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THE CATHOLIC WORLD A MONTHLY MAGAZINE OF GENERAL LITERATURE AND SCIENCE. JULY, 1867.

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UNIFORM. In Summer, Light Blue Dress with Cape. One plain White Dress, with Cape. In Winter, Dark Blue Dress, with Cape. July 5, 1866. 12m

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On and after MONDAY the 15th of May, and until further notice, the RICHELIEU COMPANY'S Steamers will leave their respective Wharves as follows:— The Steamer QUEBEC, Capt. J. B. Labelle, will leave Richelieu Pier, opposite Jacques Cartier Square, for Quebec, Every Monday, Wednesday and Friday at Seven P. M. precisely, calling, going and returning, at Sorel, Three Rivers and Batiscan. Passengers wishing to take their passage on board the Ocean Steamers can depend on being in time in taking their passage by this boat, as there will be a tender to take them to the steamers without extra charge.

The Steamer MONTREAL, Capt. R. Nelson will leave every Tuesday, Thursday and Saturday at Seven P. M. precisely for Quebec, calling, going and returning, at the ports of Sorel, Three Rivers and Batiscan. The Steamer COLUMBIA, Capt. Joseph Duval, will leave Jacques Cartier Wharf for Three Rivers every Tuesday and Friday at Two P. M., calling going and returning, at Sorel, Maskinonge, Riviere du Loup, Yamasche, Port St. Francois, and will leave Three Rivers for Montreal every Sunday and Wednesday at One P. M., calling at Lanoraie; on the Friday trips from Montreal will proceed as far as Champlain.

The Steamer VICTORIA, Capt. Chas. Davelny, will leave Jacques Cartier Wharf for Sorel every Tuesday and Friday at Three P. M., calling, going and returning, at Repentigny, Lavaltrie, St. Sulpice, Lanoraie and Berthier, and will leave Sorel every Sunday and Wednesday at Four P. M. The Steamer CHAMBLEY, Capt. F. Lamoreaux, will leave the Jacques Cartier Wharf for Chambly every Tuesday and Friday at Three P. M., calling, going and returning, at Vercheres, Contrecoeur, Sorel, St. Ours, St. Denis, St. Antoine, St. Charles, St. Marc, Belmil, St. Hilaire, St. Mathias, and will leave Chambly every Saturday at Two P. M., and Wednesdays at Twelve noon, for Montreal. The Steamer TERREBONNE, Capt. L. H. Roy, will leave the Jacques Cartier Wharf, every day (Sunday excepted), at Three P. M., for L'Assomption, on Monday, Wednesday and Friday calling, going and returning, at Boucherville, Vercheres, Bout de L'Isle, St. Paul d'Hermite, and for Terrebonne on Tuesdays, Thursdays and Saturdays, calling also, going and returning, at Boucherville, Vercheres, Bout de L'Isle and Lac Beauport. Will leave L'Assomption every Monday at Seven A. M., Wednesday at Six o'clock and Friday at Five o'clock A. M. and from Terrebonne on Tuesdays at 5 A. M., Thursdays at 7, and Saturdays at 6 A. M. This Company will not be accountable for specie or valuables unless Bills of Lading having the value expressed are signed therefor. Further information may be had at the Freight Office on the Wharf, or at the Office, 29 Commissioner Street. J. B. LAMERE, Manager. Office Richelieu Company, 15th July, 1867.

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They commenced operations in 1850, and their factory now covers four acres of ground, and has cost more than a million dollars, and employs over 700 operatives. They produce 75,000 Watches a year, and make and sell not less than one half of all the watches sold in the United States up to the present time, it has been impossible for them to do more than supply the constantly increasing home demand; but recent additions to their works have enabled them to turn their attention to other markets.

The difference between their manufacture and the European, is briefly this: European Watches are made almost entirely by hand. In them, all those mysterious and infinitesimal organs which when put together create the watch, are the result of slow and toilsome manual processes, and the result is of necessity a lack of uniformity, which is indispensable to correct time-keeping. Both the eye and the hand of the most skillful operative vary. But it is a fact that, except watches of the higher grades, European watches are the product of the cheapest labor of Switzerland, and the result is the worthless Accres, Lepias and so-called Patent Levers—which soon cost more in attempted repairs, than their original price. Common workmen, boys and women, buy the rough separate parts of these watches from various factories, polish and put them together, and take them to the nearest watch merchant. He stamps and engraves them with any name or brand that may be ordered—whether London, Paris, Geneva or what not; and many a man who thinks he has a genuine "M. I. Tobias, of Liverpool," (whose only fault is, that he can never regulate it to keep very good time), is really carrying a cheap and poor Swiss imitation.

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