

BANQUE VILLE MARIE.
NOTICE is hereby given that a Dividend of THREE AND ONE-HALF PER CENT. upon the Paid-up Stock of this Institution has been declared for the current half-year, and that the same will be payable at its Head Office in Montreal, on and after
Saturday, the 1st day of June next.

The Transfer Books will be closed from the 20th to the 24th of May next, both days inclusive.

The ANNUAL GENERAL MEETING of the Shareholders will be held at the Bank on Wednesday, the 19th day of June next. The chair will be taken at noon.

By order of the Board,
U. GARAND,
Cashier.
Montreal, 24th April, 1889. vs 3f 92

CANADA SHIPPING CO.
(LIMITED).

The ANNUAL GENERAL MEETING of the Shareholders will be held at the office of the Company, No. 1 Custom House Square, on
Wednesday, the 29th day of May instant.
The Chair will be taken at TWELVE o'clock noon.

The transfer books will be closed from the 23rd to the 26th of May, both days inclusive.
By order of the Board.

H. E. MURRAY,
General Manager.

REFRIGERATORS!
Wholesale and Retail.
PRICES FROM \$7 UPWARDS.

GEO. W. REED,
Slate, Metal and Galv Roofers,
753 and 755 Craig Street.
April 12 mwt 58

SESSION OF THE COURT OF QUEEN'S BENCH (Crown side), holding criminal jurisdiction in and for the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY OF MONTREAL, on SATURDAY, the FIRST DAY OF JUNE NEXT, at TEN o'clock in the forenoon.

In consequence, I give PUBLIC NOTICE to all who intend to proceed against any prisoners now in the Common Gaol of the said District, and others, that they must be present then and there; I also give notice to all Justices of the Peace, Coroners and Peace Officers, in and for the said District, that they must be present then and there, with their Records, Rolls, Indictments and other Documents, in order to do those things which belong to them in their respective capacities.

PIERRE J. O. CHAUVEAU,
Sheriff.

SHERIFF'S OFFICE,
Montreal, 14th May, 1889.

NEW ADVERTISEMENTS.
AUCTION SALES.
By Benning & Barsalou.

Bankrupt Stock
—OF—
DRY GOODS,
Ready-made Clothing
BOOTS & SHOES,
etc.,
BY AUCTION.

BENNING & BARSALOU,
AUCTIONEERS,
Nos. 86 and 88 ST. PETER ST.,
Will sell on
Wednesday, 29th May, 1889,
At TEN o'clock,
A complete Assortment of
Spring and Summer Dry Goods,
Consisting of (in part)—
Prints, Cottons, Shirtings, Fancy Flannels,
Tweeds, Costings, Farmers' Satin, Window
Hollands, Corsets, Costings, Ladies' and
Gents' Hosiery, Smallwares, Linen Hand-
kerchiefs, etc.

—Also—
A consignment of READY-MADE CLOTHING, consisting of:
Suits, Pants, Coats and Vests, assorted
Shirts.
—Also—
500 Pairs CORSETS,
2½ Doz. BRAIDED
50 Doz. WHITE COTTON SHIRTS,
75 Pieces FARMERS' SATIN,
200 SPRING JERSEYS,
Fulllines Housekeeping Linen.

Balance of Men's and Boys' STRAW HATS.
A consignment of ASSORTED BOOTS AND SHOES.
Sale in lots to suit purchasers.
The attention of the trade is invited. 125

By James Stewart & Co.
COTE ST. ANTOINE.
FOR SALE:
The Holton Property,
running north from Sherbrooke street and being between Greene Avenue and the Fried's Farm, with a frontage of 500 feet on Sherbrooke street. Great opportunity for investment. For further particulars apply to
JAMES STEWART & CO.,
Real Estate Agents,
204 St. James street.

SEYMOUR PROPERTY
BUILDING LOTS
on DORCHESTER STREET, 21 and 23 x 105 to 130; GUILLOT STREET, 23 and 25 x 109, and on the new REYNOLDS AVENUE, on both sides, measuring 25 x 95.
JAMES STEWART & CO.,
Auctioneers,
204 St. James street.

PHILLIPS ESTATE.
Lots for sale on St. Catherine, Cregee and Bishop streets on easy terms. At and some good lots cheap. We have
JAMES STEWART & CO.,
Real Estate and General Auctioneers,
204 St. James street.

A FINE LOT
ON DORCHESTER STREET
[Opposite St. Mark St.]
FOR SALE CHEAP.
25 x 130. Apply to
JAMES STEWART & CO.,
204 St. James street.

SAULT-AU-RECOLLET
BRICK COTTAGE
on St. Denis street and River Front, 2½ stories, Extension Kitchen; lot 100x120, subdivisions 19 and 20 of 245. Cheap. Apply to
JAMES STEWART & CO.,
204 St. James street.

MONEY TO LOAN.
\$2,000 TO \$20,000
APPLY TO
JAMES STEWART & CO.,
204 ST. JAMES ST.

NOTICE.
JAMES STEWART & CO.,
Real Estate and General Auctioneers,
have Removed to a more commodious Salesroom on the ground floor of the MECHANICS' CHAMBERS,
204 ST. JAMES STREET. 115

VALUABLE PROPERTY
For sale, to let or exchange for City Property. Situated on the shore of Lake Memphremagog, within ten minutes of Depot and rising town of Magog. Buildings, House, Stable, etc. Full in perfect order. Large garden, ice house, poultry house,

RAILWAYS.

CANADIAN PACIFIC RAILWAY

CHANGE OF TIME

COMMENCING MAY 20th, 1899.

Trains Leave Montreal

From WINDSOR STREET STATION

9.00 A.M.—Day Express for St. J. Furnham, Newport, Manchester, Yarmouth, Boston, and New England pass via Montreal and Boston Air Line.

9.20 A.M.—Day Express for Brockville, Smiths Falls, Kingston, Peterborough, Toronto, etc.

12.30 P.M.—Express Saturdays and Sundays—Suburban and intermediate stations.

1.30 P.M.—Saturdays only—Suburban and intermediate stations.

3.40 P.M.—Fast Express for St. John's, Sherbrooke, Lake Megantic, St. Catharines and Sorel.

4.15 P.M.—Local Express for St. Theodoré, Buckingham, Ottawa, etc.

5.15 P.M.—Local Express for St. Albans, Vaudreuil, Winchester and intermediate stations.

7.40 P.M.—Local Express for St. Albans, Vaudreuil, Winchester and intermediate stations.

6.15	P.M.—Suburban Express for Springfield and Intermediate Stations.
8.05	P.M.—Suburban Express for St. Joe, Ellettsville, Nashville, Newport, Concord, Chester, Paducah, Lowell, Boston and Chicago.
8.45	P.M.—Western Express for St. Paul, St. Louis, Chicago, St. Petersburg, Toronto, Owen Sound, and all points in Ontario and Quebec.
11.20	P.M.—Saturday nights only—Suburban Express for Vandalia and Intermediate Stations.
From Dabouise Square Station	
9.05	A.M.—Fast Express for Leavenworth, Lawrence, Topeka, Kansas City, St. Paul, Chicago, St. Louis, St. Joseph, Mo., and all points in Missouri.
10.10	A.M.—Fast Express for Leavenworth, Lawrence, Topeka, Kansas City, St. Paul, Chicago, St. Louis, St. Joseph, Mo., and all points in Missouri.
1.30	P.M.—Train for St. Theresa and Intermediate Stations.
3.50	P.M.—Except Saturdays and Sundays—Suburban Train for St. Theresa and Intermediate Stations.
3.50	P.M.—Sundays Only.—Local Express for Three Rivers, Ottawa, and all points in Michigan.
4.40	P.M.—Local Express for St. Theresa, Schenck, Ellettsville, Chicago, St. Paul, Chicago, St. Louis, St. Joseph, Mo., and all points in Missouri.
5.00	P.M.—Local Express for St. Theresa, Schenck, Ellettsville, Chicago, St. Paul, Chicago, St. Louis, St. Joseph, Mo., and all points in Missouri.
5.30	P.M.—For St. Theresa and St. Joe.

6.20 P.M.—For St. Rosa, St. Theresa
 6.20 P.M.—Pacific Express for
 Winnipeg, Vancouver, Victoria
 and all points in the North-West and on the
 Coast.
 10.00 P.M.—Night Express for
 Silver Lake, and all points of
 Intercolonial Railway.
 From Metropolitan Station:
 8.30 A.M.—(G. E. Ry to St. Lambert
 8.30 A.M.—Lambert, Richelieu, Martville
 P.M.—(Lambert, Richelieu,
 Martville, etc.
 5.00 P.M.—Daily. Sundays included.
 * Train runs days only, unless otherwise
 * Parlor and Sleeping Cars on train
 * American Customs Officer at station
 * Luggage destined for the United States
 TICKET OFFICES
 266 St. James Street
 Montreal

Canada Atlantic RAILWAY

In connection with Grand Trunk Rail
MONTREAL AND OTTAWA
Fastest and Shortest Line to Ottawa

and Ottawa, lighted by the Electric Light
Magnificent PULLMAN BUFFET PARLOR
 Meals served in Parlor Cars on all trains
 the European plan.
THE ONLY LINE in Canada
ELECTRIC LIGHT on trains.
Trains Leave Bonaventure Depot
8 50 A.M., for Valleyfield and

12.50 p.m.,
[— AND AT —
4.30 P.M. for Alexandria and
p.m. ville, arriving in Ottawa
For tickets, parlor car accommo-
Freight Rates and full information, a-
Company's Office, 136 St. Jam
Tickets and Seats in Parlor Cars can
secured at Windsor and Balmora

E. J. CHAMBERLIN,
General Manager, C

Central Vermont Rail

TRAINS LEAVE MONTPELIER

BOONAVENTURE STATION.

8.30 A.M.—Fast train, arriving St. Albans 10.50 a.m., Burlington 12.30 p.m., Montpelier 2.30 p.m., White River Junction 2.55 p.m., Boston via Lowell 7.25 p.m. New York via Springfield 10 p.m. Connections for trains for Farmington and Waterbury.

Fullman New Buffet Pullman Cars to New York.

4.20 P.M.—New York Express, arriving 6.20 p.m., Burlington 8.20 p.m., Montpelier 9.30 p.m., White River Junction 10.20 p.m., Boston via Lowell 12.20 p.m.

4.20 SUNDAY INCLUDED, arriving Albany 6.30 p.m. (Sundays); Burlington 8.20 p.m., Montpelier 9.30 p.m., White River Junction 10.20 p.m., Boston via Lowell 12.20 p.m.

5.20 P.M.—New York Express, arriving Albany 6.30 p.m. (Sundays); Burlington 8.20 p.m., Montpelier 9.30 p.m., White River Junction 10.20 p.m., Boston via Lowell 12.20 p.m.

Wagner's new Palace Sleeping Car
real to New York and St. Albans to B
Through cars on this train arrivin
hem 5.58 p.m., Granby 6.40 p.m., W
7.20 p.m.

8.30 P.M.—Boston Night Express,
SUNDAY INCLUDED, arriv
Albans 10.45 p.m., White River Junct
a.m., Manchester 6.25 a.m., Nashua 7.
Boston *via* Lowell 8.30 a.m. Daily

2.35 a.m., New York via Northampton,
oke, Springfield and New Haven, 11.4.
This train makes close connec-
Nashua and Windchen for W.
Providence and all points on the
New England Railroad.
Pullman Buffet Sleeping Cars to Boston
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For Tickets, Time-tables, and all
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pany's office, 100 St. James Street.
A. C. STONEGRAVE
Canadian Passenger Agent
J. W. HOBART, S. W. CUMMIN
General Manager. General Passenger Agent
Montreal Jan. 1889.

Land.
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ERUPTIVE TROUBLES.
It Clears the Skin and Beautifies the Complexion.
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DAVIS & LAWRENCE CO. (Limited.) MOBILE, ALA.
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R. A. HELLOND, Solicitor and
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6.15 P.M.—Suburban Express, Springfield and
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7.00 P.M.—Saturday Express for St. John's
Farnham, Newport, Concord,
chester, Nashua, Lowell, Boston and
England.
8.45 P.M.—Western Express for St. John's
Falmouth, Kalamazoo, Port Huron, Port
Owen Sound, St. Peterburg, Toronto,
Chicago, and all points in Ontario and
Western States.
11.20 P.M.—Saturday Express only—Suburban
and intermediate Stations.
From Balthouse Square Station:
9.05 A.M.—Fast Express for Lac
Flavie, &c.
10.10 A.M.—Fast Express for Port
Twin, Three Rivers, Quebec, &c.
1.30 P.M.—Saturday Express only—Suburban
Train for St. Therese and interme-
diate Stations.
3.00 P.M.—Except Saturdays and
Sundays—Suburban Train for St. Therese
and intermediate Stations.
3.30 P.M.—Sundays Only, —Local
Express for Three Rivers, Lac
Flavie, &c.
4.40 P.M.—Local Express for St. John's
Schmuck, Buckingham, Ottawa,
&c.
5.00 P.M.—Local for Joliette, St. Foy,
Valois, St. Gabriel, Three Rivers
all intermediate Stations.
5.30 P.M.—For St. Therese and St.
St. Lin and St. Eustache Train
for St. Therese and intermediate Stations.
6.20 P.M.—Pacific Express for Port
Twin, Three Rivers, Quebec, &c.
8.20 P.M.—Pacific Express for Port
Twin, Three Rivers, Quebec, &c.
all points in the North-West and on the
Prairies.
10.00 P.M.—Night Express for
St. John's, Quebec, & all points on
intercontinental Railway also, St. John's
and Lowell.
From Bonaventure Station:
8.30 A.M.—(G. T. Ry. to St. Lambert
and Champlain, Richelieu, Martville,
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5.00 P.M.—Sundays Included,
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American Customs Office at station
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266 St. James Street
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May 15

Canadian Pacific Railway

In connection with Grand Trunk Rail

MONTREAL AND OTTAWA

Fastest and Shortest Line to Ottawa
SOLID through trains between Mon-
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Magnificent PULLMAN BUFFET PARLOR
Meals served. Parlor Cars on all trains
the European plan.

**THE ONLY LINE in Canada
ELECTRIC LIGHT on trains.**

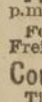
Trains Leave Bonaventure Depot

8.50 A.M. for Valleyfield and
Ottawa, arriving in Ottawa
12.50 p.m.
(—AND AT—)
4.30 P.M. for Alexandria and
Ottawa, arriving in Ottawa
7 p.m.

For tickets, parlor car accommodations,
Freight Rates and full information, apply
to the
Company's Office, 136 St. James Street
Tickets and Seats in Parlor Cars can
be secured at Windsor and Balmoral
ticket offices, Bonaventure Depot and
St. James and Balthouse.

A. E. CAIRNS, PERCY R. YOUNG
General Agent, Genl. Pass. Agent,
Montreal.

E. S. CHAMBERLIN,
General Manager,
December 10



Central Vermont Railway

TRAINS LEAVE MONTREAL

BO NAVENTURE STATION.

8.30 A.M.—Fast train, arriving St.
John's 9.50 a.m., Burlington 12.00
Montpelier 1.25 p.m., Brattleboro 2.00
p.m., Boston via Lowell 7.25 p.m.
8.30 a.m., New York via New Haven
at St. Johns with train for Farmington
and Waterville.
New-Britain Parlor Cars to
Portland.
4.20 P.M. SUNDAY INCLUDED, arriving
Albany 6.30 p.m., Bellingham, Brattleboro
p.m., Rutland 10.30 p.m., Troy 2.00 a.m.
6.30 a.m., New York via New Haven
Sundays excepted, arriving Worcester
8.30 a.m., Boston 9.00 a.m. via Rutland,
Farmington and Waterville.
Wagner's new Palace Sleeping Car
runs to New York and St. Albans to
Boston through cars on this train, arriving
Boston 5.55 p.m., Granby 6.40 p.m., via
Falls and Fitchburg.
8.30 P.M.—Boston Night Express,
SUNDAY INCLUDED, arriving
Albany 10.45 p.m., White River Junction
a.m., Manchester 6.35 a.m., Nashua 7.00
Boston via Lowell 8.30 a.m. Daily,
excepted for Boston via Fitchburg, 8.35
a.m., New York via Northampton 10.00
a.m., Springfield 11.00 a.m., New Haven
11.30 a.m., New York 12.00 p.m.
This train makes close connection
Nashua and Winchendon for Worcester,
Boston and New York.
New England Railroads.
Through cars on this train, arriving
Springfield 11.00 a.m., New Haven
11.30 a.m., New York 12.00 p.m.

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PALMO-SULPHUR SOAP

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CANADIANS WIN.

The American Football Team
Beaten at Aylmer.

NEWS FROM THE RACING MEETINGS.

Football.

THE AYLMER CLUB DEFEAT A PICKED
AMERICAN TEAM BY TWO TO NOTHING.

AYLMER, Ont., May 28.—The first game of the Fall River Rovers, Mass., against the Aylmer club, took place today, resulting in a victory for Canada by a score of two goals to none. The threatening weather kept away the large crowds expected, and only about 500 people saw the match. The teams were as follows: Aylmer—Goal, Johns; backs, White and McDonald; half-backs, Hoag, Weisbrod and Doan; right wing, Dewart and Killoran; centre, McCleish; left wing, Clark and Bowman.

Americans—Goal, Shea; backs, Fagan and Harwood; half-backs, Bradley, Warren and Adams; right wing, Bill and Bruckshaw; centre, Buckley; left wing, Wild and Duff.

Aylmer won the toss, and the kick off by Buckley was quickly returned, and several rushes and good shots were stopped by the Americans.

The game was continued to the centre field, and the rushes on either side were quickly checked, McDonald for Canada doing the needful and being aided by White. Off side was stopped by the Americans.

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Raceball.

(Special to the Herald.)

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At St. Paul..... 0 0 0 0 0 0 0-0 0 0
Batteries—Panning and Lealy; Murphy and Walker. Umpire—Hoover.

At Minneapolis..... 0 0 0 0 0 0 0-0 0 0
Batteries—Panning and Lealy; Murphy and Walker. Umpire—Hoover.

At Des Moines..... 0 0 0 0 0 0 0-0 0 0
Batteries—Panning and Lealy; Murphy and Walker. Umpire—Hoover.

At Omaha..... 0 0 0 0 0 0 0-0 0 0