

News in Brief.

From Liverpool Post, March 28.] Temple Bar is to come down shortly. Crests are now worn embroidered upon the stockings. Tomoyon is going to write a poem to be called "Myrom."

ANCHOR LINE.

UNITED STATES MAIL STEAMERS, Sail every Saturday from NEW YORK AND GLASGOW via London, LONDON DIRECT. Rates of passage payable in U.S. Currency, NEW YORK TO GLASGOW, LIVERPOOL, BELFAST, IS MONSIEUR.

Halifax & West India R.M. Route

Halifax & West India R.M. Route. CUNARD LINE. THE STEAMERS OF THIS LINE ARE MONTHLY FOR ST. THOMAS, WEST INDIES, calling at BERMUDA, going and returning.

ROYAL MAIL STEAMERS, between NEW YORK AND LIVERPOOL, calling at OAK HARBOUR.

NOTICE. WITH THE VIEW OF DIMINISHING the chances of collision, the Steamers of this Line take a specified course for all seasons of the year.

DOMINION LINE.

THIS LINE IS COMPOSED OF THE 2 following FIRST-CLASS, FULL POWERED, CLYDE BUILT STEAMERS, and is intended to perform a regular service between Liverpool, Quebec and Montreal in SUMMER.

THE QUEBEC AND GULF PORTS S.S. COMPANY.

New York and Bermuda Royal Mail Line. THIS COMPANY WILL DESPATCH First-Class Clyde Built Iron Steamers every alternate Thursday till further notice.

TRAVEL TO EUROPE!

SPEED, SAFETY, and Unrivalled Comfort. WHITE STAR LINE. Sailing from NEW YORK every SATURDAY, for QUEENSTOWN and LIVERPOOL.

ALLAN LINE.

Under contract with the Government of Canada for the conveyance of Canadian and United States Mail. 1876-Winter Arrangements-1877

The Duke of Cambridge arrived yesterday evening at Fortmouth, where he will remain a few days for observation.

Iron Works Closed-Silk Smuggling-Honors to Minister Washburn-The Ring Thieves-A Singular Crime-Fatal Accident, etc.

CHAMBERLAIN'S OPHTHALMIC OINTMENT FOR THE USE OF INFLAMMATION, SPECKS, FILMS, EYES & EYELIDS.

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THE ST. LAWRENCE & OTTAWA RAILWAY. Of uniform gauge with the Grand Trunk Railway.

HATS! SPRING STYLES! FROM London, Paris and New York.

HAMBURG AMERICAN PACKET S.S. CO. Sailing from NEW YORK every THURSDAY for PLYMOUTH, ENGLAND; CHERBOURG, FRANCE, and HAMBURG, GERMANY.

LIVERPOOL MAIL LINE. Sailing from LIVERPOOL every THURSDAY, via HALIFAX, to QUEBEC.

The morning Post remarks that it is deeply to be regretted that Mr. Gladstone has failed to negotiate upon the Eastern Question the generally held opinion of the British people.

The German Government has tendered Minister Washburn the high orders of knighthood, in recognition of his services to the suffering Germans in Paris during the siege.

THE UNDERMIGNED REQUEST TO INFORM all his friends and the public generally, that he is carrying on the Building Business in all its various branches, at his old establishment, No. 8, St. Francis Street, St. Roch's.

HOT-BED SEEDS! JUST RECEIVED FROM THE CELEBRATED HOUSE OF VILMORIN, Paris.

THE ST. LAWRENCE & OTTAWA RAILWAY. TRAINS EACH WAY, DAILY, AS FOLLOWS:-

LOWEST POSSIBLE PRICES! G. R. RENFREW & CO. ROWNTREES' PRIZE MEDAL ROCK COCOA

REJECTED. INVENTORS. We make examinations free of charge, and advise as to patentability.

HATTON, SONS & CO. ST. CANNON STREET, LONDON. Iron & Tin Plate Works, BILSTON.

At the Bristol Assize, yesterday, the Rev. Mr. Gardner, vicar of Box, Wilts, obtained £5,000 damages against the Great Western Railway Company.

The body of James Howell, who disappeared on Saturday noon, was found in the East River, yesterday, with \$5,000 in bonds in his pocket.

THE GOLDEN DOG-A LEGEND OF QUEBEC, by Wm. Kirby. Russia, by Dr. Mackenzie Wallace, M.A.

GODFROID CHAPLEAU. DOMINION SAFE FACTORY. THE PATENT EXHIBITION, 1876.

COCOA, &c. BOXES Mot's Broma, each 10s. Do. Mot's Cocoa, each 15s.

THOMPSON, COVILLE & CO. GRAND TRUNK RAILWAY FERRY. On and after Monday, 12th inst, the G. T. Ferry

OTTAWA LADIES' COLLEGE. Revd. Wm. MOORE Principal. Spring Term begins 7th February.

CLARK'S ELEPHANT. THE FOLLOWING SEWING MACHINES Companies recommend their customers to purchase only the CLARK'S ELEPHANT.

How She Went to the Fire. An old German woman, says the Indianapolis Sentinel, who came here about a week ago from the land where the Swabians dwell.

LE CHIEN D'OR! MESSRS. DAWSON & CO. HAVE JUST RECEIVED: THE GOLDEN DOG-A LEGEND OF QUEBEC.

THE PATENT EXHIBITION, 1876. GREAT SILVER MEDAL AT THE Centennial, Philadelphia, 1876.

Fire and Burglar Proof Safes. THESE SAFES, JUSTLY CONSIDERED as at present the best ever offered to the public.

MACHINERY OILS. CASK Sewing Machine Oil, about 30 gallons. 1 Cask Extra Stock Oil, about 48 gallons.

QUEBEC, POINT LEVI. 7.30 International Ex. 7.45 Mail from West. 10.30 Mail to River du Loup.

WINTER ARRANGEMENT. EXPRESS PASSENGER TRAINS RUN DAILY (except Sundays) as follows:-

A REMARKABLE BOOK CHAMBERS' ENCYCLOPEDIA. Twenty-Seven Thousand Distinct Subjects.

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NEW ADVERTISEMENTS.

Made Hall—McMillan and Brinkman. Card—McMillan. Engine Packing, &c.—J. Shaw & Co. Spring and Summer Goods—John Darlington. To Let—E. G. Quinn. Clerk Wanted—H. S. Scott & Co. Victoria Hall—Grand Concert of Sacred and Secular Music. Milk of Magnesia—Devins & Bolton. Children's Carminative—Cotton. Luby's Farina Hair Restorer—Do To Let—J. Parks & Sons. Bankrupt Sale of Dry Goods—P. Blamond. Was ed—Mrs H. Stanley Smith. Auction Sale—Oct Leman & Co. Carr's Fire Blank—Arthur H. Murphy. Carr by Licitation—O. Labrecque. Yacht for Sale—James W. Stewart.

WEDNESDAY, APRIL 11, 1877.

THE HARBOR COMMISSION. We learn with regret that, in view of a difficulty in obtaining the extra money required for the Government, it has been proposed to discontinue the work which should sign a document binding the Government to the work when sufficient has been executed to the extent of \$450,000. To this Messrs. Peters & Co. very properly, we think, demur. They remark that arrangements must necessarily be made for the work as tendered for and as understood by them when they made their calculations concerning the value of plant, etc., required for the purpose. Surely the Government will not refuse the amount asked for, in view of the fact that the security is perfect, and there will, when executed, at all times stand the value for the money. The great work down the St. Charles, which is proposed in connection with the works, will be 300 feet wide and 3,700 long, giving an area of 1,110,000 square feet of property, equal in value to some of the best in the Lower Town, and which at 50 cents per foot, a lower price than beach lots, would give \$550,000, very nearly the amount necessary for the whole improvement. The extra money asked for, we understand, be necessary to complete the St. Charles plans and the operations at the Fly Bank. Unless the Government make up their minds to accede to the request of the Commissioners, the question of fresh tenders must be reopened and then further delays.

THE COAL DUTY AND THE MANAGER OF THE GRAND TRUNK. A few days ago, we published a letter, which had been addressed, in telegraphic shape, by Mr. J. Hickson, the Manager of the Grand Trunk Railway, to Mr. Workman, one of the Montreal city members, at Ottawa, on the subject of the then proposed duty on American coal imported into the Dominion. Only just returned from Europe, it was but natural to expect that Mr. Hickson would have devoted a few days to rest, after a fatiguing voyage; but, with that scrupulous regard for duty and indomitable energy for which he is noted, he has not only worked; and, among other vital subjects likely to personally affect the immense undertaking, which he administers so ably and satisfactorily, this new impost on one of his leading articles of consumption, especially in the West, was the first to claim his attention. Hence the letter in question! Happily, it was attended with the best results, and so hurtful a proposition met with the fate it deserved. It did not commend itself to the practical common sense of the Government and a majority of the people's representatives. They failed to see the public advantage or utility to be derived from creating a monopoly for the benefit of a few Nova Scotia pit-owners at the expense of the great body of the consumers in the rest of the Dominion, and, more particularly, of such prominent factors in Canadian progress and prosperity as our large railway enterprises. The proposition was consequently defeated to the intense disgust of the ring of would-be monopolists, who thought to steal a march upon the remainder of the Dominion and to profitably trade upon the division of public opinion in regard to protection or free trade, under cover of the excitement which then prevailed. However, Canadianians may differ with Mr. Mackenzie and his supporters on the question, it cannot be denied that, the latter have done the country a real service, in using their power to defeat this coal tax, as well as in breaking up the coal monopoly of Western Canada, which had so long fastened on the protection they enjoyed at the expense of a patent and ill-used public. The adoption of this coal tax would, certainly, have been a proceeding with a vengeance; but in one sense, perhaps, it would have benefited the free traders, if only as a handy illustration, like that of the temperance lecturer, in respect of the evils of strong drink, of the evils of at least one feature of the theory of protection. It may, doubtless, be considered superfluous at this late hour to revive a question, which is, at least, definitely settled for this session; but the fact that we have already suffered from a similar tax on this prime necessary of our social and economic life and that it has been again, though vainly, attempted to re-establish it, is a powerful argument why the logical, practical and statesmanlike reasons advanced against it by Mr. Hickson should not be allowed to sink into oblivion, in view of its possibly and very probably future revival, under altered circumstances, such as those created by necessities of State in regard to revenue. The doctrine of political economists that the burthen of taxation is, undoubtedly, a sound one; but, as there is a limit to all things, and there one to the burthen in question, and when that limit is attained, recourse must be had to some other source of income, which per force includes the necessary. That time has, however, not yet come; nor is it desirable that it should, so long as luxuries of questionable utility afford an available escape from the injurious and disagreeable alternative of casting obstacles in the way of the natural wants and really beneficial undertakings of the country. First, among these enterprises, we must place our railway system, including such public benefactors as the Grand Trunk and Great Western Lines, with their extensive ramifications. Under any circumstances to detract from the power for good of such huge undertakings to the Dominion, by imposing additional and unnecessary burthens upon them, and thereby detracting from their ability to compete with the American lines, so lucidly portrayed by Mr. Hickson, would not only be the basest ingratitude, but the most short-sighted policy that any people, with open eyes, could perpetrate. Their prosperity is identical with our own; and the more facilities we extend to them in the discharge of their arduous and costly un-

DEBATING, the more do we advantage ourselves. We have already experienced the painful difference, to our own loss, in regard to the increased cost of transit of freight and passengers, which the tax on coal included not many years ago; so that it is scarcely necessary to here recall it to nerve the opponents of the proposed monopoly to resist any future efforts to renege that its duration was extremely great. It is a fact, as we have already remarked, but fact supplies no argument why its re-imposition will not be attempted? Fortunately, the able letter of the Manager of the Grand Trunk and the incontrovertible reasons he advances, more particularly as regards the injurious effects of a duty on coal on our great lines of inter-provincial transit, are likely to abide and to obtain as strongly and successfully in the future as in the recent past; but it will be matter for sincere regret if, at no remote date, such important stakes in the country as our large railway undertakings do not find on the floor of Parliament proper representation and still better exponents of the vast interests, in which they are so deeply concerned and which are so thoroughly identified with the progress and wealth of the entire Dominion. Such interests seem to us to demand representation more urgently than many of the insignificant territorial divisions, into which the country has been apportioned, and experience teaches that they could not have an abler, more fitting and practical, statesmanlike spokesman, with a thorough knowledge of the affairs and requirements of Canada, than Mr. Hickson, the present Manager of the Grand Trunk Railway.

HOUSE OF COMMONS. SPEAKER took the chair at three o'clock.

Mr. BLAKE moved that the House do tomorrow go into Committee of the Whole on a resolution relating to the payment of travelling expenses of Judges into British Columbia—Carried.

The House went into Committee of the Whole on a resolution relating to the extradition from Canada of fugitive criminals. The resolution was reported, and the address was concurred in, and a message was sent to the Senate desiring their concurrence.

An act respecting the measurement of ships registered under the repealed act of the late Province of Quebec was read a second time, and passed through Committee.

An act to transfer the management of certain harbors, piers, and breakwaters from the Department of Public Works to the Department of Marine and Fisheries was passed through Committee, read a third time, and passed.

An act to amend an act to further amend the act of 1875 was read a second time, and the House went into Committee.

On the clause which granted the proposed Canadian ports without exception of the ports of Halifax and Picton, Mr. McDONALD (Cape Breton) moved that Sydney be also exempted.

On motion to go into Committee of Supply, Mr. EIRKPATRICK rose to refer to a matter which he felt to be his duty to bring under the consideration of the House.

On the question of the \$150,000, Mr. McDONALD moved that the House do not pass the bill without any estimate being produced, but it being understood that the work would be done by the contractor.

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LATEST FROM EUROPE. THE WAR IN THE EAST. TURKEY REJECTS MONTENEGRO'S DEMANDS.

A RUSSIAN WAR MANIFESTO EXPECTED ON FRIDAY.

A CIRCULAR FROM THE PORTE. CONSTANTINOPLE, April 10.—The Chamber of Deputies has rejected the demands of Montenegro by a vote of 18 to 18.

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AFTERNOON DISPATCH. Obit—Parliamentary—Blamond and his Successors—Luby's Confession—The N. Y. Custom House—Arrests—Request—A Clerical Scandal—A Deserved Punishment—Railway Accident—Notorious Burglar Arrested, &c., &c.

Andrew Halliday, the author, died in London yesterday.

In the House of Commons on Saturday, the 10th inst., notice was given that he will, on Friday, move for further papers on Turkey. It is generally believed that this is intended to bring on a resolution regarding the conduct of the Opposition introducing resolutions directed against the Ministry.

A Berlin special telegram states that the Reichstag will today consider a communication from the Emperor calling upon it to invest Camphausen and Vambolow with power to represent Bismarck during his absence. The Prince of Bismarck is expected to return to Berlin in the course of a week on an indefinite leave.

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AT 115; 100 Richelieu and Ontario Navigation Co. to 25 Commerce at 120. Sales at the afternoon board of the regular Stock Exchange—50 Montreal at 174; 100 do at 175, 20 do at 174, 10 do at 174; 3 Consolidated at 94, 10 do at 92; 30 Jacques Cartier at 34; 25 do at 35, 25 do at 34; 25 Merchants at 105, 15 do at 105; 15 Eastern Townships at 105, 15 do at 105; 45 Commerce at 120, 120 do at 119; 100 Telegraph at 115, 50 do at 114, 825 do at 113; 40 do at 114, 125 do at 115, 50 do at 114, 50 Passenger at 87, 7 do at 80.

Jersey Harbour Works. (From the Jersey Observer, March 20.) The following is an extract of report, dated March, 1877, of the Jersey Chamber of Commerce:—The harbour works are occupying much public attention at a recent meeting of your committee it was decided to visit them. This was accomplished on Thursday, the 1st inst., the high spring tides making the day most opportune. In the absence of Mr. Bell your committee was courteously received by Mr. Coode, who afforded every facility for inspecting the works, and gave all the information in his power. Amidst the conflicting opinions that exist concerning these works, it is clear to your committee that their completion would be attended with an expense out of proportion to the resources of a small island like ours, and which was not foreseen at the time the works were undertaken. Your committee have no hesitation in saying that it is questionable whether the advantage arising from their completion would be commensurate with the expense to be incurred; the great difficulty seems to be how to construct a quay with economy what has already been done towards obtaining a low water landing stage for passengers; your committee have therefore seen with pleasure that the leading manufacturers of England and Scotland, and are thereby enabled to secure the latest designs and finest qualities. We have a cutter of great experience from the West End of London, and all orders are executed on the premises by competent workmen, which enables us to give general satisfaction.

We respectfully solicit a call, and beg to intimate that our charges are moderate. TEN per cent. discount will be allowed on all Cash purchases.

WE RESPECTFULLY BEG TO ANNOUNCE that we have now opened a large and varied stock of Tweeds and Coatings for Spring and Summer. We are the leading manufacturers of England and Scotland, and are thereby enabled to secure the latest designs and finest qualities. We have a cutter of great experience from the West End of London, and all orders are executed on the premises by competent workmen, which enables us to give general satisfaction.

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MUSIC HALL. IMMENSE SUCCESS!

MAFFITT and BARTHOLOMEW Received last Night with Screams of Laughter Crowded and Fashionable Audience!

Change of Programme To-Night! THE TWO HEROES! New Musical Selection by MISS MARION FISKE.

ROBERT MACAIRE! Grand Harlequinade! THURSDAY—Positively Last Night. Re-appearance of Mr. and Mrs. McDowell, April 11, 1877.

VICTORIA HALL. Thursday, 12th April, 1877. GRAND CONCERT.

SACRED AND SECULAR MUSIC UNDER THE LEADERSHIP OF JOS. OTEN, Esq. (Organist of St. John Baptist Church). With the kind assistance of the principal Vocalists and Instrumentalists of Quebec.

The Place, a Berceuse, is kindly furnished by Mr. A. Lavigne, Editor of Music, St. John Street, Quebec. Tickets can be had at Messrs. R. Morgan, A. & J. Vesin's, and at A. Lavigne's, where a list of the Hall can be seen. April 11, 1877.

Sale by Licitation. NOTICE IS HEREBY GIVEN, THAT IN VIRTUE OF A WILL, a certain real estate, owned by Messrs. Fiesl, Burrows & Campbell, Joint Probationary of the Superior Court, for the District of Quebec, on the 13th day of April, instant, by the advice of the friends and relatives of William Scott, aged about six years, minor, and his wife, the said William Scott, the said real estate, consisting of a lot of land, situated in the Parish of St. Felix, of the County of Cap Rouge, is ordered that on THURSDAY, the 24th day of APRIL, instant, at 10 o'clock a.m., at the residence of Mr. Godfrey Bedard, hotel-keeper, of the Parish of St. Felix, of the County of Cap Rouge, in the presence of the said William Scott, the said real estate, consisting of a lot of land, situated in the Parish of St. Felix, of the County of Cap Rouge, is ordered that on THURSDAY, the 24th day of APRIL, instant, at 10 o'clock a.m., at the residence of Mr. Godfrey Bedard, hotel-keeper, of the Parish of St. Felix, of the County of Cap Rouge, in the presence of the said William Scott, the said real estate, consisting of a 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