

W. & F. P. CURRIE & CO'Y,
Drain Pipes, Portland Cement,
Chimney Tops, Canada Cement,
Vent Linings, Water Lime,
Flue Covers, Whiting,
Fire Bricks, Plaster of Paris,
Fire Clay, Borax,
Roman Cement, China Clay,
Bessemer Steel Scaff, Chair and Bed
Springs.

VOL. LXXXII.—NO. 113

NEW ADVERTISEMENTS.

SALT!

NOW LANDING:

Stubb's Washington F. F. Salt,
Franklin

Liverpool Coarse Salt,
Rock Salt for Cattle.

IN STOCK:

Rice's Pure Salt, grained for Butter,
Cheese and Table use.

FOR SALE BY

VERRET, STEWART & CO.,

271 to 275 Commissioners Street.

FOR SALE!

CUDAHY BROS

Milwaukee Lard & Pork.

600 Falls Lard,
100 Brls. MESS PORK,
50 " SHORT CUT CLEAR,
50 " BACK PORK,
50 " CLEAR FAT BACK,
105 Cases 3, 5, 10, 20 and 50 lbs. Tins LARD.

OYSTERS.

100 Barrels FRESH SHELL OYSTERS

J. & R. McLEA,

No. 8 COMMON STREET.

PRIME LARGE

Newfoundland Dry Codfish!

Prime Large Gaspe do.

No. 1 LAB.

HERRINGS!

STEAM REFINED SEAL OIL.

STEWART, MUNN & CO.,

22 ST. JOHN STREET.

Telephone, No. 125.

NOTICE OF REMOVAL

The Cumberland Railway

& Coal Company beg to give

notice that they have re-

moved their office to the New

York Life Insurance Build-

ings, Place d'Armes. Second

Floor.

HERTER BROTHERS,

154 FIFTH AVENUE,

NEW YORK,

MANUFACTURERS OF

Interior Decorations, Furniture,

Stained Glass, Mosaics,

Gas Fixtures, &c.

IMPORTERS OF

TAPESTRIES, FINE CARPETS, CURTAIN

MATERIALS, PAPER-HANGINGS, &c.

Est. '83

GEORGE DURNFORD,

105 ST. JAMES STREET, MONTREAL.

Chartered Accountant, Auditor & Trustee

Private Estates and Trusts carefully admin-

istered. Houses, etc., Leased, Bought and

Sold. Bonds and Dividends Collected.

D. LOW'S

WORM SYRUP

DESTROYS AND REMOVES WORMS

OF ALL KINDS IN CHILDREN OR

ADULTS. SWEET AND PLEASANT.

DO NOT HESITATE TO TRY IT.

DELICATE CHILD.

PATENTS!

TRADE MARKS AND DESIGNS.

R. A. HELLOND, Solicitor and Expert.

Head Office:—156 St. James Street,

MONTREAL.

Branches:—24 King Street East, Toronto.

Patent Solicitors, London, England.

Agencies:—All Foreign Capitals. 156 St. J.

PENNYROYAL WAFERS.

Prescription of a physician who

has had a life long experience in

treating female diseases. Is used

monthly with perfect success by

over 10,000 ladies. Pleasant, safe,

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TO ANNEX OR RETALIATE.

The Horns of the Railroad Dilemma Point to Either Course.

What Railroad Presidents Tell the Senatorial Committee Tends to Such Conclusion—Charles Francis Adams is in a Tight Place, but Heavily Does Not Know—Erasmus Wiman Does.

[N. Y. World.] A heavy burden of thought rested yesterday on the ponderous brows of the United States Senators who are trying, in the shelter of the Fifth Avenue Hotel, to settle that portion of the Canadian problem which the Interstate Commerce law has given birth to. The struggle with the wily railroad presidents has been a herculean one, and it would be slightly stretching the truth to say that the Senatorial inquirers have come out very much ahead. Bel-like and slippery has been the answer of the railroad president whenever a question was asked that touched upon the embarrassing. The Senators have tried to hold him, but alas, who can hold a railway president?

And so it happened that Chamney Day dealt in pleasant and dry talk. Grand trunk, his rival, facetiously but pointedly in the ribs; John King orally eloquently on behalf of the pool which put unearned money in the pocket of his road; Commissioner Fink talked volumes of sweet platitudes. President Hill, of the St. Paul and Manitoba, built beautiful railroad air-castles, but did not say how much he and his partners made out of the Canadian Pacific, while Charles Francis Adams didn't know an awful lot about what the Committee wished to find out. Erasmus Wiman showed himself an intelligent reader of the *World* by quoting from its columns.

The most pertinent feature of the inquiry is the vast annexation necessity which it has brought to light. The Senators had discovered that Canada has more than a fair slice of the pudding. They have also learned that the Canadian railroads, by keeping down transportation rates, are anything but an unmitigated evil, and there is little doubt that the dilemma of retaliation or annexation will occupy a prominent position in the report which they will put forth. If it does not the labors of Senators Gorman and Blair will have been in vain.

Charles Francis Adams, the Boston figurehead of the Union Pacific, was the most unsatisfactory witness that the committee had before it. He was courteous to a degree that gave pain to the onlookers. He pronounced his A's at a truly Boston length, and his bald head glistened with good will and open-heartedness towards the committee. But what he did not know was something simply stupendous. He could not tell what effect the interstate commerce law had upon railroads, because it had not been stringently enforced long enough for him to form an opinion. He could not tell whether the Canadian Pacific had encroached upon the business of the Union Pacific, as it had not been in business long enough. He just hoped that the committee would leave things as they were, and that folks could see what was going on under a stringent enforcement of the law.

Thomas Lyman Greene testified that of late the railroads had seriously injured business by sudden and arbitrary changes in the rates on freight.

James J. Hill, of the St. Paul, Minneapolis and Manitoba Company, came down from the far Northwest to tell what the Canadian Pacific had done for him and his 3,000 miles of railroad. In spite of the name the company owns not a foot of line in the Dominion, although it runs through cars on Canadian roads. As soon as the Canadian Pacific was built competition began. It had a smart show of business while the Canadian Pacific was building, running north of St. Vincent as high as 40 cents per ton, the entire business. Since, however, the business had dropped to almost nothing, thanks to the trouble made by the Canadian customs laws.

The Senators wanted to know if it would not be a good plan to settle border questions by making Canada a part of America, or vice versa.

"I was born in Canada," said Mr. Hill, "and I think the Canadians would make very good Americans."

In regard to the real question of the hour, Mr. Hill said that the Canadian roads were a manifest advantage of the American roads so long as the latter were held down to the Interstate law and the latter were free from its exactions. If the Canadian roads were compelled to do business on the same terms and conditions as the American roads, they could not live, notwithstanding their liberal bonus. In fine, the only salvation which the witness could suggest was the dear old pool, the railroad men's friend.

Erasmus Wiman, lover of commercial union, next took the stand and suggested his own questions, and said he wanted to testify regarding the effect upon the whole country of the construction of the Canadian railroads. No railroad in Canada had ever paid any profits on its stock. Therefore the low rates at which they had carried goods had been in the nature of a benevolence to the public. He thought they had contributed enormous benefits to the country, and he seemed to look upon them as a sort of charity given by the Canadian Government, assisted by English stock and bond holders, to the great American people.

Senator Cullom wanted to know if the roads expected to run on forever without making money. Mr. Wiman said that they hoped to make a profit out of the Asiatic business they are building up. He was very optimistic regarding the Canadian Pacific and he whooped her up for all she was worth. He thought it hard for the American roads to suffer competition from the Canadian roads, yet did not advocate harsh treatment towards the latter. Commercial union was the specific which he advocated. He thought that the bonded privilege would be looked on by Canadians as in the nature of a retaliatory measure, and he gave the Committee notice that the Canadians were not to be moved in that way.

"Although there is a strong and secret growth in favor of annexation," he said, "it will take at least five Parliaments of five years each to vote Canada into the United States. Coercion will never bring it; commercial union might hasten it very much."

Mr. Wiman thought the American Government had as good a right to put the Canadian roads under harness as Canada had to put restrictions on fish at Halifax.

recent Jesuit trouble in Quebec, he said, and strongly hoped the case of annexation. And yet, in spite of all, sentiment was so strong in the Dominion that if he went there and offered to hold a meeting favoring annexation he would be stoned out of the country.

Fig with thought the Committee adjourned until this morning when President Van Horn, of the Canadian Pacific, will try to straighten out the tangle.

SOMETHING YOU SHOULD KNOW.

Many of our readers have often asked "What is Bright's Disease of the Kidneys, about which we hear so much?" To answer their question we have secured the following explanatory article, written by a competent authority:

The symptoms of Bright's Disease (which is but an advanced form of Kidney Disease) differ in different individuals, but generally the patient presents a flabby, bloodless look, is drowsy and easily fatigued, has pain in the back, vomiting and febrile disturbance. The urine is reduced in quantity, is often of dark, smoky or bloody color, and exhibits to chemical reaction the presence of a large amount of albumen, while under the microscope blood corpuscles and casts are found.

There are several forms of the malady, but their common prominent characteristic is the presence of albumen in the urine, and frequently also the co-existence of dropsy. These associated symptoms, in connection with Kidney Disease, are not usually separated from it. Richard Bright, an English physician, who first investigated them, sometimes there is a degeneration of the tissues of the kidney into fat, thus impairing the excretory powers of the organ so that the urine is not suitably separated from the blood. The flow of the blood, when charged with this urea, is retarded through the minute vessels, congestion ensues, and excretion of albumen and fibrin is the result. The disease is often accompanied by granularities on the skin, as boils, etc., and is frequently associated with enlargement of the heart.

The cause of this terrible malady, indulgence in too much ice-water as a beverage, strong drink, high living, indigestion, exposure to wet and cold, various kinds of fevers, malaria, pregnancy, and other bodily derangements such as a complication of certain acute diseases, like erysipelas, diphtheria, and especially scarlet fever (of which it is one of the most frequent and serious after effects), are the causes of bones and other serious affections.

Common-sense treatment of Kidney Disease of the character referred to necessarily involves removal of the causes, rectification of other blood-conditions, and increase in the secretion of urine by the administration of Warner's Safe Cure. It is a specific even in the advanced stages, when the blood has been poisoned the nerve centers, restoring the secretion of healthy fluids and relieving the congestion of the brain. It speedily arrests the inflammatory action, is marked by an increased amount of urine. The albumen gradually disappears, the dropsy subsides and the patient recovers. There is no standstill in advanced Kidney Disease; those who are afflicted with it are either constantly growing better or worse. How important, therefore, that this terrible disease be taken in hand in time and treated with a known specific.

CHURCHES.
Church of the Gesù—Sermon at 8 p.m., Rev. J. Connolly.

Church of the Messiah—Rev. Wm. S. Barnes will preach at both morning and evening services.

Presbyterian Church—Services commence at 11 a.m. and 7 p.m. The Rev. Principal MacVicar, D.D., will preach at both services. Sabbath school at 3 p.m.

St. Bartholomew's Church, Beaver Lake Hill—Rev. Rt. Rev. Bishop Usher, Service at 11 a.m. and 7 p.m. Sunday School and Bible class 3 p.m. Strangers welcome.

Maisonneuve Mission.—In the house of Mr. M. Charron, 130 Notre Dame street. Sunday school at 3 p.m. Evening service at 8 o'clock, conducted by Mr. W. M. Rochester, B.

St. Andrew's Church (Church of Scotland). Morning service, Holy Communion at 10 o'clock. Evening service, Post Communion, 7 o'clock. Rev. J. Edgar Hill, M.A.B.D., will officiate at both services. Special collection for poor.

The Advent Christian Congregation, Assembly Hall, 2263 St. Catherine street, over Hall & Scott's.—Service at 7 p.m. Elder Wm. W. Robertson officiating. Subject: Scripture vs. Creeds. Relative to Man's Condition in Death.

St. Paul's Church, Dorchester street.—The Rev. James Barclay, M.A., pastor, will officiate at all the services; Sunday morning at 11 o'clock. Sunday evening at 7 o'clock. Sunday school at 3 p.m. Garrison Artillery Parade service, 4 p.m.

St. Gabriel Church—Rev. Robert Campbell, D.D., the pastor, will conduct Divine service at 11 a.m. and 7 p.m. Strangers are welcome. Sunday school at 3 p.m. Sunday School and Bible class at 3 p.m., to which all are invited not attending elsewhere.

Church of St. James the Apostle.—Holy Communion at 8 a.m. Service at 11 a.m. Preacher, Canon Mills. Sunday School at 3 p.m. Litany and service of praise at 5 p.m. Seats free. Service at 7 p.m. Preacher, the Rector, Canon Ellegood, rector.

Emmanuel Church (Congregational) St. Catherine, corner Stanley St.—Rev. F. H. Marling, pastor, will preach at 11 a.m. and at 7 p.m. Sunday school and Pastor's Bible class at 3 p.m. Prayer meeting Wednesday, Seats free, and all are cordially welcome.

First Baptist Church—Rev. E. K. Cressey, B.D. The Rev. Dr. Cooper Antill, D.D., will preach at 11 a.m. Sunday school and pastor's Bible class at 3 p.m. 7 p.m., the pastor will preach. Subject: "The Mission of Song in the Sanctuary." Visitors made welcome.

Trinity Church, St. Denis street, opposite Viger square.—Rev. Canon Mills, R.D., rector. Third Sunday after Easter. Divine service at 11 a.m. Preacher, Rev. John Walker, M.A. Sunday school and rector's Bible class for adults at 3 p.m. Evening service at 7 o'clock. The rector will preach. All are invited.

St. James Methodist Church—Corner of St. Catherine and City—Pastors, Rev. James Henderson, pastor, Sunday-school anniversary services.

Rev. T. W. Jeffery, of Toronto, will preach at 11 a.m. and 7 p.m. Special singing collection on behalf of the schools. Sunday school and Bible classes at 9.30 a.m. and 3 p.m.

Christ Church Cathedral—9 a.m., Holy Communion. 11 a.m., choral morning service. 4.15 p.m., choral litany and service of praise. Anthem, "O most merciful God." (Hullah). Organ for choir fund. 7.05 p.m., choral evening song. All seats free at 7 p.m. Daily service at 5 p.m. Rev. J. G. Norton, D.D., rector, of Montreal.

Erskine Presbyterian Church, corner of St. Catherine and Peel streets.—The Rev. Louis H. Jordan, M.A., B.D., pastor. Public services as follows: 7-11 a.m., public worship—preacher, the pastor; 3 p.m., Sabbath school and Mr. Rochester's Bible class. 7 p.m., public worship—preacher, the pastor. Topic of evening discourse—"Ezekiel's Prophecy Fulfilled." Strangers are cordially welcomed.

From Ocean to Ocean.
Fishermen and miners in Nova Scotia, mechanics and farmers in Ontario and Quebec, hunters and trappers in the Territories, and gold miners in British Columbia, use and prize Haysard's Yellow Oil, the great internal and external remedy for all pain. It cures rheumatism, neuralgia, sore throat and croup, and is the reliance of thousands.

Emperor Francis Joseph has paid Crown Prince Rudolph's debts. They only amounted to the trifling sum of \$450,000.

If your blood is vitiated, cleanse it without delay by the use of Ayer's Sarsaparilla.

STEAMSHIPS.

Canadian Pacific Steamship Line.
One of the Fast Clyde-built Steamships
Alberta and Athabasca

Is intended to leave Owen Sound at 3.30 p.m. every Wednesday and Saturday on arrival of the Steamship Express leaving Toronto at 11 a.m., for Port Arthur direct (calling at Sault Ste. Marie, M.B., only), making close connection with the through trains of the Canadian Pacific Railway for Winnipeg, British Columbia and all points in the North-West and Pacific Coast.

AND ONE OF THE
PALACE SIDE-WHEEL STEAMERS
Carmona and Cambria
Is intended to leave Owen Sound every Tuesday and Friday at 1.30 p.m. on arrival of the Canadian Pacific Railway train (leaving Toronto 7.55 a.m.) for Sault Ste. Marie, calling at Killarney, Manitowish, Schaghticoke, Little Current, Kagaonaw, Gore Bay, Spanish River, Bayview's Mills, Serpents River, Algonquin Mills, Blind River, Melrump Bay, Thessalon, Bruce Mines, Hilton, Port Flinlay, Richardson Landing and Garden River.

W. C. VAN HORNE,
President, Montreal.

HENRY BEATTY,
Man. Lake Traffic, Toronto.

INLAND NAVIGATION.
The Ottawa River Navigation Co.

Daily Line to Ottawa, and Steamer "Prince of Wales" Trips to Carillon, will begin
MONDAY, 13th MAY.

Passengers take 7.45 a.m. train for Lachine, to connect with steamer.

MARKET LINE STEAMERS.
ST. PRINCESS and ST. DAGMAR, at Montreal every Wednesday and Friday.
ST. MAUDE, for Brown's Wharf, Hawkesbury, will leave Canal Basin at 6 p.m. Tuesday and Friday.

Freight and Passengers carried at lowest rates.
For further information apply at Company's Office, 88 Common Street, Canal Basin, Montreal, April 15th, 1888.

Richelieu & Ontario Navigation Co.
1888-SEASON-1889

The following steamers now run as under and call at the usual intermediate ports:—
TO OTTAWA.—Commencing Monday, 3rd June, leave daily (Sundays excepted) at 10 a.m., from Lachine (12.30 p.m., from Coteau Landing at 4.30 p.m.).
TO THESAGUAY.—Commencing about 15th June, leave every Tuesday and Friday at 7.30 a.m. from Quebec, and from 21st June to 15th September four times a week—Tuesdays, Wednesdays, Fridays and Sundays.

TO CORNWALL.—Steamer BOHEMIAN every Tuesday and Friday at noon.
TO THREE RIVERS.—Every Tuesday and Friday at 1 p.m.
TO MONTREAL.—Every Tuesday and Friday at 1 p.m.

TO ROCHESTER, YARENBES, VERCHERES and HOVE'S LAKE.—Daily (Sundays excepted), per BERTHIER, at 3.30 p.m. Saturdays at 2.30 p.m.
27th May, leave Laprairie 6 a.m., 8.30 a.m. and 1.30 p.m., leave Montreal 7 a.m., 12 noon and 5 p.m. Sundays 9 a.m. and 5 p.m.; From Laprairie 9 a.m. and 5 p.m.; From Montreal 2 p.m. and 6 p.m.

TO LAKE SUPERIOR.—Commencing Monday, 27th May, leave Laprairie 6 a.m., 8.30 a.m. and 1.30 p.m., leave Montreal 7 a.m., 12 noon and 5 p.m. On Tuesdays and Fridays, leave from Laprairie at 8.30 a.m. and 5.30 p.m. From Montreal at 6.30 a.m., 12 noon, 4 and 6.15 p.m. On Tuesdays and Fridays—From Laprairie at 8.30 a.m. and 5.30 p.m. From Montreal at 6.30 a.m., 12 noon, 4 and 6.15 p.m. On Sundays and Holidays—From Laprairie 9 a.m. and 5 p.m. From Montreal 2 p.m. and 6 p.m.

TO COLEBURN.—Leave Longueville 5 a.m. and every subsequent hour. From Montreal, commence at 5.30 a.m.; last trip, 7.30 p.m.

ST. HELEN'S ISLAND FERRY.—Commencing Sunday, May 20th—Time Table same as last year.

EXCURSIONS.—Commencing Saturday, May 4th, by Steamer BERTHIER, every Saturday at 2.30 p.m. for Vercheres, and Sundays at 7 a.m. for Contrecoeur, returning same evening at about 5 p.m.

For all information apply at Company's Ticket Office, 1841 St. James street, Windsor Hotel, Montreal, or at Canal Basin and Richelieu Pier.

JULIEN CHABOT,
General Manager, "Montreal."
A. MILLOT, Manager W. D. J. B. LARUELLE, Traffic Mgr., A. DESROGNES, Inspector.
Montreal, 22nd April 1888.

Children Cry for Pitcher's Castoria.

STEAMSHIPS.

BEAVER LINE.
The Canada Shipping Co's.
LINE OF STEAMERS BETWEEN
MONTREAL & LIVERPOOL.

Comprising the following First-class, Clyde built, full-powered Iron Steamships.

Lake Ontario, Capt. H. Campbell, 5,300 Tons
Lake Superior, "Wm. Stewart, 5,000
Lake Huron, "M. L. Tremblay, 5,000
Lake Erie, "P. D. Murray, 3,300
Lake Michigan, "F. Carey, 2,800

SUMMER SAILINGS, 1889.
Will be as follows:—
From Liverpool, Steamships, Tuesday, April 12, 19, 26, May 3, 10, 17, 24, 31, May 28, June 4, 11, 18, 25, 2 June 2, 9, 16, 23, 30, June 6, 13, 20, 27, 4 July 4, 11, 18, 25, 1 July 2, 9, 16, 23, 30, July 6, 13, 20, 27, 3 August 3, 10, 17, 24, 31, August 7, 14, 21, 28, 4 September 4, 11, 18, 25, 1 September 2, 9, 16, 23, 30, September 6, 13, 20, 27, 3 October 4, 11, 18, 25, 1 October 2, 9, 16, 23, 30, October 6, 13, 20, 27, 3 November 4, 11, 18, 25, 1 November 2, 9, 16, 23, 30, November 6, 13, 20, 27, 3 December 4, 11, 18, 25, 1 December 2, 9, 16, 23, 30, December 6, 13, 20, 27, 3 January 4, 11, 18, 25, 1 January 2, 9, 16, 23, 30, January 6, 13, 20, 27, 3 February 4, 11, 18, 25, 1 February 2, 9, 16, 23, 30, February 6, 13, 20, 27, 3 March 4, 11, 18, 25, 1 March 2, 9, 16, 23, 30, March 6, 13, 20, 27, 3 April 4, 11, 18, 25, 1 April 2, 9, 16, 23, 30, April 6, 13, 20, 27, 3 May 4, 11, 18, 25, 1 May 2, 9, 16, 23, 30, May 6, 13, 20, 27, 3 June 4, 11, 18, 25, 1 June 2, 9, 16, 23, 30, June 6, 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The Montreal Herald.

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MOLYNEUX ST. JOHN, Editor

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SATURDAY MORNING, MAY 11.

TO-DAY'S DOINGS.

ACADEMY OF MUSIC—"22 Second Floor."

THEATRE ROYAL—"Col. Sellers," at 2 and 8 p.m.

BASKET PICNIC—At Athletic Club House, 3 p.m.

LACROSSE MATCH—Hawthornes vs. Victorias 3 p.m.

M. R. A. COMPETITION at Cote St. Luc, 1.30 p.m.

SPECIAL MEETING—St. Lawrence Yacht Club Windsor, 3 p.m.

MEETING—Lake St. Louis Canoe Club, Windsor at 8 p.m.

QUARTERLY MEETING—Dominion Commercial Travellers' Association, 9 p.m.

M. B. C. ROAD HANDICAP RACE to Athletic Club House, 3 p.m.

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

THE MOUNTED POLICE PENSIONS.

The Northwest Police Pension bill has not received the commendation which the Government perhaps expected for it. It is held that it is better to pay a good salary to intelligent men who will become, after a limited service, settlers in the country than to constitute the force a regular long service military organization, to which inferior men will cling for the sake of the pension. The pay of the Mounted Police was formerly seventy-five cents per day, and this has been reduced to forty. The *Maclean's Gazette*, a Conservative journal and therefore free from the suspicion of carping unnecessarily at Sir John Macdonald, is amongst those who believe that the true system is short service, good pay and no pension, rather than long service, reduced pay and a pension. The only exception made is in the case of a pension for men injured in the discharge of their duty. It almost goes without saying that some allowance to these men is proper, but it is by no means certain that the new policy concerning the N.W. Police as distinguished from the old one, is the best.

A LIE FROM MONTREAL.

The N. Y. *World* published on Thursday what professed to be a telegram from Montreal. Perhaps it was, and if it was it would be interesting to know by whom it was inspired. The telegram states that the C. P. R. report was "cooked" to throw dust in the eyes of the Senate Investigating Committee at New York, and it then proceeds to make comparisons between the figures of 1888 and those of 1886, ignoring 1887 which probably did not suit the purpose of the authors of the telegram. A reference is made to the censure in the report of the Grand Trunk's interference with the affairs of the C. P. R., and then comes the following piece of malice.It is expected that the shareholders of the Company will take things into their own hands and make an attempt to have the workings of the road made less intractable and more to their interests. That the great corporation is rotten and on its last legs is firmly believed by a majority of Canadians, and an expose is expected at no distant day. Who prompted the Montreal reporter who sent this telegram to libel the railway company, the credit of which such persistent but unsuccessful efforts to ruin have been made in England? No doubt it would suit several interests to have it believed in New York and other American centres that Canada's great railway was "rotten and on its last legs," and although the statement is absolutely false and directly contrary to every known fact, the system of constantly lying about a rival enterprise may no doubt have mischievous effects. That these lies will inconvenience, if they do not injure, the people of Canada goes for nothing with those people who set the libelous stories afloat. We trust that the *World's* telegram did not issue from an employee of that journal in this city which is supposed to be in accord with the Dominion Government, a Government which would be responsible for the failure of the C.P.R., if such impossible event occurred. It would not seem to be in accordance with the fitness of things that the staff of a friendly journal should manufacture lies about an enterprise with which Sir John Macdonald, Sir Charles Tupper and Mr. Pope, have been so closely associated.

THE FRANCHISE ACT.

The Compton election once more brings to public notice the inquiry of the Dominion Franchise Act, and the iniquitous manner in which it has been manipulated by the Government. Though that act has already cost the country upwards of half a million dollars, voters' lists three years old will have to be used in this election. The result will be that scores, perhaps hundreds, of men who have at-

tained the necessary qualifications since the last and only revision which has taken place, will be deprived of their right of voting, while the lists contain the names of many who have died during the last three years or have left the country and gone to other parts of the Dominion or to the United States. These absentees, who may have transferred their stake in the country to other constituencies or to a foreign country, can come back and exercise the privilege of voting denied to men who have retained their stake in the constituency and possess the necessary qualifications, but are deprived of that privilege because no revision of the lists has taken place for three years. Up to the first of July last the Franchise Act cost the people of Canada 60 cents for every elector placed on the lists when the first revision was made. Other expenses have been incurred since that date, and another quarter of a million has been voted towards the cost of the second revision; and yet, at this moment, thousands of men in the Dominion qualified to be electors are denied the privilege of the franchise. That is how Sir John Macdonald's Franchise Act confers the franchise privilege upon the young men of the country.

NOTING OUR DANGER.

CHICAGO TRIBUNE.—The latest official returns give the public debt of Canada as \$28,575,000, of which \$18,713,000 is payable in England. It is probable that more than that is held there. Great as this debt is, considering the limited resources and population of that country, it is steadily increasing. The last session of the Federal Parliament added about \$20,000,000 to it. Appropriations were made which involve an expenditure of about \$37,000,000, while the revenue will not exceed \$36,000,000. It is claimed that some of these expenditures are for works which will speedily repay their cost, but that has not been the experience of Canada nor of this country. The debt will increase and expenses will not diminish, for while it is hard for private individuals to retrench it is almost impossible for a nation, especially when it has pride and wants to keep on living in the ostentatious way to which it has for years been accustomed. At present the interest on the public debt is about \$15,000,000, or a third of the annual revenue. The former will increase proportionately faster than the latter, and the time will come when its payment will be an intolerable burden. Then the English holders of this debt, caring little who pays it so long as it is paid, will add their influence to the annexation movement, knowing that they will be sure of interest and principal while this country is their debtor, but being sure of neither while the bankrupt Dominion is the one owing them.

The Chicago *Tribune* is one of those American papers which of late have evinced considerable interest in Canadian affairs. The people of Canada, of course, have not the slightest objection to being taken notice of in this way, provided the facts are not distorted, even though the *Tribune's* object is to boom annexation. There is a great deal of truth in what our contemporary hints at as to the danger involved in continued increase of our national debt at the rate maintained since 1879—though it overstates the figures in some respects, more particularly with regard to the interest paid on the debt. As has frequently been pointed out in these columns, the increase in our financial obligations—debt, expenditure, and interest—has been out of all proportion to the increase of our population, the growth of our foreign trade and the development of our industrial resources; and we cannot go on indefinitely increasing those obligations without getting into deep water financially. A continuance for a few years longer of the reckless financial policy which has prevailed during the past ten years will drive the Ship of State into financial breakers, and when our debt becomes an intolerable burden—as it soon may—the people will be very apt to drift into a mood in which they will be prepared to seek any haven of shelter in the storm. Very naturally, our Chicago contemporary thinks they will seek relief in union with the American Republic. We, of course, cannot answer what the people may or may not be prepared to do under stress of difficult circumstances, but the fact that American papers are taking that view of the situation should arouse the public men of Canada to the serious danger involved in any further increase of our national debt. That a halt must be called has practically been admitted by both Sir J. Macdonald and Sir Charles Tupper—by the latter two years ago—and yet the race of reckless and criminal extravagance continues. When these two optimistic statesmen admit that further increase of our Provincial obligations is undesirable, it is high time for the people of Canada to take the alarm. The trouble is that no relief from the financial difficulties looming up before the country can be expected so long as the present Government retains power. They have been political spendthrifts from the beginning and will be such to the end of the chapter. It is now too late for them to reform; indeed, there is no motive for them to reform so long as the people's representatives keep on voting them authority to spend public money without check or hindrance, and endorse the most reprehensible financial transactions, as was done during the past and previous sessions. If there is to be a change for the better in financial methods and practices there must be a change of Government. The danger is that the change may come too late; the people of Canada may have to look the stable after the steed is stolen.

Mr. Temple, M. P., for York, N. B., is still at Ottawa, said to be endeavoring to induce the Government to proceed with the survey of the Harvey-Salisbury branch, notwithstanding that the Senate threw out the bill. Presumably also, he is looking out for the \$30,000 gift to his bridge over the St. John River at Fredericton.

It may be all right, but it looks as if

the Fire Committee of the City Council had recommended the acceptance of a steamer which, in the tests applied, had not worked fully up to the guarantee. It is to be presumed that the City Council, before adopting the report of the committee, will satisfy itself that the matter is all right and the steamer equal to all reasonable requirements.

WHAT OTHERS SAY.

HOW THE THING WORKS.

The millers in the Dominion are now in a position to realize just what the N. P. is doing for them. Their raw material is taxed higher than their finished product, and it does not require an expert in political economy to know what that means.—*London Advertiser.*

INGENUOUS, BUT TRUE.

Hon. John E. Russell, of Massachusetts, accounts for the very general reduction of wages in an ingenious manner. He says the Protectionist manufacturers who contributed so largely to elect President Harrison have no other way of making good their bank accounts. They have paid Paul, and now they are robbing Peter.—*Philadelphia Record.*

DEFYING PARLIAMENT.

It is now alleged that the Government will not ask for a Governor-General's warrant to authorize the expenditure of public money in carrying out the route of the projected railway from Harvey to Moncton, but will pay for this work out of the general appropriation for surveys. This does not improve the situation. Instead of spending public money without the authority of parliament, the ministers propose to waste upon the Short Line project money which parliament voted for an entirely different purpose. They propose to devote the money which Parliament voted for useful and necessary works to promoting a scheme which Parliament has distinctly and emphatically condemned. This is clearly a misappropriation of public funds and a scandalous abuse of executive power. How will Mr. Walter Shanley, who publicly thanked God when the Senate rejected the Short Line scheme, justify the expenditure of public money by his political leaders in promoting that same scheme, in defiance of the authority of Parliament?—*Ottawa Free Press.*

NEW ADVERTISEMENTS.

"You Try Them!"

What is happiness? To this deeply interesting question there is but one answer this week. Happiness is—JOS.

Have you seen the bottom of the lemonade jug with despair, and felt that you could still get outside of a keg of the cooling fluid, while outside, upon the top of the woodshed, the tomato shrieked at you with a brazen impudence only to be accounted for by the fact that the house was without a boot jack? Keep the surface of the body cool and comfortable, and you won't want the lemonade. The best tonic in the world during the heat is a FREQUENT CHANGE OF TOILET.

TOOKE'S PRESCRIPTION:—

A suit of fine light underwear. Thin socks with absorbent properties. Fresh white or colored shirts. Fresh collars and cuffs. Delicately shaded summer ties. To impart to the whole man a delicious freshness, more desirable at this moment than the wealth of the Indies, add to the above a bottle of Atkinson's or Lubin's.

Exquisite Perfume from Flowers (Not Chemicals).

We particularly suggest for Sunday wear, to complete the *TOUT ENSEMBLE*, one of our

GOLD OR SILVER-MOUNTED WALKING STICKS

AND A

PAIR OF GLOVES

(Elastic Shadings).

All these lines in practically unlimited variety, and in best qualities, at headquarters for gentlemen's fine furnishings.

R. J. TOOKE,

Importer of Gent's Fine Furnishings

177 ST. JAMES ST.

PAY YOUR GAS RENT

at the Company's Office, cor.

St. James and St. Gabriel

streets, on or before TUES-

DAY, the 14th instant, and

save the discount. Parties

who have not received their

accounts, owing to removal,

will please call at the Com-

pany's office for same.

—THE—

Cam Lever Copying Press

Rapid, convenient, portable. Adjustable to any thickness of book. One motion of the lever causes an instantaneous copy. Stands on rubber feet. Does not require fastening down.

Size of Platen, 10x13. Price \$7.50.

Call and see it or send for circular.

Morton, Phillips & Bulmer,

Stationers, Blank Book Makers

and Printers,

1755 & 1757 Notre Dame St.,

MONTREAL.

PROVINCE OF QUEBEC,

District of Montreal.

Dans le Cour Superieure.

No. 332.

JOSEPH LEVEILLE, ex-arbitrant des

piétoles des Cite et District de Montreal,

Demandeur, vs.

JOSEPH TURCOT, ci-devant charretier, de

la paroisse de la Longue Pointe, District

de Montreal, et maintenant absent de la

Province de Quebec, Défendeur.

Il est ordonne au Défendeur de comparaitre

dans les deux mois.

LOUIS D. GAREAU, Jr.,

Depute P.C.S.

Montreal, 1er Mai, 1889.

No. 113

NEW ADVERTISEMENTS.

Carsley's Advertisement.

Saturday, May 11th, 1889.

WONDERFUL WORK
WONDERFUL WORK
WONDERFUL WORK
WONDERFUL WORK
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WONDERFUL WORK
WONDERFUL WORK
WONDERFUL WORK
WONDERFUL WORK
WONDERFUL WORK

Considering the large number of Men's Furnishing Stores started in Montreal during the last twelve years, the increase of our business in these goods is really wonderful.

S. CARSLY.

THE POPULAR
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MEN'S FURNISHING STORE
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S. CARSLY.

1765, 1767, 1769, 1771, 1773, 1775, 1777

NOTRE DAME STREET,
MONTREAL.

ARMOUR'S

EXTRACTS OF BEEF

—ARE—

Strongly Recommended by the best

Authorities.

SOLID EXTRACT, in jars, 2oz., 4oz., 8oz., 16oz.

FLUID EXTRACT, in bottles, 4oz., 8oz., 16oz.

To be had of all Wholesale Drug and Grocery Houses, or from

JAMES ALLEN,

No. 6 St. Nicholas Street, Montreal.

Agents Armour & Co., Chicago.

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,

A Well Equipped Planing Mill!

Consisting of PLANERS and MATCHERS,

SAW TABLES, 40 H.P. ENGINE and BOILER,

SHAFTING, PULLEYS, BELTING, &c., all

ready for work, located on

WILLIAM STREET,

near the CANAL and LOUVER YARDS. Also,

5 years' LEASE of the premises at a low rent.

Will be LEASED AT A BARGAIN, and on easy

terms, to a good party.

For further particulars apply to

W. H. OLIVE,

154 St. James Street, Montreal.

11175

Administrators' Sale

Of the Residence of the late

H. A. FIELD.

BROCKVILLE, ONT.

TENDERS, addressed to the Toronto General

Trusts Company, administrators of the

estate of the late H. A. FIELD, will be re-

ceived up to TUESDAY, 21st May, for the

purchase of that desirable white brick re-

sidence recently erected by the late Mr. Field.

The house, which is in excellent condition,

is heated with hot water, and is handsomely

furnished throughout, with brick stable and

carriage house attached. The grounds front

on three sides the River St. Lawrence at the

foot of the St. Lawrence, and command

one of the best views on the river.

For further information apply to The

Toronto General Trusts Company, Toronto,

or Messrs. FRASER & REYNOLDS, Bro-

kings, &c., Brockville, Ont.

68, 11, 13, 15, 18, 108

JERUSALEM

AT THE TIME OF THE

CRUCIFIXION

WITH THE HOLY LAND

—AT THE—

CYCLOGRAMA,

Corner St. Urbain and St. Catherine sts.

Be sure to go and see it or you will regret it. It

is pronounced by all who have visited it

to be the most perfect and the greatest attraction

in this city. Open every day 8.30 a.m. to 10.30

p.m.

TO LET,

Building, No. 523 St. James St.

Cor. Cathedral, near G.T.R. Depot.

At present occupied by the Pullman Palace

Car Company and C.P.R. 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.

52

NEW ADVERTISEMENTS.

Notice to Consignees.

The Hansa Line SS. WANDRAHM, J. Parah, master, from Antwerp, is entered at Customs. Consignees will please pass their entries without delay.

MUNDERLOH & CO., Agents, m. 111

May 9th, 1889.

Notice to Consignees.

The Beaver Line SS. LAKE WINNIPEG, P. D. Murtry, master, from Liverpool, is entered at Customs. Consignees will please pass their entries without delay.

CANADA SHIPPING CO. H. E. MURRAY, General Manager.

Notice to Consignees.

The Allans S. S. Grecian from Glasgow, is entered at Customs. Consignees will please pass their entries without delay.

H. & A. ALLAN, Agents, m. 113

May 10

Sheriff's Sale.

No. 1575—Francis Dolan vs. Michael Milroy.

A lot of land situated in the town of Saint Cuneo, district of Montreal; bounded in front by Workman street, known on the official plan and in the book of reference for the municipality of the parish of Montreal, under number six hundred and ninety three (693)—with a wooden house enclosed with bricks and other buildings thereon erected.

To be sold at my office, in the city of Montreal, on the SEVENTEENTH day of MAY inst., at TEN o'clock in the forenoon.

PIERRE J. O. CHAUVEAU, Sheriff.

Sheriff's Office, Montreal, 10th May, 1889.

Pace's Plug Tobacco!

Celebrated J.B. Plug Bright.

Dwarf Twist. Do.

THE CAN. PAC. R. R.

Before the Inter-State Commerce Committee.

PRESIDENT VAN HORNE'S EVIDENCE.

(New York Times.)

President Van Horne, of the Canadian Pacific, made a favorable impression, and seemed entirely willing to give all the information wanted by the committee. More than once in the session the committee was informed that the elimination of Canadian railroads from the railroad problem would greatly benefit American roads, although the wiping out of the Canadian roads, the committee was assured, would have no effect on freight rates. The two bits of information did not seem to jibe, but the committee made no comments on the circumstance.

W. C. Van Horne, President of the Canadian Pacific, succeeded Mr. Roberts as a witness. He said the main line extended from Quebec to Vancouver. Another line extended from Montreal to London, and would be extended to the Detroit River. A leased line would extend across Maine and connect with the New Brunswick system. The real eastern terminus was at Mattawamkeag. The system extended to St. John and Halifax. There was a branch from Sanbury Junction to Sault Ste. Marie. The only lines in the United States were in Maine and from the St. Lawrence to Newport, Vt. The roads connecting Duluth and Minneapolis with the "So" Road were not owned by the Canadian Pacific, but the latter's friends control it. The bridge over the "So" was owned by the Canadian Pacific. Half, Duluth, South Shore and Atlantic quarter, and "So" Road quarter. Mr. Van Horne could not be induced to say the Canadian Pacific controlled the bridge or the two roads which own half of it. Each road was a separate corporation. Sir George Stephen, Sir Donald Smith, and the witness were Directors of the Duluth and the Canadian Pacific. The chief traffic of the Canadian Pacific was Canadian to the extent of 90 per cent. This included cotton goods, business from Canada to China. Very little purely American business passed the Detroit frontier. Eastern business reached Boston by the South Eastern and and Lowell and by Boston and Concord. The road had some traffic from the East to San Francisco, Seattle, and Puget Sound points, and vice versa. The Canadian Pacific obtained exclusive of coal, only a very inconsiderable portion of its tonnage from the United States. Much of it was lumber. The American goods competed on traffic from Ontario to Manitoba. The Canadian Pacific carried a passenger differential on Pacific coast business. He thought it was \$5 for second-class and \$10 for first-class passengers. The road did little freight business from San Francisco. It obtained a differential, he thought, on that business. The passenger differential his road got on passengers from San Francisco and Portland.

Mr. Van Horne was asked to give a history of the road. He gave much testimony produced on Wednesday by James J. Hill. The Government turned over to a private company 771 miles of completed road, he said, when the public so demanded, as work under the Government was both slow and expensive. The subsidies of \$25,000,000 and 25,000,000 acres of land were given for constructing only a part of the road. It borrowed \$35,000,000 from the Government and paid it back in \$25,000,000 in cash and 7,000,000 acres of land. The road was opened for traffic in 1886. Mr. Van Horne said the bit of road which cost the Government \$35,000,000 and was turned over to the company was worth nothing as a bit of property. Just as advantageous a piece could be built for \$25,000,000. The item of capital stock, \$55,000,000, is correct. It was originally \$100,000,000. It was to pay a dividend of 3 per cent. The company borrowed \$29,880,000 from the Government at 4 per cent, giving all it had as security. There was in 1884. Afterward it borrowed \$5,000,000 more. It claimed power to mortgage property by decreasing stock from \$100,000,000 to \$65,000,000. It reduced its land grant by giving the Government about 7,000,000 acres in lieu of \$10,000,000, and also paid the Government \$25,000,000. The land grant bonds have been canceled by proceeds of land sales, all but \$5,000,000. The Government was paid by land grant sales and proceeds of sale of \$35,000,000 of bonds to the public. They sold for 94 1/2. The company had a monopoly of railroad building in the Northwest. It was proposed if the Government would guarantee interest on \$15,000,000 of bonds for fifty years to cancel the monopoly. This was done. Those bonds, 3 1/2 per cent, sold for 93. The subsidy on the line from Montreal to Mattawamkeag, which will be opened next month, amounts to \$185,000 a year. Payment last year.

Senator Cullum—The total of subsidies, grants, and aids by the Government to the Canadian Pacific amounts, according to figures, to \$215,361,677. Mr. Van Horne—We do not make it that. According to our figures we received from the Government 714 miles of completed road. It was not worth to the company more than \$10,000,000, for it would have taken a different route. It received \$35,000,000 and 18,000,000 acres of land. The rest the company paid back. The terminals given to the company on the Pacific were practically worth nothing.

Senator Cullum—Your report for 1886 states you received a considerable share of transcontinental traffic, most of it at remunerative rates.

Mr. Van Horne—We got good deal of passenger traffic, but very little freight. The tea trade was the first year, and is sufficient to keep running a line of steamers of 27,000 tons between Hong Kong, Yokohama, and Vancouver. We have an arrangement by which the Imperial Government is to furnish a subsidy for a fast line between those ports, but the contract has not been signed. We get 10 or 12 per cent. of the transcontinental trade—about 10 per cent. That includes the Atlantic trade. The fast line of steamers referred to are to make 17 1/2 knots. They are to be fitted to act as war cruisers if needed for such a purpose. The subsidy is to be \$200,000 per annum. It will be about evenly divided between the railroad and the steamers. We hope to be able to take passengers from London to Yokohama in twenty-one or twenty-two days. The time now through the Suez Canal is thirty-eight or thirty-nine days. Across the Continent the time is now about twenty-eight or thirty days—six days for the Atlantic ocean, six days for across the Continent, and sixteen days for the trip from Vancouver to Yokohama. The Pacific Railway was built to make

money for its shareholders, and for no other purpose under the sun.

Senator Cullum asked if before the Dominion Government permitted the Manitoba Government to build a connection from Winnipeg to join the Hill system the Canadian Pacific did not compel it to pay a bonus to the latter. Mr. Van Horne said the Dominion simply guaranteed the interest on \$15,000,000 of 3 1/2 per cent. bonds. Mr. Van Horne was asked the total cost of 714 miles given to it by the Government, it cost, he said, \$153,000,000. The actual cash money on the road, exclusive of the 714 miles, was \$120,000,000, of which \$85,000,000 was private capital. He was asked to tell the earnings of the road. The gross receipts last year were, he said, \$13,105,535. The net earnings were \$3,870,774. These figures included the earnings of the lake steamers. The earnings per ton per mile last year were 1 1/2 cents. There was little difference in the rates of the through and local freights. The road had carried two or three consignments at less than cost from the Pacific coast on account of a tax inflicted by the Northern Pacific. The road acted with a full understanding with the other transcontinental lines. The latter had an association. The road conformed to the provisions of the Interstate law, whether the goods were carried from an American to a Canadian point, or from an American point to an American point. For about two weeks, during a war, the Canadian Pacific carried goods from the Northwest. Not an agent was sent south of the international boundary until the agreement was broken by American lines. Then the Canadian Pacific hauled a stone through the French plate-glass windows of its neighbors, and made matters as hot as possible until they all came together again and shook hands. Now they worked in peace. Mr. Van Horne had never considered the American lines their real competitors for Asiatic trade. The chief competition was by the Suez Canal route. The Canadian Pacific never expected to compete with the Suez Canal in carrying English teas, which come from China. So far as Great Britain was concerned, the road relied upon its passenger traffic. The line of steamers that ran between Prince and Vancouver was an American line, and had been running before the Canadian Pacific was built. The Dominion paid it a subsidy for carrying the mails.

Senator Gorman—What do you mean by observing the Inter-State commerce law?

Mr. Van Horne—We carry freight from American points to American points, from American to Canadian points, and Canadian to American points, according to the law. Every agent is under instructions to that effect. We publish our rates. We have no higher intermediate rate than from the States to States' points. We did not voluntarily observe the long and short haul clause within Canadian territory, but we did according to the law we were compelled to do so.

Senator Gorman asked to be provided with lists of Directors, copy of leases and other details of all roads controlled or owned in the United States by the Canadian Pacific. Mr. Van Horne promised to furnish them. He also stated that all subsidies were granted to the road that ran from Lake Nipissing to the Pacific coast. The Northern Pacific, an easier line to construct, got 46,000,000 acres of land. No subsidy was given to the Canadian Pacific for roads that competed with American roads.

There was not a day in the year, Mr. Van Horne said, when the Canadian Pacific could not be operated. Not an hour had been lost last year. The snow sheds were really cedar tunnels. They cost as much as \$300,000 a mile. Seven or eight of them cost \$4,000,000. There were 5,201 miles in the road. It was a shorter road from New York to Vancouver than any of the Chicago roads to Puget Sound. All things considered, he thought the Canadian Pacific was able to hold its own. Committee and witness were on very good terms before Mr. Van Horne finished his testimony and gave place to an American railroader.

SPORTING INTELLIGENCE.

Lacrosse.

THE JUNIOR CLUBS HAVE THEIR SEASON'S WORK CUT OUT FOR THEM.

A meeting of delegates of the clubs comprising the junior series of the western district of Quebec of the M.A.A.A. was held in the M. A. A. rooms last evening. There were present Messrs. W. J. Cleghorn (in the chair), W. J. McKenna (Shamrock), J. A. Findlay (Montreal), J. W. McNulty (Reserve), W. Cox (St. Gabriel), J. P. O'Brien (Dominion), secretary.

The season's schedule was agreed upon as follows:—

June 1, Shamrock vs. St. Lawrence, St. Lawrence grounds.
June 1, St. Gabriel vs. Crescent, St. Gabriel grounds.
June 8, Montreal vs. Dominion, Montreal grounds.
June 8, Crescent vs. St. Lawrence, Crescent grounds.
June 15, St. Gabriel vs. Shamrock, Shamrock grounds.
June 22, Dominion vs. Crescent, Dominion grounds.
June 22, St. Lawrence vs. Montreal, Montreal grounds.
June 29, Montreal vs. Crescent, Crescent grounds.
July 6, Montreal vs. Shamrock, Shamrock grounds.
July 6, St. Lawrence vs. St. Gabriel, St. Gabriel grounds.
July 13, Dominion vs. St. Lawrence, St. Lawrence grounds.
July 20, Shamrock vs. Crescent, Crescent grounds.
July 20, Montreal vs. St. Gabriel, Montreal grounds.
July 27, Shamrock vs. Dominion, Shamrock grounds.
July 27, Dominion vs. Crescent, St. Lawrence grounds.
August 3, Shamrock vs. Montreal, Montreal grounds.
August 3, St. Gabriel vs. St. Lawrence, St. Gabriel grounds.
August 10, Crescent vs. St. Gabriel, Crescent grounds.
August 10, Montreal vs. Dominion, Dominion grounds.
August 10, Shamrock vs. St. Lawrence, Shamrock grounds.
August 17, Montreal vs. Dominion, Crescent grounds.
August 17, Montreal vs. St. Gabriel, St. Gabriel grounds.
August 24, Shamrock vs. Crescent, Shamrock grounds.
August 24, St. Lawrence vs. Dominion, Dominion grounds.
August 31, Shamrock vs. Crescent, Montreal grounds.
August 31, Shamrock vs. St. Gabriel, St. Gabriel grounds.
Sept. 7, Montreal vs. St. Lawrence, St. Lawrence grounds.
Sept. 7, Dominion vs. St. Gabriel, St. Gabriel grounds.
Sept. 14, St. Gabriel vs. St. Lawrence, St. Gabriel grounds.
Sept. 14, Shamrock vs. Dominion, Dominion grounds.

The delegates having signed the above agreement, left for home.

Athletics.
M. A. A. A. ATHLETICS PUTTING IN HARD WORK—ANNUAL SPRING HANDICAP GAMES TO BE HELD JUNE 1ST.

A large number of the M. A. A. A. crack athletes were out at their new grounds, Cote St. Antoine, last evening, putting in some good hard work on the cinder path, preparatory to their trip to Ottawa on the 24th inst., at which place they intend competing in the sports to be held there.

On Tuesday evening next the 220 yards handicap will be run, for which a

large number of entries has been received.

The annual spring handicap games of the association will be held on Saturday afternoon, 1st June, on the new grounds at Cote St. Antoine.

Following is the programme, with conditions: 100, 200, 440, 880 yards run, one and two mile run, and one mile walk; 125 yards hurdle race, putting shot, throwing 56 lb. weight, running high jump; pole leap, three mile bicycle race (handicap). Entries close 28th May.

Lacrosse.

THE BEAVERS RETURN TO THE YOUNG JUNIORS LEAGUE—A PLEASANT CLUB.

A meeting of the Beaver Lacrosse Club was held in the M.A.A.A. rooms last evening, for the purpose of arriving at a decision as to whether they would continue to remain as a club or amalgamate with the Montreals.

There was a large number of members present, and after a lively discussion, it was decided to continue as a club and play their matches during the coming season. The club, which won the championship last season, has secured grounds at St. Henri. The following will compose the team:—

McGregor.....Goal
Houston.....Point
Draper.....Cover point
Jones.....Defence
James....." "
Chaloner.....Centre
Barlow.....Home
Burke....." "
Gamble....." "
Hovart.....Outside home
Hovart....." "
T. Foster.....Captain

Baseball.

INTERNATIONAL ASSOCIATION GAMES.

At Buffalo—
Buffalo and Syracuse postponed on account of wet grounds.

At Hamilton—
Hamilton..... R. H. E.
Rochester..... 3 0 0 0 0 0 0 0—3 6 1

Batteries—Blair and Oldfield; Toole and McKeogh. Umpire—Kinsale.

At London—
London..... R. H. E.
203 4 1 1 0 1 3—12 17 0

Batteries—Cain and Murray; Anderson and Goodfellow. Umpire—Carlin.

At Toronto—
Toronto..... R. H. E.
0 0 2 0 2 0 1 3—8 12 1

Batteries—Vickery and McGuire; White and Stallings. Umpire—West.

NATIONAL LEAGUE GAMES.

At Philadelphia—
Philadelphia..... R. H. E.
0 0 0 0 0 0 0 0—0 0 0

Batteries—Gleason and Schriver; Person and Mack. Umpire—McQuade called 6th on account of storm.

At Cleveland—
Cleveland..... R. H. E.
0 1 0 0 0 0 0 3—4 10 6

Batteries—Gruber and Zimmer; Boyle and Meyers. Umpire—Barnum.

At Boston—
Boston..... R. H. E.
0 3 2 0 0 0 0 0—5 7 5

New York..... R. H. E.
0 1 0 5 0 1 0 0—6 7 12

Batteries—Fausch and Keefe; Ewing and Essenden.

At Cincinnati—
Cincinnati..... R. H. E.
1 2 0 6 0 1 0 0—10 15 5

Athletics..... R. H. E.
0 0 0 0 0 0 0 0—0 6 3

Batteries—Fausch and Keefe; Ewing and Essenden.

At Chicago—
Chicago..... R. H. E.
0 3 2 0 0 0 0 0—10 11 2

Pittsburgh..... R. H. E.
0 0 0 3 0 0 0 0—3 4 3

Batteries—Gleason and Schriver; Person and Mack. Umpire—Lynch.

Called out on fifth on account of rain.

At Kansas City—
Kansas City..... R. H. E.
0 0 0 1 0 0 1 0—3 10 3

Baltimore..... R. H. E.
1 0 1 0 0 0 0 0—4 8 4

Batteries—Conway and Ganson; Kilroy and Tate.

At Louisville—
Louisville..... R. H. E.
0 0 0 0 0 0 2 2—5 11 9

Batteries—Stratton and Vaughan; Hughes and Bushong. Umpire—Holland.

At St. Louis—
St. Louis..... R. H. E.
1 4 1 3 4 0 0 3—16 18 5

Called at end of 8th inning to allow Columbus to catch train. No batteries given.

The Fair.

TWO MATCH RACES AT BARRE, ONT.

BARRE, ONT., May 10.—Match race, here to-day between Dutton's Puzzler and Nina C. resulted in favor of Puzzler. Time, 2:32.

Crockett's Brown Charlie also defeated Creswick's Black Stone. Time not taken.

WARNER'S SAFE CURE REMOVES DEFECTIVE VISION OR SIGHT. WHY? BECAUSE IT GETS RID OF THE POISONOUS KIDNEY ACID CIRCULATING IN THE BLOOD. IMPAIRED VISION IS CAUSED BY ADVANCED KIDNEY DISEASE, AND OTHER NAME FOR BRILLIANT DISORDER, WHICH "HAS NO SYMPTOMS OF IT OWN." WARNER'S SAFE CURE REMOVES THE CAUSE, WHEN NORMAL VISION RETURNS.

Li Hung Chang, the eminent Chinese diplomatist, is said to be suffering from a disease which "produces great thirst and redness of the eyes." Any American politician can diagnose the disease from these symptoms.

Patrick Egan, the new American Minister to Chili, will leave Omaha in about a week for his post of duty. In the meantime he will bring a suit for libel against the London Times, laying his damages at \$50,000.

BABY ONE SOLID RASH.

Ugly, painful, blotched, malicious. No rest by day, no peace by night. Doctors and all remedies failed. Tried CUTICURA Remedies. Effect marvellous. Complete cure in five weeks. Saved his life.

Our oldest child, now six years of age, when an infant six months old was attacked with violent, malignant skin disease. As ordinary remedies failing, we called our family physician, who attempted to cure it; but it spread with almost incredible rapidity, until the lower portion of the little fellow's person, from the middle of his back down to his knees, was one solid rash, ugly, painful, blotched, and malicious. We had no rest at night, no peace by day. Finally we were advised to try CUTICURA REMEDIES. The effect was simply marvellous. In three or four weeks a complete cure was effected, leaving the little fellow's person as white and healthy as though he had never been attacked. In my opinion, your valuable remedies saved his life, and to-day he is a strong, healthy child, perfectly free of all repetition of the disease having ever occurred.

GEORGE LEAVITT, Ashland, O.
REFERENCE: J. G. Weist, Druggist, Ashland, O.
Blotches and Scabs from Head to Feet.

My boy, aged nine years, has been troubled all his life with a very bad humor, which appeared all over his body in small red blotches, with a dry white scab on them. Last year he was worse than ever, being covered with scabs from the top of his head to his feet, and continually growing worse, although he had been treated by two physicians. As a last resort, I determined to try the CUTICURA Remedies. Using them according to directions, the humor rapidly disappeared, leaving the skin fair and smooth, and performing a thorough cure. The CUTICURA Remedies are all you claim for them. They are worth a hundred times as good to any one troubled as my boy was.

GEORGE LEAVITT, Ashland, Mass.

Mothers who Love their Children.

Who take pride in their beauty, purity, and health, and in bestowing upon them a child's greatest inheritance—a skin without a blemish, and a body nourished by pure blood, should not fail to make trial of the CUTICURA REMEDIES.

Sold everywhere. Price, CUTICURA, 75c.; SOAP, 25c.; RESOLVENT, 50c. Prepared by the POTTER DRUG AND CHEMICAL CORPORATION, Boston, Mass.

Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations, and 100 testimonials. Absolutely pure.

HOW MY SIDE ACHES!
Aching Sides and Back, Hip, Kidney, and Uterine Pains, Rheumatic, Sciatic, Neuralgic, Neuralgic, and other Painful Pains, relieved in one minute by the CUTICURA Anti-Pain Plaster. The first and only instantaneous pain-killing plaster.

Many customers in the United States. Agents known by the Trade is wanted.

April 30

April 30

April 30

April 30

April 30

April 30

NEW ADVERTISEMENTS.

A. & S. NORDHEIMER.
GREAT SALE OF PIANOS AND ORGANS!

Entire Stock of Chickering, Steinway, Haines, Gabler, Everett and Nordheimer Pianos, SQUARE, UPRIGHT AND GRAND.

Now being sold at prices and terms never before offered in this city for stock of this high-class grade. Large selection of SECOND-HAND PIANOS, of standard makers, at great bargains. Sale now going on at 1333 Notre Dame Street.

Water Works Department

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Coal" will be received at the office of the City Clerk, up to noon of SATURDAY, 1st June next, for 2,000 tons of soft steam coal, to be delivered in the coal shed, at the low level pumping station of the Montreal Water Works, and at the Water Works yard, LaGauchetiere street, by the 31st of August next.

The coal to be free from dust. To be weighed at the place of delivery. No tenders will be entertained but those from principals or those of agents or sub-agents, who will be held responsible for their principals. Each tender must state the name of the mine from which the coal offered is to come.

The price to be per ton of 2240 lbs., and to cover all charges. The Water Committee do not bind themselves to accept the lowest or any tender and reserve the right to accept the whole or any part of the coal offered.

(By order,
B. D. McCONNELL,
Supt. M. W. W.)

WATER WORKS OFFICE,
CITY HALL,
Montreal, May 9th, 1889. m 112

Water Works Department

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Coal" will be received at the office of the City Clerk, up to noon of TUESDAY, the 21st inst., for 160 tons of Anthracite coal, to be delivered at the high level pumping station, McTavish street, one quarter of the quantity before the end of the present month and the balance before the end of June next.

160 tons of American Anthracite Steam coal, to be delivered before the 1st August next, as follows:—
15 tons at McTavish street reservoir.
38 tons at Wheel House.
40 tons at Water Works yard LaGauchetiere street.
10 tons at Tap House, Cadieux street.

All to be free from dust, to be weighed at the place of delivery, except that for Cadieux street, tap, which shall be weighed at the shop, LaGauchetiere street.

The tenderer must specify the name of the mine from which the coal offered is to come. In all cases the price to be per ton of 2240 lbs., and to cover all charges.

The Water Committee do not bind themselves to accept the lowest or any tender and reserve the right to accept the whole or any part of the coal tendered for.

(By order,
B. D. McCONNELL,
Supt. M. W. W.)

WATER WORKS OFFICE,
CITY HALL,
Montreal, May 9th, 1889. m 112

TO LET,

662 SHERBROOKE STREET

(Close to Bleury Street).

J. PHILIP WITHERS & CO.,

26 Imperial Building.

OFFICES TO LET.

IMPERIAL BUILDING!

Place d'Armes.

Apply at the Office of the Company, or to

J. PHILIP WITHERS & CO.

May 9

LAVAL HOUSE,

BORD-A-POUFFE.

SEASON-1889.

(Limited number of boarders.)

Cheap and excellent train service. A number of rooms reserved for transient boarders. Permanent boarders have use of boats free, and no charge for Omnibus and from Depot. Telephone call, "Laval House."

H. J. BEST,

Proprietors.

SMOKE

Otello and Extracto

CIGARS.

MANUFACTURED BY

I. HARRIS & SON

THE MONCTON

Sugar Refining Company

(LIMITED)

JOHN L. HARRIS, JOHN MCKENZIE,

President, Secretary.

C. F. HARRIS, Treasurer.

MONCTON, N.B.

Samples at 54 St. Francois Xavier Street.

DAVID MITCHELL, JAMES M. MITCHELL.

REFRIGERATORS!

Wholesale and Retail.

PRICES FROM \$7 UPWARDS.

GEO. W. REED,

Slate, Metal and Gravel Roofer,

753 and 755 Craig Street.

April 12

GLUE

JULIUS HEROLD

Manufacturer of Gelatin and

hide-glue in Monzingen (Rhe-

ish Prussia) offers for sale a pre-

sented, light yellow color and

free of adulteration for all

branches of paper manufactur-

ing, and all other purposes de-

manding a good and the glue.

Prize medal in Melbourne, 1889.

Please ask for samples.

April 30

db 103

W. GODBEE BROWN & CO.
221 ST. JAMES STREET.

GENTLEMEN!

You need a pair of Brown Leather Lace Boots or Shoes for the Summer. They are very Fashionable and no Gentleman should be without a Pair.

GENTLEMEN'S

Brown Leather Lace Boots,

\$3.75.

Gentlemen's Brown Leather Lace Shoes, - - - \$3.25

" " Seamless Wigwams, - - - 1.7

" " Tennis Shoes - - - 1.75

THE RUBBER STORE,

CITY AND SUBURBAN

A 43 pound minkinonge has been caught at La Tortue.

SAVE TIME and money by going to S. Carley's for oilcloths, carpets, etc.

Domination square is being most artistically laid out in fancy shaped plots this summer.

The Rev. Abbe Rousselle, parish priest of St. James' Church, is lying ill at the Grey Nunnery.

Hon. Judge de Lorimier presided at the term of the Superior Court in Joliette yesterday morning.

Ald. Rainville states that he is not pledged to vote for Mr. Mase or anyone else as assistant superintendent.

Work was commenced by Messrs. Miller Bros. & Mitchell on the City Hall elevator foundations yesterday morning.

For CHAP CARPETS, the best place is S. Carley's, where the largest variety is to be had and prices lower than the lowest.

A "new arrival" was searching for the wharf in the vicinity of St. Martin's Church, Upper St. Urbain's street, yesterday morning.

Mr. Barthelmy Vezina, of Joliette, celebrated on the 5th inst., the fiftieth anniversary of his admission to the practice of the notarial profession.

ENGLISH ORCHIDS and Linoleum at S. Carley's, from 21 cents per yard; the celebrated Lancaster Linoleum for 37 cts., equal to any cloth in the market.

Professor Legault, commander of the Archbishop's Guards, has obtained permission from the military authorities to drill this corps on the Champ de Mars.

Mr. L. G. Desjardins, M.P., will deliver a lecture on "The Financial Situation of the Province," before the members of the Club Cartier, on the 14th inst.

THE DYSPETIC need not suffer any longer when such a sure relief is found by drinking St. Leon Water. It cures the worst cases. Head Office, 54 Victoria Square.

A lady deeply interested in the Boy's Home has very generously handed the superintendent a cheque for four thousand dollars, to be devoted to property losses.

The visiting governors of the Montreal General Hospital for the week commencing Monday, May 13th, will be Messrs. R. R. Grindley and George Hague.

The Municipal Council of Cote St. Paul have engaged Mr. Aubin, C.E., to make a survey and give the approximate cost of laying water and drain pipes in the locality.

ELECTRIC BELLS, private telephones fitted up, Electric Supplies sold very low, at L. J. A. Surveyley, 1888 Notre Dame St., House Furnishing Hardware.

The treasurer of the Montreal General Hospital acknowledges with thanks the receipt of \$40 from the employees of Messrs. Benny, Macpherson & Co., St. Paul street.

Detectives have been sent to Ste. Rose from the Central Police Station, to try and effect the capture of two desperate armed tramps, who have been terrorizing the farmers in that neighbourhood.

A meeting of the directors of the Society for the Protection of Women and Children will be held in the House of Industry on Tuesday morning at half past nine, when business of importance will be transacted.

Dr. J. J. J. Such is the verdict given by smokers as to the taste and quality of Monette's mixture. For a cool smoke and solid comfort it cannot be rivalled. Corner St. Sulpice and Notre Dame streets, opposite French Cathedral.

Within the past few days no less than 132 calves, being considered too young for food, have been sent to the western abattoir, killed and put into the rendering vat. Nine hogs and a lot of bruised meat were also confiscated.

In chambers, yesterday morning, Hon. Mr. Justice Routhier, of Quebec, granted the application of the assistant city attorney to strike out the present lines of Milton and Lariviere streets from the homologated plans of the city.

One of the new police recruits, who has been passing himself off as Detective Trempe, was arrested by the original Detective Trempe, who yesterday morning taken before Chief Hughes, who at once struck him name from the list.

OF VITAL IMPORTANCE.—Sufferers from neuralgia, dyspepsia, loss of appetite, find immediate relief by using Dyer's Quinine and Iron Wine. Highly recommended by leading Physicians. Druggists keep it. W. A. Dyer & Co., Montreal.

The rag collector, who worked his horse with a broken leg on Sherbrooke street a few days ago, (the animal was afterwards shot by a constable), was convicted on a charge of cruelty yesterday morning. Sentence deferred.

A farmer named Joseph Arcand, residing at St. Philippe, Laprairie county, committed suicide yesterday morning at that place. The deceased hung himself in a shed. No cause is assigned for the rash act. An inquest will be held.

Complaints of the crowding of strangers on the floor of the City Council Chamber are numerous, and the Mayor is to be requested to formulate an order as to who has and who has not a right to a seat on the floor when the Council is in session.

Now that the moving season is all over, gentlemen will want to have their clothes cleaned and repaired, and also place in their wardrobes where they are done properly is at Adler's, 47 Beaver Hall Hill. Leave your order and he will send for them.

As an instance of the rapid increase of St. Henri it may be stated that since last winter the water supply has been diminished to no less than 240 new families, most of whom have taken their residence in the new section of the town called Batchoe.

One of the civic vaccinators reports a good many children ill at present. Many infants are suffering, he says, with bad colic owing to teething. The hot weather has not had the effect of causing more than one or two cases of cholera infantum thus far.

AMERICAN BOOTS.—James Means' \$4 and \$5 Boots are sold in Montreal by PERRY, 120 McGill St., RONAYNE BROS., 3034 Notre Dame St., and by St. Lawrence St. Concessions, 161 St. Lawrence St. These are much better for the price than any Canadian goods.

The street inspector has entered actions against thirteen shopkeepers on St. James, McGill St., Lawrence, Notre Dame and St. Paul streets, charging them with the charge of sweeping their stores into the street. A few were entered for sidewalk obstructions.

At the last meeting of the Royal Templars of Temperance, of Point St. Charles, it was decided to turn out en masse to greet Mr. W. B. Buchanan on his visit to Montreal, who is shortly to visit Montreal and speak in the First Baptist Church on temperance.

The young people of the West End Methodist Church had a most enjoyable social last evening in the lecture hall of the church. A capital programme of

THE FIRE COMMITTEE

Report of Tests of the Silsby Fire Engine.

RESULTS NOT UP TO THE GUARANTEE.

Engine Accepted and Ordered to be Paid For.

A meeting of the Fire Committee was held yesterday afternoon, when there were present Ald. Stevenson (in the chair), P. Dubuc, V. Grenier, Hurteau, and Cunningham.

Ald. Grenier, on behalf of the sub-committee appointed to visit several of the stations for the purpose of finding out what repairs were necessary, reported that they had accepted Mr. Lacroix's plans for Nos. 3, 4, 6, 8 and 9 stations. Permission was granted to the Bureau Lithographic Company, Messrs. Gauthier and Lalonde and E. C. Mount to erect steam engines on the premises.

The Chairman then read the report of the experts appointed to watch the tests of the new Silsby fire engine on behalf of the city.

The report stated that in compliance with instructions the experts were present at the trial of the Silsby steam fire engine on the 17th of April. The engine was raised to a platform in front of Notre Dame Church. A series of trials were held beginning in the afternoon of April 17th and ending in the forenoon of May 4th. The weather was very favorable for the test. The water in the boiler before lighting the fire was at a temperature of 40° F.

At 2:22 p.m. first smoke appeared at the funnel, 5 lb. of pressure was raised in four minutes.

10 lbs. in four minutes and a half.

15 lbs. in four minutes and three-quarters.

20 lbs. in five minutes and a quarter.

30 lbs. in six minutes.

The engine started.

After a thirty minutes display allowed to the manufacturers agent, it was decided to try the pumping capacity of the pump during one minute best work. Steam was raised to 110 lbs. pressure per square inch, at which point the safety valve was locked. The open butt of the connected hose was ordered to be turned into the tank. Total number of gallons pumped was 772 (wine gallons).

One further trial was made without changing this result.

To facilitate the handling of hose and better ground for connection, the distance was continued on the wharf opposite the Custom House. With one 2 in. nozzle the water was thrown a distance of 190 feet.

With 1 1/2 in. nozzle, 230 feet.

With 1 1/4 in. " 275 feet.

With 1 1/2 in. " 300 feet.

With two 1 1/2 in., 200 feet.

With four 1 1/2 in., the engine broke down.

The trial was resumed on the 4th of May. The same conditions ruled. With four 1 in. nozzles the water was thrown 186 feet, with one 1 1/2 in. nozzle through 1,000 feet of hose stamed to the two outlets of the pump, the water reached a distance of 145 feet.

The test was concluded by half an hour's continuous running with throttle valve open at 110 lbs. pressure, as indicated by the gauges on the steamer. This trial was satisfactory.

The steaming properties of the boiler were decided unsatisfactory. Nearly all trials when pumping into the tank and throwing with more than one nozzle.

During the test the boiler stood the hydrostatic test of double the working pressure as contracted for.

The finish of the engine proper appeared to be all that could be desired.

(Signed, E. O. CHAMBERLAIN, F. D. FRASER.)

Her guarantee and her performances were compared with the following showing. She was guaranteed to discharge 880 gallons per minute; threw 772. To throw with (1) 2 in. nozzle through 100 feet of hose 200 to 230 feet; threw 190 feet. With a (1) 1 1/2 inch nozzle 240 to 260 feet; threw 230 feet. With a (1) 1 1/4 inch nozzle 280 to 300 feet; threw 275 feet. With a (1) 1 1/2 inch nozzle 300 to 320 feet; threw 300 feet. With (2) 1 1/2 inch nozzles 200 to 240 feet; threw 200 feet. With (4) 1 inch nozzles, 200 to 220 feet; threw 166 feet. With (1) 1 1/2 inch nozzle, through 1,000 feet of hose, 210 to 230 feet; threw 145 feet.

Ald. Cunningham said that the report did not state what height she threw. She had sent a stream up to the tower of Notre Dame Church. He also stated that the first trial had been under certain difficulties. He also pointed out that when drawing from the hydrant that it helps the engine 1-6. They expected to be allowed to work up to 130 lbs. No engine was allowed to carry over 80 lbs. of steam in Boston, New York and other places, while here they had 125. He admitted that the engine had fallen short in some of her requirements.

Ald. Grenier said that the contract had been signed here by Mr. Waterhouse and dated Sherbrooke, and he was conversant with our by-laws on the subject.

Ald. Cunningham—"Well, you have a ten years' guarantee with her."

After a little more talk, Ald. Grenier moved that the engine be accepted and paid for, as per contract, she having done double the duty required at ordinary fires. Carried.

The engine is to be taken from No. 4 and placed in No. 7 station.

The putting of names on the men's new caps was left to the men.

It was decided to allow the firemen to have a picnic some time during the summer.

ANDY MALONEY was, yesterday morning, arrested on two warrants, taken out by a coachman named O'Grady, in the employ of Hattie Johnson. One was for striking him (the coachman) on the head and legs with a stick on Craig street on Wednesday evening last, and the second one for having used abusive language to him. It appears that O'Grady had given information to the detectives concerning the Maloney trial, hence the assault complained of. The trial was held privately in the Recorder's room, who, after hearing the evidence, fined Maloney \$10 and costs for the whipping business and \$5 and costs for the abusive language.

HUMORS OF THE STOMACH, salt rheum, and blood disorders, are cured by Ayer's Sarsaparilla.

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HUMORS OF THE STOMACH, salt rheum, and blood disorders, are cured by Ayer's Sarsaparilla.

NEW ADVERTISEMENTS.

JAMES COOPER,
IMPORTER OF
Steel Rails, Fish Plates,
TRACK BOLTS, SPIKES, &c.
AGENT FOR
CHAS. CAMMELL & CO., Ltd., Cy-
clops Steel and Iron Works, Shef-
field, England.—Steel Rails.
JOHN HENRY ANDREW & CO.,
Toledo Steel Works, Sheffield,
England.
INCEROLL ROCK DRILL CO.,
Manufacturers of Rock Drills, Air
Compressors and General Mining
and Quarrying Machinery.
ONTARIO WIRE FENCING CO.,
Woven Wire Fencing.
DOMINION WIRE ROPE CO., Wire
Rope for Hoisting, Transmission
of Power, Ships Rigging, Cables,
&c.
PATENT ELBOW CO., Manufac-
turers of One-Piece Elbows.
OFFICES: - 204 ST. JAMES ST.
TELEPHONE NO. 20.
P. O. Box 1942.
The Attention of Steam Users is
directed to the
PORTER'S
Look-up Pop
SAFETY
VALVE,
Manufactured by
ROBERT MITCHELL & CO.,
MONTREAL.
This Safety Valve is made for Stationary or
Marine Boilers, and is the best Valve in the
market.
It is highly recommended by the City Bol-
ler Inspector, the Steamboat Inspector, and is
made according to the requirements of
Steamboat Inspection Act and Rules.

GENEAU'S LINIMENT
35 YEARS OF SUCCESS
No more TRADE MARK No more
FIRING BLENDING
No more TEDIUOUS RUBBING
This precious remedy cures promptly
all rheumatic and neuralgic affec-
tions, Sprains, Contusions, Disloca-
tions, Windgall, Curb, Splints,
Spur, Tendrils, the Wither, swell-
ing in the Legs of Young Horses;
its extraordinary success is without
precedent in the history of the art.
Cutaneous, Bronchitic, etc., etc.
Rubbing to be made with the hand
during or after without cutting the hair.
M. J. MESTIVIER, C. 27, St. Louis, PARIS
WHOLESALE AGENT FOR CANADA
C. A. CHOUILLON, 91, Hospital Street, MONTREAL.
RETAIL: ALL GOOD PHARMACIES

BRISTOL'S
Sarsaparilla
The Great Purifier
OF THE BLOOD AND HUMORS

FOR MEN ONLY!
A POSITIVE CURE FOR LOST OR FAILING MANHOOD,
General and Nervous Debility,
Weakness of Body and Mind, Effects
of Excess, or Excesses in Older Young
Men, Nerve Pain, Headache, Loss of
Sperm, etc., etc. (See full particulars in
the enclosed circular.)—Bottle 50c. Six
Bottles \$2.50. Sent by mail. Sold
everywhere. Write for Circular. Address:
J. E. MESTIVIER, C. 27, St. Louis, PARIS

THE GREAT ENGLISH PRESCRIPTION
Successful medicine tested over
40 years in the treatment of all
Prominent cases of Nervous
Debility, Weakness of Body and
Mind, etc., etc. (See full particulars in
the enclosed circular.)—Bottle 50c. Six
Bottles \$2.50. Sent by mail. Sold
everywhere. Write for Circular. Address:
J. E. MESTIVIER, C. 27, St. Louis, PARIS

For sale by R. E. MCGILL, 215 Notre Dame
street, Montreal.

BURDOCK'S
PILLS
A SURE CURE
FOR BILIOUSNESS, CONSTIPATION,
INDIGESTION, DIZZINESS, SICK
HEADACHE, AND DYSPEPSIA, AND
ALL AFFECTIONS OF THE
STOMACH, LIVER AND BOWELS.
THEY ARE MILD, THOROUGH AND PROMPT
IN ACTION, AND FORM A VALUABLE AD-
JUNCT TO BURDOCK'S BLOOD PURIFIER
IN THE TREATMENT AND CURE OF CHRONIC
AND OBSTINATE DYSPEPSIA.

MACLENNAN'S
YELLOW OIL
CURES RHEUMATISM
FREEMAN'S
WORM POWDERS
Are pleasant to take. Contain their own
Purgative. Is a safe, sure and effective
destroyer of worms in Children or Adults.

BARRISTERS, ETC.

MacLennan, Liddell & Clive,
(Late MacLennan & Macdonald)
Barristers, Solicitors, Notaries, &c.
CORNWALL, ONT.
D. B. MACLENNAN, Q. C., J. W. LIDDELL,
C. H. CLIVE.
LEITCH & PRINGLE,
Barristers, Attorneys-at-Law, Solicitors in Chancery, Notaries Public, &c.,
CORNWALL, ONT.
JAS. LEITCH, August 20, 1887. R. W. PRINGLE.
JAMES DUNNE,
ATTORNEY AND COUNSELLOR-AT-LAW
280 BROADWAY
NEW YORK CITY.
SEELY & McMILLAN,
Barristers, Attorneys-at-Law,
Notaries, &c.,
SAINT JOHN
NEW BRUNSWICK
Gibbons McNab & Mulkern,
BARRISTERS, ATTORNEYS, &c.
OFFICE:
Corner Richmond and Carling Streets,
LONDON, ONT.
GEO. C. GIBBONS, GEO. McNAB,
P. MULKERN, FRED. F. HANSEN.
BANKERS & BROKERS.
MacDOUGALL BROS.,
STOCK BROKERS,
69 St. Francois Xavier Street,
Buy and Sell all Securities quoted on New
York Stock Exchange through their Agents,
Messrs. Halsted & McLane.
Telex—Ten percent margin on the par
value.
Commission for buying 2 or one per cent,
and same for selling.
S. R. HALSTED, H. R. MCCLANE
HALSTED & MCCLANE,
BANKERS & BROKERS,
OFFICE 31 BROAD ST. NEW YORK.
October 30 1887
MacDOUGALL BROS.,
STOCK BROKERS,
69 St. Francois Xavier Street
Members Montreal Stock Exchange.
Members Chicago Board of Trade.
Agents for Alex. Giddens & Co., Chicago.
Grain and provisions bought and sold for
share or on margin.
T. E. GILPIN,
FIRE INSURANCE BROKER
Room 63 Traders' Building,
CHICAGO.
References—Metropolitan National Bank,
R. G. Dun & Co. The Bradstreet Co.
VANCOUVER
Pacific Coast Terminus of C. P. R.
A. W. ROSS, H. T. CEEPERLEY
Notary Public.
ROSS & CEEPERLEY,
Real Estate, Insurance and
Financial Agents.
Our list comprises Business, Residence and
Suburban Property.
Burglars in Improved Residence Property.
Estates managed for non-residents.
Write for one of our Maps and Folders.
ROSS & CEEPERLEY,
Post-Office Block, VANCOUVER, B. C.
Hastings street.

J. RIELLE,
LAND SURVEYOR,
ST. JAMES STREET.
FULTON & RICHARDS'
COLLECTION OFFICES.
For prompt, efficient action and trust-
worthiness, we refer to the Banks and Lead-
ing Merchants in the city.
M. NOLAN DE LISLE,
REAL ESTATE AGENT,
Room 20, 32 Fraser Building,
No. 45 ST. SACRAMENT STREET
JAMES THOMSON
begs to inform his friends and the public
generally that he has removed to new prem-
ises on Gray street, near the corner of St.
James, where he will continue to man-
ufacture first-class Furniture, such as he
has been in the habit of making, and he
trusts that by careful attention to his busi-
ness to merit a continuance of the patronage
of his numerous friends. Every attention
paid to repairs placed in his hands.
May 15 1887
EDGAR JUDGE,
Wholesale Dealer in
Flour, Grain and Mill Feed
ST. PAUL STREET, MONTREAL.
July 11 1887
J. G. SIBBALD,
Importer and Commission Merchant,
Steel Rails Iron, Metals, &c.
Agency for Canada for the Markets Anti-
monite Car Complex, Millwrights' Car
Wheel Dressing Machine.
146 BROADWAY
NEW YORK.
D. LORN MACDOUGALL & CO.
STOCK BROKERS.
LORN B. MACDOUGALL, MEMBER MONTREAL
STOCK EXCHANGE,
11 & 13 St. Sacramento Street,
Buy and sell all securities quoted in Montreal
New York and London. Bonds of all kind,
bought and sold. Bond business especially
looked after.
Correspondents—Goodbody, Glyn & Dow
New York; Blake Bros., Boston.
Bond Agents for A. Rose, Rose & Co., Am-
sterdam, Holland; and Messrs. B. & Co.
London, England.

CASTOR-FLUID!
Registered—A delightfully refreshing pre-
paration for the hair, should be used
daily. Keeps the scalp healthy, prevents
dandruff, promotes the growth. A perfect
hair dressing for family. 50c per bottle.
HENRY R. GRAY, Chemist,
141 St. Lawrence Main Street

JOSEPH CHATELAIN'S
SARSAPARILLA
COLD MEDAL-PARIS 1875

INSURANCE.

GUARDIAN
Fire and Life Assurance Co. Vt.
PAID-UP CAPITAL £1,000,000 STG.
Total Funds, £19,500,000.
Fire risks written at current rates.
ROBT. SIMMS & CO. and GEO. DENHOLM,
General Agents
H. W. RAPHALL
SPECIAL AGENT,
50 Hospital Street, 201
December 4
The Royal Canadian
Fire and Marine Insurance Co.
157 St. James Street Montreal.
Capital, \$300,000
Assets, \$200,000
Income, 1885, \$17,978
ANDREW ROBERTSON, Esq., President.
HON. J. R. THIBEAULT, Vice-President.
HARRY CUTT, ARTHUR NICOLL,
Secretaries. Marine Underwritten
by W. H. MOHNEY, Manager.
M. J. E. DROLET,
General Agent for City and District of Montreal
me 15
North British and Mercantile
FIRE & LIFE
ASSURANCE COMPY
ESTABLISHED 1808.
Head Office for Canada, Montreal.
DIRECTORS
GILBERT SCOTT, Esq.,
HON. THOMAS RYAN,
ARCHEL MACDONALD.
THOMAS DAVIDSON
Manager Director.
Liverpool & London & Globe
Insurance Company.
CANADA BOARD OF DIRECTORS.
THE HON. HENRY STARNES, chairman.
EDMOND J. BARREAU, Esq., Genl. Manager
Le Credit Foncier, Quebec-Canada
W. J. BUCHANAN, Esq., General Manager
Bank of Montreal.
Capital, \$10,000,000
Amount invested in Canada, \$2,500,000
Assets, \$38,000,000
Mercantile Risks accepted at the lowest
current rates.
Fire, Marine, and Farm Pro-
perties insured at reduced rates.
G. F. C. SMITH,
Chie Agent for the Dominion
Sub-Agents
CYRILLE LAURIN, FRED. C. HENSHAW
10 Place d'Armes.
Having been appointed Sub-Agent for
above Company for the City of Montreal,
I beg the liberty of asking my friends to favor
me with a share of their Insurance Risks.
F. C. HENSHAW,
4 Custom House Square
Telephone Communication.

ORDER YOUR
BLANK BOOKS,
LEDGERS,
JOURNALS,
DAY BOOKS,
FROM
THE - HERALD - COMPANY
No. 6 BEAVER HALL HILL.
OF COUNTERFEITS.
MURRAY & LEVINCARS
SOLE IMPORTERS
The Universal Pen-
holder and the
TOILET SOAP.

Dr. J. Collis Browne's
CHLORODYNE
THE ORIGINAL AND ONLY GENUINE.
Vice-Chancellor Sir W. PAGE Wood stated
publicly in Court that Dr. J. COLLIS BROWNE
was undoubtedly the inventor of Chlorodyne,
that the whole story of the defendant's in-
vention was a fraud, and that he regretted
to say that it had been so long a time, July
18, 1884.
DR. J. COLLIS BROWNE'S CHLORO-
DYNE IS THE BEST AND MOST CERTAIN
REMEDY IN COUGHS, COLDS, ASTHMA,
CONSUMPTION, NEURALGIA, RHEUMAT-
ISM, &c.
DR. J. COLLIS BROWNE'S CHLORO-
DYNE is prescribed by scores of orthodox
physicians, and is a safe, reliable, and
highly singularly popular drug, not to be
want and fill a place. Medical Times,
January 12, 1887.
DR. J. COLLIS BROWNE'S CHLORO-
DYNE is a certain cure for Cholera, Dysen-
tery, Diarrhea, Cholera, &c.
DR. J. COLLIS BROWNE'S CHLORO-
DYNE is a certain cure for Cholera, Dysen-
tery, Diarrhea, Cholera, &c.
many accompany each bottle. Sole man-
ufacturer, J. T. DAVENPORT, 35 Great Rus-
sell street, Bloomsbury, London. Sold in
bottles at 1s 1d, 2s 6d and 5s.

By La Bourgeoise, Gen. Tr. All. Line, 6.45
p.m. Thursday.
By La Gascogne, Gen. Tr. All. Line, 3.15
p.m. Friday, May 18.
By La Bretagne, Gen. Tr. All. Line, 6.45 p.m.
Thursday, May 18.
By La Normandie, Gen. Tr. All. Line, 3.15
p.m. Friday, May 18.
Mails leave New York for the following coun-
tries, as follows:
For Central America, except Costa Rica and
Guatemala; and for the South Pacific Ports
via Australia, N. May 18 and 20.
For Mexico States of Yucatan, Campeche,
Tabasco and Chiapas, May 18, 19th, 22nd and
25th.
For Bermuda, May 2nd, 9th, 16th, 23rd and
30th.
For Jamaica, Jamaica and Cuba, Hayti,
May 14th and 18th.
For Hayti, Santo Domingo, spec. ad. corr. for the U.S.
via Colombia, except Aspinwall and Panama
May 18th and 22nd.
For the Bahama Islands and for Santiago,
Cuba, May 9th.
For Windward Islands, May 11th and 29th.
For Ciudad, Bolivia, May 21st.

HIND'S HONEY AND ALMOND CREAM.
For Chapped Hands, Feet, and Lips, Itching and Red
Chapped Skin, Burns, Scalds, Eczema, and all
Skin Diseases, it is the best and most effective
remedy. It is a certain cure for all skin diseases.
Price 10c per bottle. Sold by Druggists.

POST-OFFICE TIME TABLE.

DELIVERY.		MAILS.		CLOSING.	
A.M.	P.M.	Ontario & West. Prov. and States.	A.M.	P.M.	
8.30	8.15	(a) Ontario and West. States by G.T.R.	7.45	7.00	
9.00	10.00	(b) Ontario and West. States by C.P.R.		7.00	
8.30	11.15	(c) Ottawa by R.W.	8.00	7.45	
9.00	9.15	C.P.R. N. & O. to Ottawa			
9.15		C.P.R. N. & O. to Ottawa			
		C.P.R. N. & O. to Ottawa			
		C.P.R. N. & O. to Ottawa			
		C.P.R. N. & O. to Ottawa			
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The nominations in the County of Compton—the County, which has returned so often in the past the Hon. John

Mr. Pope, "But the Government in the as in other things is looking after the interests of the people." This was being done, he continued, by the subsidizing and encouragement of lines of steamships to all portions of the globe. Reference was made in this connection to the Italian, Russian, and South American mail services. More attacks upon the Liberal policy followed after the war, and the annexation bugaboo and patriotic strings were played upon. According to Mr. Pope, if the Americans could send bullocks and farm produce across to England, sell manufactures in the east, and take their own goods to the eastern ports on their own steamships, they would pay the cost of trans-shipment there would be very little reason for the Canadian complaint. In this particular he referred to the difficulty farmers had in stall feed-

with the United States.

THE MEMBER FOR BROME.

Mr. Fisher, member for Brome, who followed in Mr. Munroe's interest, made one of the ablest speeches of the day. Some of his points were so searching that they caused several interruptions from the people in the crowd which, however, were made to rebound, through Mr. Fisher's facility in replying to them. After stating that he was quite prepared to take up the glove thrown down by the Member for Stanstead, Mr. Fisher proceeded to discuss the question of reciprocity, a question said he, "which Mr. Pope and the Conservative Government—God save the world, for they posed as Liberals as well"—were misrepresenting on every occasion afforded. It was very easy for them

would take exactly the same position on the new proposition, which would not affect her any more. It was futile for Mr. Colby to come forward and make such statements. When the Conservative Institute for Education, and the land had been instituted against it, what was the reply of the Toronto organ of the party—he wanted the Conservatives among his hearers who were so loyal to remember it—why, “so much the worse for the British connection.” They ought to applaud this coming from where it did. The difference was just this. It was not the policy of the Conservatives and now it is the policy that the Liberals want. Mr. Pope had asked how could they send goods to the United States when the United States exports the same goods? How was it that

Compton alone. There was one object, however, that the N. P. had been successful in, and that was the creation of rings and combines, (appliance), to extort from the people iniquitous prices. The N. P. had created still more rings and combines, to enable the Canadian consumer for the combiners to rifle his pockets. There were some of the results of the vicious system, which prevented competition from abroad. He would ask every right-minded citizen when he put his head on his pillow that night to thoughtfully consider, irrespective of party or company, what was the best interests of his country and vote in accordance. They had a remedy, in spite of what Mr. Pope might say, and one which had been tried before, in reciprocity. He asked the intelligent men

At Dalhousie square station six milkmen receive from eight farmers. The test sample averaged 3.7 per cent of fat. About 236 gallons are received at Dalhousie square daily.

For the city milk is not yet ready, but some samples taken—from milkmen near Montreal—run up as high as six per cent. The most milk is that from stables inside the city limits.

Mr. Drouin will on Monday commence to inspect the dairies in the suburbs, in order to ascertain if things are in proper sanitary condition. Samples of milk will be taken.

He complains that when sampling milk in Papineau Road, milkmen coming from Cote St. Michel—as soon as they see him—turn back and proceed to the city way of the Mile End.

[illegible]

who once try them will find these little pills valuable. They are so easy to take that they will not be waiting to do without them. But after all sick had

ACLE

Is the bane of so many lives that here is where we make our great boast. Our pills cure it while others fail.

Carter's Little Liver Pills are very small and very easy to take. One or two pills is all that is needed. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vialant 25 cents; five for \$1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

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