

do; M L 1 bx; B D & Co 8 cs; J G McKenzie & Co
do; H A Nelson & S 3 do; R B 1 pkg; Cooper F
& Co 144 bars; Dom B W F Co 1 bx; E Poliwka
& Co 3 do; Cartier & B 5 bags; R Lagras 9 cs.

The Montreal Herald.

FRIDAY MORNING, JULY 14.

REMOVAL!

The Proprietors of the "Herald" have leased, for a term of years, the Bonaventure Building, Victoria Square, and in the course of a few days the whole Establishment, comprising the Newspaper, Job Printing and Binding Departments, will be placed in order in our new premises.

THE CITY'S STONE SUPPLY.

With regard to the statements recently published respecting the management of our city's streets, under the Road Committee, Mr. Richard McKeown claims that all his dealings with the Committee have been straightforward and above board, and that he does not fear the fullest investigation. He affirms that the insinuations as to sharp practice on his part are prompted by jealousy on the part of rival contractors, some of whom in former years enjoyed the privilege of supplying stone from the Corporation quarry at a much higher rate per ton than that now paid to Mr. McKeown. So far Mr. McKeown claims that he has made nothing out of his present contract—in fact, that up to the present the amounts received from the city have not covered the expenses of quarrying, crushing and hauling, to say nothing of the large outlay made upon new machinery, new roads, and improved facilities for quarrying. He found the engines, crushers, etc., in a useless condition. Through neglect and bad management they had been allowed to get out of repair, so that most of the machinery had to be replaced by Mr. McKeown, at his own expense. Instead of taking stone from spots most easily approachable, as was the practice under former contractors, Mr. McKeown has, at considerable extra trouble, put a "face" upon the quarry, that is to say he has cut a square bluff in the side of the mountain, and the stone obtained at a moderate depth is found better for road making purposes than that taken at the surface. The construction and repairing of new roads has also been a source of considerable expense to the contractor, and notwithstanding the fact that broken stone is supplied to the city cheaper than in former years, labourers and carters receive more for their services. In support of his request to have his contract extended for five years, Mr. McKeown says that it would be impossible for him to recoup himself for his heavy outlay in one or even two years' operations. If assured of the contract for five years or a longer term, he will be able to put in improved crushers, construct tramways, and also improve his facilities for quarrying. If he was able to offer permanent employment the contractor would be able to secure more easily the services of carters and quarrymen. This he has now much difficulty in doing. Hence, Mr. McKeown says that he would be able to supply the city with better road stone at cheap rates if his contract was extended. He repudiates the insinuation that he is now or has been working in collusion with any member of the Road Committee, and thinks that his reputation as a contractor and as a citizen of Montreal for the last twenty-five years should be sufficient to refute any such charges as have been insinuated against him. His dealings with the city, he affirms, have been, like his transactions with individuals, upright and honourable. The stone which he has supplied to the city has been of good quality, and if good use has not been made of it, the blame lies with the officials of the Road Department. The stone has also been, and is still furnished as fast as circumstances permit. Such is Mr. McKeown's side of the Road discussion, and it now remains for those who feel that they have been specially aggrieved in the matter, or who believe that the interests of the city have suffered, to present their case. If the administration of the Road Department has been just and honest, it is certainly unfair that any person connected with the Department should be improperly accused. If, on the other hand, extravagance, corruption or incompetency have been practised or tolerated, it is only just that the taxpayers should know it. His Worship the Mayor, we understand, does not object to awarding to Mr. McKeown a contract for supplying the Road Department with stone for five years, but he is opposed to extending the present contract, under which the Mayor claims the contractor is given too much discretionary power.

CHINA'S MERCANTILE NAVY.

It will be a curious thing if China should succeed in driving English shipping from her waters and establishing herself as one of the great naval powers of the world. Yet such is quite within the bounds of possibility, though it may not come about for some time. But that it may happen, and at no very remote period, is shown by what has already taken place. A few years ago, less than a decade indeed, the bulk of the trade was in the hands of Americans and was carried in American bottoms, but during the intervening period it has almost completely passed out of the possession of our neighbours, whose interest is almost nominal. England, on the other hand, has been able to hold her own, and to some extent to increase her share of this commerce. The portion which formerly was enjoyed by the Americans has nearly entirely been taken by the Chinese, who now possess a strong mercantile

marine. In illustration of this fact it may be mentioned that within ten years United States shipping in that quarter has fallen from 8.31 to 1.59 per cent. of the whole, while in one year alone, 1878, Chinese tonnage was augmented by more than a hundred thousand tons, and it has since increased proportionately, so that it does not seem a very unreasonable supposition that Great Britain's share may, if not wrested from her, be very considerably diminished, as the Celestials feel their feet, and the profitability of doing their own shipping business becomes more and more apparent to them. It may be asked what kind of vessels they employ and whence they get them? As to the first, they are of a high class—large, commodious and substantial. The junk is going out of date, indeed may almost be said to be already so, except for coasting business, and even for that is being fast superseded by the steamer and the sailing ship. The second is a very natural question to ask, for China is far in the rear of most nations in the mechanical arts; the intellect of its people, as a rule, does not tend in that direction. The vessels which they are sailing are almost entirely of British build and constructed specially for this service. This alone is a guarantee of their excellence, for Great Britain can now challenge the whole world to competition in this, one of its greatest industries. There are a few vessels which have been built in China, but in nearly all cases by European designers and artisans. Perhaps in the course of time the Chinese may take to building their own ships, but it is hardly likely to be for a while to come for the reason already given. It must not be supposed that the Celestials are content with the trade of their own ports; they are competing vigorously for a share of foreign trade, and already vessels laden with products of the Flowery Kingdom, and manned by Chinese seamen, have made the trip to San Francisco, and we believe, also to New York. Possibly ere long we may have the curious pleasure of welcoming some of the almond-eyed navigators to Quebec and Montreal. And this is the people whom we have been in the habit of regarding as hopelessly unprogressive.

THE SILENT BOASTING.

The cool remark of one American journal that the fleet which sails under the Stars and Stripes had the bombardment of Alexandria in hand, the world would have been accomplished in half the time it took, may suit the taste of a small section of the citizens of the Union, but we are sure it will be in the last degree offensive to the majority of our neighbours who have no wish to afford a nation so nearly related as Great Britain and have no sympathy with this ridiculous spirit of bragadocio. We had thought that the business was done with amazing expedition when once actual operations were entered upon, after the exhaustion of a patient exercise of which was most creditable; indeed, the rapidity with which the work was pushed through to its completion has excited the admiration of the whole world. A few hours were spent in negotiations under the flag of truce exhibited from the shore, but what would all civilized humanity have said if, in order to save say half a day, the request denoted by that symbol had been disregarded, and an emblem which all nations agree to revere had been fired upon and torn away from the staff from which it waved, the appeal of the assailed? There would be a universal expression of detestation and horror at the unprecedented outraging of the amenities of honourable war. But putting this aside, what is there in the foolish boast? The United States have no navy, we have been told repeatedly, by the very journals which are now sneering and boasting. We say again that such trash as this must be extremely offensive to every American who has any intelligence at all.

LATEST FROM EGYPT.

Those who yesterday seemed disposed to censure Admiral Seymour for allowing Arabi Pasha to escape from Alexandria under a flag of truce, were rather hasty. Had the Admiral declined to respect the flag of truce, his conduct would doubtless have been described as cruel, dishonourable and un-British in the extreme. If Arabi has chosen to abuse the respect always shown to a flag of truce by civilized powers, it cannot be helped. If Admiral Seymour has erred it has been on the side of humanity, and it is gratifying to know that he has received the congratulations of his Sovereign. The bombardment of Alexandria is over. Arabi's forces have retired towards Cairo, where it is supposed he will make a stand. After the troops left Alexandria the city was given up to fire and pillage, and some terrible scenes ensued. Hundreds of Greeks, Italians and others, who refused to leave when warned to do so, were massacred. Austria and Germany have telegraphed Mr. Gladstone, approving the action of the fleet. The Conference has, it is said, decided that if Turkey refuses to aid in restoring order in Egypt, France and England shall be called upon to land forces for the purpose. The feeling in Paris is one of intense chagrin at the absurd position in which France has placed herself by refusing to co-operate with England. Regarding the attitude of the Porte the despatches are somewhat conflicting.

The Bishop of Costa Rica was lately the victim of a rather amusing mischance. Having determined to start a mission in a remote part of his diocese, he set out in unbecoming dress and with an armed escort in uniform. On the return through Nicaragua the party were seized, the soldiers as being suspected of hostile intentions and the prelate as a doubtful character.

It was all in vain for the latter to protest that he was a bishop not actually engaged in the duties of his sacred calling, the officials would not listen to a single word he had to say, and in the end the whole company were marched off to Granada. Explanations there made every thing right, but it is reasonable to expect that in future his Grace will either dispense with a military escort when he goes forth to preach the Gospel of peace or will protect himself by wearing the garb of his office.

A new specific for the relief and cure of insanity has lately been discovered and curiously enough by a patient in a lunatic asylum. It occurred to him during a lucid interval to try fasting as a remedy for his mental derangement and he had the courage to abstain from food for forty-one days, probably the longest fast on record. Whether as the result of this regimen or not, the man actually was cured and will shortly be discharged. The case is a curious one for the medical doctors to investigate. The reference to the "lucid interval" suggests that possibly the man was cured when he set to work to emancipate himself, and consequently that he has been putting himself to a considerable amount of quite unprofitable discomfort. Should the cure be represented, the remedy is a cheap and simple one, and our asylums can be run for next to nothing.

The late Mrs. MacVicar, who departed this life at Guelph on the 9th inst., was one of the earliest settlers in the neighbourhood of Chatham, Ont. She was the mother of twelve children all of whom she lived to see well established in the world before her removal at the venerable age of 92. One of her sons, the youngest, the Rev. Dr. D. MacVicar, for some years pastor of the Free Church, Cote street, in this city, and is now Principal of the Presbyterian College, Montreal. His brother, the Dr. Malcolm MacVicar, is the author of some well-known works on education and theology.

The system of taxing public officials for political purposes which obtains on the other side of the line has been carried one would think to its very extreme when Indians, or rather their teachers, are mulcted of a portion of their salaries to keep the "machine" going. An exchange gives a list of fifteen female instructors who have been fined variously from \$8 to \$18 for the privilege of serving their country.

HER MAJESTY performed a queenly and womanly act, quite of a piece with her hereditary thoughtfulness and sympathy in telegraphing to Admiral Seymour for full information as to the condition of those who fell in the action on Tuesday. It will go far as a solace to brave fellows who are now in suffering, and whose wants will no doubt be as amply attended to as the circumstances will admit of.

MONTREAL HARBOUR.

To the Editor of the MONTREAL HERALD.
Sir.—The Shearer scheme, as reconstructed by Mr. Bateman, appears to be the subject of a good deal of criticism at present, and as the necessity for better navigation for crossing the St. Lawrence than we now possess becomes more urgent, any practicable plan of bridging the river merits attention.

Mr. Bateman's scheme promises us another crossing for railways, for ordinary vehicles and for foot passengers. It promises us a still water harbour, water power which, if fully utilized, would give employment to a very large population, but it promises more than all these, namely to vastly increase our tonnage. A most pressing want of room is being felt for the ever increasing steamers to discharge. Vessels are cramped for room, they have no place to discharge rapidly, but must wait till the consignees can cart away their goods. In the old time this answered very well—but the vast increase of our carrying trade and the substitution of larger and larger steamers has at length pushed our harbour to nearly its utmost capacity for berthing vessels at all near the centre of business. The Brazilian Consul, Mr. Bentley's recent letter, which has been published, shows the difficulties steamship lines experience, and as you after, we are now going to the point of view of the shipper, the pinch will be more and more felt.

The question then which presses upon us more than any other this moment seems to be, is the Shearer scheme as elaborated and modified by Mr. Bateman practicable and if not where else can we look for relief?

That we may judge of the merits of the scheme, attention should be awakened and discussion aroused. If the scheme be not feasible, then the sooner its fallacy be exposed the better, for then we might look about for some other shift, but if it can be demonstrated to be practicable, and if it is a degree desirable, then let us acknowledge its merits and untidily put forth our efforts to carry out the project.

Not being an engineer, I am unable to pronounce on the practicability of either of the schemes before the public, but as the spring floods are now passing, and now trouble the minds of individuals in the city, the project of a bridge over the current St. Mary to Isle Ronde, thence to St. Helens, etc., would leave currents ice and water much as they are at present, and if it is found that the current St. Mary could be in any way increased by works necessary for the purpose of such a bridge, it could be remedied by adopting Mr. Bateman's suggestion of increasing the facilities for the passage of water on the south side of St. Helens Island, and by widening the passage between that Island and Isle Ronde.

At the same time Mr. Shearer's idea of damming, according to Mr. Bateman's plan, would probably protect the city from both ice shelves and flooding. The solid roadway and its accessibility for all classes of traffic offer undeniable advantages, accompanied also by profitable employment of water power to be made available, and so far Montreal would be greatly benefited.

But how about the lands on the St. Lambert shore? Without levees all the land along the southern shore would be washed away, at least so it seems to me. I observe from Mr. Bateman's report that he contemplates building such levees. It is earnestly to be desired that the Government should see that this is properly carried out. These levees would necessarily be works of some magnitude, even to guard against the consequences of the high spring floods, supposing the quantities of water to run the South Channel to be doubled by the closing of the north of St. Helens Island, the not unusual rise of ten feet over the whole surface of the river would when doubled on the south side cause a possible rise of twenty feet. This on the island would be provided for by the elevation of the road from the dam to the bridge. As to the possibility of an ice dam on the south of St. Helens Island, this could no

doubt be obviated by a sufficiently deep and broad channel. But such a channel would materially increase the cost of the project, the officials would not listen to a single word he had to say, and in the end the whole company were marched off to Granada. Explanations there made every thing right, but it is reasonable to expect that in future his Grace will either dispense with a military escort when he goes forth to preach the Gospel of peace or will protect himself by wearing the garb of his office.

Some other points in Mr. Bateman's report as to the fall of water available for power and the height of water in the harbour may also seem incomprehensible to the uninitiated.

For example, if the water in the upper part of the harbour is to be maintained at about the present level, how is the projected fall between one side of the embankment and the other to be produced? And again, if a current is expected to run up the river between Isle Ronde and St. Helens Island, after the projected improvements are made, would not the tendency of water in that direction indicate a lower level in the harbour?

My letter will doubtless induce further correspondence on the same subject. It is one of vital importance, and as I have before said, not the least important object, would have in view, is the providing of more wharfage for sea-going vessels, such wharfage to be not too distant from business centres. This the Shearer-Bateman scheme certainly promises to provide, and it is promises can be made things of reality it is none too early to begin to better ourselves.

AN OLD MONTREALER.
Montreal, 12th July, 1882.

Reports received that the old disagreement between Japan and China respecting the Loo Choo Islands has been adjusted are unfounded. Japan finds it impossible to listen to further requirements from China. The Pekin government has formally protested against the recent invasion and spoliation of Annam by the French.

Amusements.
Championship Match!
SHAMROCK
LACROSSE GROUNDS,
ST. CATHERINE STREET WEST.
SATURDAY, 15th July, 1882.
CORNWALL ISLAND INDIANS
vs. (Champion Reds),
SHAMROCKS (Champions).

HALL FACED AT 3 P.M. sharp.
No postponement.
T. E. McKENNA,
Hon. Sec. S. L. C.
July 13 m 166

Grand Cricket Match,
MONTREAL CRICKET GROUNDS,
SATURDAY, 15th July,
"OLD COUNTRYMEN" vs. "CANADIANS."
Wickets pitched at 12 o'clock.
Admission, 25 cts.; Ladies free.
July 14 n 167

New Advertisements.
"By the Bye,"
I must just drop into R. J. TOOKE'S, 177 St. James Street, to sort up my Shirts before I leave town. There are no Shirts that can compare with his." Goes and orders a dozen—same measure as the last.
July 14 c 167

MEDITERRANEAN SERVICE.
FALL, 1882.
The splendid fast screw steamer BARCELONA, 1,550 tons, A. ANDERSON, Commander, and
ALICE, 1,353 tons, W. SANGSTER, Commander, of the Thompson Line, are intended to load at Ports in the Mediterranean, for MONTREAL, in SEPTEMBER next.

Taking Cargo at Through Rates FOR ONTARIO AND WESTERN STATES.
For further particulars, apply to WILLIAM THOMSON, Dundas, Scotland; MORPHY & VALLANCEY, Patras; A. REYNARD, Marseilles; MACDONALD & CO., Tarragona; JOHN MERLE, Denia; CHAS. FARQUHARSON, Malaga; D. McPHERSON, Cadiz; or
ROBERT REFORM & CO., 23 St. Jacques Street, Montreal.
July 14 167

NOTICE!
THE SHAREHOLDERS OF THE Windsor Hotel Co'y.
Are requested to meet in the HOTEL, On MONDAY, the 17th instant, At FOUR o'clock p.m., To receive Report from the Syndicate, to discharge the Syndicate, to pass By-laws, and for any other general business.
By order of the Directors.
PHILIP S. ROSS, Secretary.
14, 15, 167
July 14

ROAD DEPARTMENT.
SEALED TENDERS, addressed to the undersigned, and endorsed "Tenders for Sewers," will be received at the office of the City Clerk, until NOON on
Wednesday, the 26th instant, for the construction of Sewers in the undersigned streets or sections of streets, with the necessary connections, according to the section and specifications on view in the office of the undersigned.
Sherbrooke Street—From Drummond street eastward, a distance of about sixty lineal yards.
Drummond Street—From Sherbrooke street northward, a distance of about one hundred and forty lineal yards.
Lariviere Street—From Fallum street westward, a distance of about sixty lineal yards.
Aiguette Street—Between Barre and St. Joseph streets, a distance of about fifty lineal yards.
Latour Street—From end of present sewer eastward to near St. Radegonde street, a distance of about sixty lineal yards.
The lowest or any tender will not necessarily be accepted.
The Committee reserve the right of accepting tender for one or more Sewers.
To Whom it may Concern:
PUBLIC NOTICE is hereby given that it is proposed to construct the above mentioned Sewers and connections during the present season, and proprietors in the streets or sections of streets, may avail themselves of the opportunity to make connections from their houses or yards into the said common sewers; and proprietors in the said streets or sections of streets who object to the construction of said sewers are hereby notified that their objections must be filed with the Road Committee or City Surveyor on or before the 26th day of JULY instant.
By order.
GEO. D. ANSLEY, City Surveyor.
Montreal, 13th July, 1882 n 167

New Advertisements.
WAREHOUSE TO LET,
No. 33 St. Jacques Street. Alterations made to suit tenants. Would do for offices.
J. H. JOSEPH, m 165
July 12

NOTICE!
THE GOVERNMENT OF THE Province of Quebec
Has decided to make an issue of DEBENTURES
—FOR—
\$1,500,000,
—FOR—
\$500 EACH
and are payable on one year's notice being given by the Government at any time after the expiration of thirty years from the 21st of July, 1882. They bear
Interest at the rate of FIVE per Cent. per Annum,
payable semi-annually in Quebec or Montreal, on the 1st of January and 1st of July in each year.
The Debentures are payable to order, and will be registered and transferable at Quebec or Montreal at the option of the holder. They may, however, be exchanged for Debentures payable to bearer.
Tenders will be received at the Treasury Department, Quebec,
Up to 22nd July instant, for Debentures of the above mentioned issue, but no Tender will be accepted at less than par.
Payment of the Debentures will be required as follows:—
10 per cent. on the 1st August.
15 " " " 1st September.
25 " " " 1st October.
25 " " " 1st November.
25 " " " 1st December.
Payment in full may be made by anticipation.
Interest will be allowed from date of each payment, and the Debentures will be delivered on payment of last instalment.
Notice of allotment of \$500 of the amount tendered for by me, or of such lesser amount as may be allotted to me, in conformity with the terms of the notice of the issue.
J. WURTELE, Treasurer, P.Q.
Treasury Department, Quebec, 4th July, 1882. } n 166

NEW ADVERTISEMENTS.
Hearn & Harrison,
OPTICIANS,
Nautical and Surveying INSTRUMENT MAKERS
Patent Logs, Compasses, Sextants, Marine Telescopes & Binoculars, Aneroid and Mercator Barometers, Ships' Clocks, Log Glasses, Charts of Every Description, Log Books and Other Nautical Works, Almanacs for 1882 and 1883, REPAIRS PROMPTLY ATTENDED TO. CHRONOMETERS RATED AND REPAIRED.
May 4 105
R. LAIDLAW & SON,
Glasgow, Edinburgh and London,
Gas and Water Engineers and Contractors,
Sole Agents for the Dominion of Canada.
July 13 166
One Price Clothing House,
BOSTON
SPECIAL PRICES the business men, wholesale and retail, in Sweaters, Hosiery, Trunks, Valises, and all the most important novelties with the finest imported linens and trimmings to match. SEVEN (7) strictly first-class cuts, the best value money can procure. All orders solicited at the BOSTON HOUSE.

THE MOUNT ROYAL Milling and Manufacturing Company
Are now prepared to supply RICE FLOUR.
Of finest quality, suitable for Confectioners, Bakers, &c. Also, the celebrated RICE MEAL
For Cattle Food, at \$27.50 per ton, at the Mills, COTE ST. PAUL, in lots to suit purchasers. The Food is unequalled for Cattle. Farmers and Milkmen especially should use it. See reports of Dr. Baker Edwards, &c., &c.
ROSS, HALL & CO., Agents,
65 ST. PETER STREET.
July 8 162

GIBB & CO.
Being in Weekly Receipt of
Novelties
IN
Tailoring and Haberdashery,
Invite Inspection.
June 28 153
NOTICE OF CO-PARTNERSHIP
The firm of JAMES JOHNSTON & CO. having been dissolved by the death of the senior partner, Mr. JAMES SLESSON of the late firm, has formed a partnership with Mr. JAMES JOHNSTON, son of the late Mr. Johnston, to carry on the business under the old name and style of
JAMES JOHNSTON & CO.
The new firm will collect all debts due to and discharge all liabilities contracted by the late firm.
JAMES JOHNSTON & CO.
Montreal, July 13th, 1882 n 167

Societe Postale Francoise de l'Atlantique.
French and Canadian DIRECT LINE OF STEAMSHIPS.
The splendid new steamer VILLE DE PARIS, 3,000 tons, will leave Antwerp, calling at Havre, direct for Quebec and Montreal.
ABOUT THE 1st OF AUGUST.
For freight and other information, apply to
KENNEDY & HUNTER, Ship Brokers, Antwerp.
Or to WM. DARLEY BENTLEY, Agent General, 317 St. Paul Street, And at West India Wharf, Halifax.
July 12 165

LEVER LEMON SQUEEZER, with Perforated Strainer—convenient Squeeze a Box of Lemons in 20 minutes, and more juice than any other. PATENT CAT BOOK, carried in the vest pocket, and useful for any article that is necessary to be hung up.
R. ORRISON, 405 Grand St., N. Y.
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July 12 165

LEVER LEMON SQUEEZER, with Perforated Strainer—convenient Squeeze a Box of Lemons in 20 minutes, and more juice than any other. PATENT CAT BOOK, carried in the vest pocket, and useful for any article that is necessary to be hung up.
R. ORRISON, 405 Grand St., N. Y.
July 12 1m DW 165

New Advertisements.

WAREHOUSE TO LET,
No. 33 St. Jacques Street. Alterations made to suit tenants. Would do for offices.
J. H. JOSEPH, m 165
July 12

NOTICE!
THE GOVERNMENT OF THE Province of Quebec
Has decided to make an issue of DEBENTURES
—FOR—
\$1,500,000,
—FOR—
\$500 EACH
and are payable on one year's notice being given by the Government at any time after the expiration of thirty years from the 21st of July, 1882. They bear
Interest at the rate of FIVE per Cent. per Annum,
payable semi-annually in Quebec or Montreal, on the 1st of January and 1st of July in each year.
The Debentures are payable to order, and will be registered and transferable at Quebec or Montreal at the option of the holder. They may, however, be exchanged for Debentures payable to bearer.
Tenders will be received at the Treasury Department, Quebec,
Up to 22nd July instant, for Debentures of the above mentioned issue, but no Tender will be accepted at less than par.
Payment of the Debentures will be required as follows:—
10 per cent. on the 1st August.
15 " " " 1st September.
25 " " " 1st October.
25 " " " 1st November.
25 " " " 1st December.
Payment in full may be made by anticipation.
Interest will be allowed from date of each payment, and the Debentures will be delivered on payment of last instalment.
Notice of allotment of \$500 of the amount tendered for by me, or of such lesser amount as may be allotted to me, in conformity with the terms of the notice of the issue.
J. WURTELE, Treasurer, P.Q.
Treasury Department, Quebec, 4th July, 1882. } n 166

NEW ADVERTISEMENTS.
Hearn & Harrison,
OPTICIANS,
Nautical and Surveying INSTRUMENT MAKERS
Patent Logs, Compasses, Sextants, Marine Telescopes & Binoculars, Aneroid and Mercator Barometers, Ships' Clocks, Log Glasses, Charts of Every Description, Log Books and Other Nautical Works, Almanacs for 1882 and 1883, REPAIRS PROMPTLY ATTENDED TO. CHRONOMETERS RATED AND REPAIRED.
May 4 105
R. LAIDLAW & SON,
Glasgow, Edinburgh and London,
Gas and Water Engineers and Contractors,
Sole Agents for the Dominion of Canada.
July 13 166
One Price Clothing House,
BOSTON
SPECIAL PRICES the business men, wholesale and retail, in Sweaters, Hosiery, Trunks, Valises, and all the most important novelties with the finest imported linens and trimmings to match. SEVEN (7) strictly first-class cuts, the best value money can procure. All orders solicited at the BOSTON HOUSE.

THE MOUNT ROYAL Milling and Manufacturing Company
Are now prepared to supply RICE FLOUR.
Of finest quality, suitable for Confectioners, Bakers, &c. Also, the celebrated RICE MEAL
For Cattle Food, at \$27.50 per ton, at the Mills, COTE ST. PAUL, in lots to suit purchasers. The Food is unequalled for Cattle. Farmers and Milkmen especially should use it. See reports of Dr. Baker Edwards, &c., &c.
ROSS, HALL & CO., Agents,
65 ST. PETER STREET.
July 8 162

GIBB & CO.
Being in Weekly Receipt of
Novelties
IN
Tailoring and Haberdashery,
Invite Inspection.
June 28 153
NOTICE OF CO-PARTNERSHIP
The firm of JAMES JOHNSTON & CO. having been dissolved by the death of the senior partner, Mr. JAMES SLESSON of the late firm, has formed a partnership with Mr. JAMES JOHNSTON, son of the late Mr. Johnston, to carry on the business under the old name and style of
JAMES JOHNSTON & CO.
The new firm will collect all debts due to and discharge all liabilities contracted by the late firm.
JAMES JOHNSTON & CO.
Montreal, July 13th, 1882 n 167

Societe Postale Francoise de l'Atlantique.
French and Canadian DIRECT LINE OF STEAMSHIPS.
The splendid new steamer VILLE DE PARIS, 3,000 tons, will leave Antwerp, calling at Havre, direct for Quebec and Montreal.
ABOUT THE 1st OF AUGUST.
For freight and other information, apply to
KENNEDY & HUNTER, Ship Brokers, Antwerp.
Or to WM. DARLEY BENTLEY, Agent General, 317 St. Paul Street, And at West India Wharf, Halifax.
July 12 165

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For Cattle Food, at \$27.50 per ton, at the Mills, COTE ST. PAUL, in lots to suit purchasers. The Food is unequalled

For Sale or to Let.

TO LET.
A STABLE, and Ground attached. Apply at No. 97 Upper St. Urban Street. Rent low.
June 19.

TWO SHOPS TO LET.
In Kingston, opposite Market Square, 33 feet x 16 feet 6 inches, with good cellars. One rear fire proof vault. Apply to
RAWDEN & MACPHER,
Kingston.

FOR SALE.
In a good locality and good position in the East-End of the city, a small property with three frontages, forming the corner of Dorchester and Macquenne Streets and Munro Lane. Apply to J. McQUEEN, Herald Office.
November 11.

FOR SALE.
COTTAGE, 46 FORT STREET, in fine order, containing eight apartments, bath-room and pantries; very easily heated. Situated in one of the healthiest streets of the city. Size of lot 21 x 122. Fruit trees in garden. Apply on premises.
May 30.

"RUS IN URBE."
The Residence and Grounds, No. 102 Alexander Street, adjoining the Property of Hon. James Ferrier, and at present occupied by the REV. GAVIN LANG, are
TO LET.
Rent moderate. Apply to
M. S. BAXTER,
Dow's Brewery.
April 28.

FOR SALE.
Upon St. Antoine street, the dwelling houses known as Nos. 63, 65, 67 and 69 of said street, with large lot in rear.
Large lot, corner of Craig and Sanguinet streets, now occupied as a coal and lumber yard.
That handsome villa residence, formerly occupied by E. A. Dubois, Esq., with about forty acres of land, large guest-house, dwelling house, out-buildings, garden, etc. This desirable property is situated almost opposite "View Mount," the residence of the late Donald Ross, Esq. Title perfect. Terms easy. Apply to
G. R. S. DEBEAUJEU,
or to 199 St. Denis street.
E. C. MONK, Esq., Advocate,
182 St. James street.
February 5.

VALUABLE
Country Residence and Grounds
FOR SALE
At Cote des Neiges.
"TERRA NOVA."
The property and residence of the late H. T. LAMPOUGH, Esq., is beautifully situated on the Western slope of the mountain and fronting on the St. Luc's Road, in full view of the lower country, together with Lake St. Louis, Back River and Two Mountains, is within easy access, being within only twenty minutes' drive of the centre of the city, and is undoubtedly located in the healthiest part of the Island.
The house, situated on the head of a finely shaded winding avenue, is large and comfortable, with all modern improvements, and includes six bedrooms, large and airy drawing rooms, library, dining room, with pantry adjoining, also basement kitchen, with servants' rooms, ice house, dairy, water tanks, etc.
To anyone desiring a comfortable country home within easy access of the city, with capital roads both winter and summer, no better opportunity could be desired.
Taxes nominal, terms easy, title perfect, and commuted.
Can be seen any afternoon.
Apply on the premises, or to Messrs. DEZOUCHÉ & CO., 233 St. James Street, where any further information can be had.
June 7.

REAL ESTATE AND FINANCIAL AGENCY.
The subscriber offers for sale most desirable City and Country property, amounting in value to one Million Five Hundred Thousand Dollars (\$1,500,000), which being too numerous to publicly particularize, intending purchasers are invited to call and examine the list. No Commission charged to purchasers.
Parties desiring to buy their property are respectfully requested to communicate with the undersigned, who will charge no Commission, or for Advertising if a sale is not effected.
The subscriber also continues to give his personal attention to purchasing property at public and private sale, and as a valuator of the same.
This important branch of the business where values vary from ten dollars and upwards per square foot, and where the giving or obtaining of even one cent per foot more or less may cause a loss or gain of several hundred dollars to the party concerned—cannot safely be engaged in by inexperienced parties or mere nominal agents. Therefore all valuations and other information respecting this important business, emanating from this agency, will not be a matter of mere theory or supposition, but based upon hundreds of sales negotiated by the subscriber, and a careful record of all other changes in Real Estate that have taken place during the twenty years that he has devoted his sole attention to the business.
The undersigned is prepared to advance from \$1,000 to \$50,000 on first-class city property. Only first mortgages and perfect titles negotiated.
H. H. GEDDES,
Real Estate and Financial Agency,
207 St. James Street, Nordheimer's Hall.
May 19.

AGENTS, READ THIS.
We will guarantee you better terms than you are now getting. Send for particulars of our **HILLES**, Macoun's "Royal Path of Life," second edition; "Treasury of Song," the best music book in the world; Dr. Manning's "Stock Doctor," and other Standard Works. We also want a few good men to proceed to Australia, South Africa, and other countries in our interest. We are the largest Subscription Publishing House in Canada. Apply to World Pub'g Co., Guelph, Ont.

EVAPORATORS.
Illustrated Catalogue Free.
AMER. MFG. CO.,
Waynesboro, Pa.

Consumptives.
Send your name and address to S. B. ALLEN, 166 State St., Rochester, N.Y.

INTENDING ADVERTISERS should address **GEO. P. BOWELL & CO.,** 10 Spruce Street, New York City, FOR SELECT LIST OF 1,000 NEWSPAPERS.

Hotels.

ST. LAWRENCE HALL, CACOUNA.

The Far-Famed Popular
CANADIAN SUMMER RESORT,
St. Lawrence Hall, Cacouna.

The above Hotel will open for the season of 1882 on the TWENTIETH of JUNE, under the management of last season. The Manager will aim to promote the comfort and amusement of the guests, and with long and successful experience in the Hotel business, feels confident that he can make the Hotel the home of the Tourists, and their stay one of health and pleasure.
For Rates, &c., address
JOHN KENLY, P.O., Cacouna.
June 12.

Sea-Bathing.

Tadoussac, Saguenay

The TADOUSSAC HOTEL will be opened for reception of Sportsmen, Tourists and Families on and after JUNE 16th. To Families and Tourists, the Hotel offers all the comforts of home.
To the Rod-and-Line Man, there is no place on the St. Lawrence where he can get more sport, especially that of Trout Fishing.
Telegraph communication direct from the office.
Address
JAMES FENNEL,
Lessee and Manager,
Tadoussac.
June 1.

SUMMER RESORT.

PURE AIR! PURE AIR!

"THE IROQUOIS HOUSE,"

Bellevue Mountain, St. Hilaire, P.Q.

This magnificent Hotel has been considerably enlarged, painted and refurnished throughout. Accommodation for 300 Guests. Only 1 hour by G.T.R. from Montreal. The Hotel will be opened for the season on SATURDAY, 17th JUNE. CAMPBELL BROS.,
St. Hilaire Station.
April 17.

THE WENTWORTH, NEWCASTLE, N.H.

WILL OPEN JUNE 24. It has accommodations for 450 guests, and offers more attractions than any other seaside resort on the Atlantic coast. Excellent accommodations for boating, fishing and bathing. Contains every modern appliance, spacious rooms, best spring beds, large parlours, passenger elevator, Music Hall for dancing and theatricals, Orchestra of 20 pieces. Bowling Alleys, Billiard Room, Steam Yacht for Excursions, Sail and Row Boats, City, Country, Livery and Boarding. Grounds illuminated by Electric Light. New York and Boston Street Reports received every hour. Two miles from Portsmouth and two hours' ride from Boston by Eastern Railroad. Coaches of the Hotel always in waiting.
Address Portsmouth, N.H.
GEORGE F. THOMPSON, Manager.
May 29.

REVERE HOUSE,

First class Commercial and Private Hotel. Good Sample Rooms, convenient to Railway and Steamboats.

GEO. S. McTAVISH
HAS OPENED A
Real Estate and Intelligence Office
IN THE MORRIS BLOCK,
Main Street, Winnipeg.

The Commission Department.
Will not be confined to Real Estate, but will include a general commission business, in which I have had a long experience.
An efficient staff of clerks has been employed, each of whom has been selected for a special duty. Reliable guides, natives of the country, have also been secured, so that when required they will accompany exploring or pleasure parties to any part of Manitoba or the North-West Territories.
Correspondence solicited from all quarters, and prompt replies may be depended on.
Charges moderate, and reliable information furnished on all questions.
GEORGE S. McTAVISH.
February 18.

Magnetic Medicine.

Brain and Nerve Food
Is a sure, Prompt and Effective Remedy for Nervousness in ALL its stages, Weak Memory, Loss of Brain Power, Sexual prostration, Night Sweats, Spermatorrhea, Seminal Weakness, and General Loss of power. It repairs Nervous Waste, rejuvenates the Jaded Intellect, Strengthens the Enfeebled Brain, and Restores Surprising Tone and Vigour to the Exhausted Generative Organs. The experience of thousands proves it an INVALUABLE Remedy. The Medicine is pleasant to the taste, and each box contains sufficient for two weeks' medication, and is the cheapest and best. Full particulars in our pamphlet, which we desire to mail free to any address.
Mack's Magnetic Medicine is sold by Druggists at 50 cts. per box, or 12 boxes for \$5, or will be mailed free of postage, on receipt of the money, by addressing
MACK'S MAGNETIC MEDICINE CO.,
Windsor, Ont., Canada.
Sold in Canada by all Druggists.
December 19.

New Advertisements. New Advertisements.

FIRE! FIRE! FIRE!

Bargains! Bargains!

\$10,000 WORTH OF JEWELLERY.

Damaged by Fire and Water

NOW SELLING AT HALF THEIR ACTUAL VALUE.

SILVERWARE AND CLOCKS only slightly damaged by smoke sold remarkably low. Jet Goods damaged a little almost given away. Silver Jewellery of every description in large variety slightly damaged by water at one-third their original value.

Watches as Good as New for \$5.

Two WEEKS SALE ONLY.

M. COCHENTHALER,

157 St. James St., "Herald" Building.

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A DERANGEMENT OF THE LIVER

THE CAUSE OF DISEASE IN THE STOMACH, KIDNEYS AND NERVOUS SYSTEM!

Below will be found a brief Summary of a Lecture upon the Liver delivered before the Eclectic College of Medicine, by

DR. J. HAYDOCK.

The Liver has been known as the great blood-maker and blood-purifier of the Circulation. From its size and spongy nature, it plays a most important part in the animal economy as regards assimilation and nutrition. Food taken in the month and acted upon by the digestive organs, the stomach is converted in Glucose and Peptone, and in these forms enters the Portal vein. Here by action of the Liver, these substances are converted into a form of sugar, and pass out of the Liver by a large vein, called the Hepatic vein, into the general circulation. The new material now formed serves two purposes, viz.: the maintenance of heat in the body and assisting in the cell growth of the system.

Dr. Murchison says: "The composition of bile and its secretion is very complex. It is constantly being secreted by the Liver, and increasing suddenly before eating, gradually decreasing as soon as the appetite is satisfied and feeding ceases." Now, if this most important organ of the body becomes torpid, or the passage of bile interfered with, emaciation and diseases ensue. I noted eight marked peculiarities that now occur, and which we all know of—

1. The presence of complaints of a feeling of weight and fullness of the epigastrium.
2. Distention of the stomach and bowels by wind.
3. Heart-burn.
4. A feeling of weariness, pains in the limbs and great sleepiness after meals.
5. A bad taste in the mouth, especially in the morning, and furrowed tongue.
6. Constipation, with occasional attacks of diarrhoea.
7. Headache in front of the head.
8. Depression of spirits and great melancholy, with lassitude and a disposition to leave everything for tomorrow.

All of the above symptoms go to show functional derangement of the liver, and now comes the great importance of any error made as to the condition of the patient. He should immediately provide himself with a LIVER STIMULANT, the most common form of which is a Pill. Daily experience shows that this, when the Pill is compounded properly, is the readiest mode of inciting and promoting the action of the liver, and can be almost always relied on. I have devoted many years of my life, as many of you now before me know, to compounding a Pill that will act readily and systematically as a Bileous Remedy. I do not believe in great purgatives, and therefore have made a Pill, one of which is an active and thorough dose. I have called it

DR. HAYDOCK'S NEW LIVER PILL.

(SUGAR-COATED.)

ONE PILL IS A DOSE! ONE PILL IS A DOSE! ONE PILL IS A DOSE!

These Pills are an absolute cure for all bilious and malarial affections. They graze with disease at its fountain head, and root it out of the patient's system at once. They fortify the body against disease in all forms of sudden attacks and epidemics, enable all to brave the miasmatic danger of swamps and forests. One vial of DR. HAYDOCK'S NEW LIVER PILL relieves the entire system of pains and aches, enlivens the spirits and sends new blood bounding through the veins.

Send for this infallible medicine at once, and take no other.
Hesitation and delay are nothing but another form of suicide when you have a remedy at hand to cure sickness instantly.
Take disease in time and you will be saved many days of useless misery.
DR. HAYDOCK'S NEW LIVER PILL are the true grains and essence of health, and the greatest blessing that Science has given to the world. All over this vast country THE PEOPLE KNOW THEM! THE PEOPLE PRAISE THEM!

What Hundreds of Letters say from Patients all over the Habitable Globe.
Dr. Haydock, your new Liver Pill has rid me of all my biliousness.
No more noxious doses for me of five or ten pills taken at one time. One of your pills cured me.
Thanks, Doctor. My headache has left me. Send me another vial to keep in the house.
Our doctors treated me for chronic consumption, as they called it, and at last said that I was incurable. Your new Liver Pills cured me.
I had no appetite; Dr. Haydock's new Liver Pills gave me a hearty one.
Dr. Haydock has cured my headache that was chronic.

For all Diseases of the Kidneys, Retention of Urine, Dr. Haydock's New Liver Pills are a perfect cure. One pill satisfies the most sceptical.
For Female Diseases, Nervous Prostration, Weakness, General Lassitude, Want of Appetite and Sick Headache, Dr. Haydock's New Liver Pills will be found an effectual Remedy.
They are universal in their effects, and a cure can almost always be guaranteed.

Each vial contains Twenty Pills—One Pill is a Dose. Price, Twenty-five cents. For sale by all Druggists.
Free Trial is Sugar-Coated. If your druggist does not keep them, we will mail them free to any address on receipt of twenty-five cents. Five vials for \$1.
BUY AT ONCE. DO NOT DELAY.
HAYDOCK & CO.,
New York.

April 17.

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Post Office Time Table.

MONTREAL, JULY 1, 1882.

DELIVERY. MAILS. CLOSING.

Ontario & West. Prov. (A) Ottawa by railway. 8:30 8:30

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STATE LINE
Passenger Steam
SAIL EVERY THURSD.

Canada, New York to Glasgow, Liverpool
Tons, .. 3,284
..... 3,178
..... 8,850
Eng. 3,850
..... 5,700

Splendid new Steamers, with
passenger accommodation. This
has just added to their fleet two
powerful steamers, which will ply
between New York and Europe.
lower than by any other first-class
line.

The Second Class accommodation
superior facilities for travellers of
means. Everything is arranged

gers are made thoroughly comfortable
Storage at lowest rates, both to
Europe. Apply for pamphlet of in-
and sailing lists to
G. H. PATTERSON
294 St. James Street,
Or to AUSTIN BALDW
General Agents, 53 Broadway, N.Y.
December 7

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 London, to
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 to W. M.
 Railway

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CUNARD LIN

CO **LANE ROUTE.**
The Cunard Steamship Company
between NEW YORK and LIVERPOOL
calling at CORK HARBOUR

ships. FROM PIER 40 N. R. NEW YORK

PARTHIA.....	Wednesday
GALLIA.....	Wednesday
SERVIA.....	Wednesday
SCYTHIA.....	Wednesday
BOETHIA.....	Wednesday
PARTHIA.....	Wednesday
GALLIA.....	Wednesday
SERVIA.....	Wednesday

And every following Wednesday
York.

RATES OF PASSAGE—\$80, \$80 and
according to accommodation.

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GUION LINE
UNITED STATES MAIL STEAMERS
SAILING WEEKLY BETWEEN
New York and Liverpool, calling at Q

PROPOSED SAILINGS FROM NEW YORK	
ARIZONA	June 18
ABYSSINIA	June 20
WISCONSIN	June 27
ALASKA	July 4
WYOMING	July 11
ARIZONA	July 18
ABYSSINIA	July 20

WISCONSIN.....	July
ALASKA.....	Aug.
WYOMING.....	Aug.
ARIZONA.....	Aug.
ABYSSINIA.....	Aug.

DOCK

The Steamers are built of iron, tight compartments, and are furnished with every requisite to make the passage comfortable. Both safe and agreeable, having a large saloon, dining room, drawing room and Library; also a good Stewardess and Caterer on each. The State-rooms are all upper deck.

surging those greatest of all luxuries—perfect ventilation and light.

CABIN PASSAGE,
\$60, \$80 and \$100, according to location.

INTERMEDIATE.

This is a class that affords people a rate means a respectable way of travel. Beds, Bedding, Wash-basins, etc., with good food, and a fine steering-rope either Cabin or Steering, being provided. \$40, \$40 single; \$80 round trip.

Steerage passage at Low Rates.

Apply to WILLIAMS & G

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ply to
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Or to
J. Y. GILMOUR
354 St. Paul street,
July 22

INMAN LINE

SAILINGS, 188

From NEW YORK via QUEENS-
LIVERPOOL.

Carrying the United States M

UPS



City of Rome, ... Saturday, July 8
City of Berlin, ... Sunday, July 9
City of Richmond, Saturday, July 14
City of Montreal, Thursday, July 14
City of Berlin, ... Friday, July 23
City of Brussels, ... Thursday, July 27
City of Rome, ... Saturday, Aug. 5
City of Richmond, ... Thursday, Aug. 3
City of Chester, ... Thursday, Aug. 17
City of Berlin, ... Saturday, Aug. 26
City of Brussels, ... Thursday, Aug. 26
City of Rome, ... Saturday, Sept. 9
City of Berlin, ... Saturday, Sept. 16
City of Brussels, ... Thursday, Sept. 24
City of Berlin, ... Saturday, Sept. 30

RATES OF PASSAGE—\$80 and \$100
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