

251, ST. JAMES STREET, Two doors West Ottawa Hotel, MONTREAL, Nov. 19th, 1871.

To the Ladies and Gentlemen of Montreal: THE UNDERSIGNED, impressed with the want in this city of a pleasant Refreshment Room where no liquors are sold and where palatable meals at reasonable rates may be had, has fitted up at above address two Oyster and Chop Dining Rooms. The rooms are neatly furnished and front immediately on St. James Street, the promenade of the City; polite attention will be given all comers, especially Ladies. As the undersigned is the largest Importer and packer of Oysters in the Dominion, receiving fresh supplies daily, the quality of the Oysters can be particularly recommended. Dining Room opened from 8 A.M. to 11 P.M. Your patronage is respectfully solicited. JOHN B. BUSS. 4-21 d

D. NAGY. 290 & 297, NOTRE DAME STREET, MONTREAL. MANUFACTURER OF LADIES' MISSES' and GENTS' FURS, SLEIGH and WAGGON ROBES, &c.

I have on hand a fine assortment of all the leading styles of Fur Goods, for Ladies' Wear, in Sable, Mink, Seal, Astrachan, etc., etc. Also a great variety of Bear, Fox, Wolf, and other Robes, which I offer at the lowest price at which it is possible to produce First-Class Goods. Highest market price paid for raw furs. 4-24 d

THE DOMINION TELEGRAPH INSTITUTE, 89 ST. JAMES STREET, MONTREAL, P.Q.

GEORGE E. DESBARATS, Proprietor.

Established for the purpose of qualifying Operators for the new Telegraph Lines now building throughout the Dominion and the United States.

This Institution having been established three years, may now be considered a permanent College. Its rapid growth and prosperity are due to the demand of the Telegraph community, and the great success which has attended the Proprietor is due simply to the able manner in which the system has been conveyed to the Pupils by the Professors attached to the Institute.

The rapid development and usefulness of the Electric Telegraph, and the consequent ever-increasing demand for First-Class Operators renders the opening of Colleges for instruction a positive necessity. Telegraphic Superintendents view this movement as one made in the right direction. Commercial Colleges have, to some extent, assumed the responsibility of teaching in this, as well as in other branches of business education. The knowledge of Telegraphy cannot, in this manner, be always looked upon as being second rate. So much so, that the Colleges in Chicago, Milwaukee, Buffalo, New York, &c., have discontinued the practice of Teaching, and recommended the Telegraph Institute as the proper place to acquire this highly interesting, scientific and profitable art.

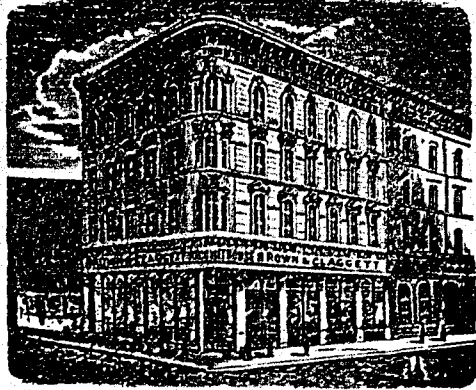
The prospects for Young Men and Ladies to study the system of Telegraphy could not be better than at present, and we call upon all who wish to engage in a pleasant and lucrative employment to qualify themselves as Operators on the Lines of Telegraphy. Graduates on leaving the Institute are presented with a diploma of proficiency, which will enable them to act immediately as various stations throughout the Dominion of Canada and the United States. At first salaries of \$300 a month may be secured; after two years' experience on the lines from \$300 to \$400 a month can be commanded; while in the United States from \$400 to \$500 per month are paid.

The possession of a knowledge of Telegraphy is especially open to Ladies; in fact, they are the favorites as operators both in England and America, commanding higher wages, as compared with other employments, than men, while they have the natural facility of acquiring the system sooner. A fair knowledge of reading and writing are the only qualifications necessary, and any person of ordinary ability can become a competent operator. This has been proved by graduates who, with a very slight education and no idea of the mode of operating of Telegraphy on entering, have become successful operators in a few months. Students have also an opportunity of learning rapid writing. Some of our students who could not hardly write their names now take down a message at the rate of from 25 to 30 words a minute.

THE DUTIES OF AN OPERATOR.

There is no trade or profession which requires so small an amount of labour, and at the same time where the employee has the same amount of freedom and independence, being at all times master of the instrument over which he presides, generally in an office by themselves, without either foreman or master, merely to take and despatch messages. The usual hours of attendance required is from 10 to 12 hours per day, less the usual hours for meals. Operators are not required to work on Sundays. The Institute is fitted up in a most complete and practical manner, with all the usual fixtures, &c., of a regular Telegraph office on a large scale. Messages of every description, Train news, arrivals and departures, Market Reports and Cable messages are sent and received, as daily practised on the lines. Individual instruction is given to each pupil, according to capacity of learning the science. Neither pains nor expense are spared to qualify the students for important offices, in the shortest possible time. Students may commence their studies at any time, and continue at the College until they are proficient operators, without any further charge. There are no vacations. Hours of attendance, from 9 A.M. to noon, and from 1:30 to 6 P.M. The time occupied in learning averages fifteen weeks; but this, of course, depends principally on the capacity of the pupil for instruction. Some pupils who are now on the lines completed their course of study in from five to eight weeks. The terms for the full course of instruction is Thirty Dollars. There are no extra expenses, as all necessary materials, instruments, &c., are furnished to each student. A line has been constructed on which students of this Institute will have actual practice, when sufficiently advanced. In case of a broken communication, the repairs will be conducted by a Professor of Telegraphy, under the eyes of the students, so that a really practical knowledge may be obtained in every branch of the Science of Telegraphic Communication.

GEORGE E. DESBARATS, Proprietor. Montreal, June, 1871.

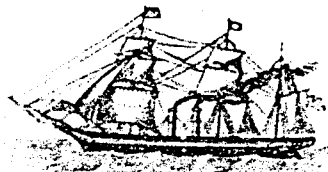


THE STOCK at the RECOLLET HOUSE is now complete in all the departments, embracing the latest novelties in

SHAWLS, MANTLES, DRESS GOODS & SILKS, VELVETS & POPLINS.

MOURNING AND MARRIAGE OUTFITS Complete at the Shortest Notice.

BROWN & CLAGGETT, CORNER NOTRE DAME & ST. HELEN STREETS. 4-18 d



ALLAN LINE.

Under contract with the Government of Canada for the Conveyance of Canadian & United States Mails

1871.—Summer Arrangements.—1871.

This Company's Lines are composed of the unsurpassed First-class, Full-powered, City-built, Double-Engine, Iron Steamships:

Table listing ship names, destinations, and agents for the Allan Line. Includes entries for POLYNESIAN, SARMATIAN, CIRCASSIAN, CASPIAN, SCANDINAVIAN, PRUSSIAN, AUSTRIAN, NESTORIAN, MORAVIAN, PERUVIAN, GERMANIAN, HIBERNIAN, NOVA SCOTIAN, NORTH AMERICAN, CORINTHIAN, OTTAWA, ST. DAVID, ST. ANDREW, ST. PATRICK, NORWAY, and SWEDEN.

THE STEAMERS OF THE LIVERPOOL MAIL LINE.

(Sailing from Liverpool every THURSDAY, and from Quebec every SATURDAY, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland.)

Table showing rates of passage from Quebec for Cabin, Intermediate, and Steerage.

THE STEAMERS OF THE GLASGOW LINE.

(Sailing from Glasgow every TUESDAY, and from Quebec for Glasgow on or about every THURSDAY.)

Table showing fares from Quebec for Cabin, Intermediate, and Steerage.

An experienced Surgeon carried on each vessel. Berths not secured until paid for. For Freight, or other particulars, apply in Portland to J. L. FARMER, or Hugh and Andrew Allan in Quebec to ALLAN, RAY & CO., in Havre to JOHN M. CURRIE, 21 Quai d'Orleans; in Paris to GUSTAVE BOUSSANG, 25 Quai Voltaire; in Antwerp to AGO. SCHMIDT & CO.; in Rotterdam to G. P. IYDASS & ZOON; in Hamburg to W. GUNSON & HUGO; in Belfast to CHARLEY & MACCOLM; in London to MONTGOMERY & GREENHORSE, 17 Gracechurch Street; in Glasgow to JAMES & ALEX. ALLAN, 79 Great Clyde Street; in Liverpool to ALLAN Bros., James Street; or to H. W. A. ALLAN, corner of Yeuville and Common Streets, Montreal. 3-24 d

Office of the "CANADIAN ILLUSTRATED NEWS," MONTREAL, 10th July, 1871.

MY FRIENDS and the PUBLIC are hereby requested to take notice that although Mr. W. ROBERTS carries on his business under the name of ROBERTS, REINHOLD & CO., I have no connection with his firm, and have had none whatever for more than two years. I take this occasion to state that I am in the Establishment of MESSRS. LEBIGO & CO., and I hereby solicit for their firm the patronage of those who, being acquainted with me, have confidence in my ability. (Signed) R. REINHOLD. 4-31

GENTLEMEN WILL FIND A FIRST-CLASS STOCK AT S. GOLTMAN AND CO.'S, 182, ST. JAMES STREET. A. B.—A large assortment of Silk-Lined Spring Overcoats in all Shades always on hand. 26

TRAVELLERS' DIRECTORY.

We can confidently recommend all the Houses mentioned in the following List.

HAMILTON. ROYAL HOTEL..... H. E. IRVING.

MONTREAL. ST. LAWRENCE HALL..... H. HOGAN. ST. JAMES HOTEL.....

OTTAWA. THE RUSSELL HOUSE..... JAMES GOULD.

PORT ELCIN, ONT. NORTH AMERICAN HOTEL..... Wm. ALLEN, Proprietor.

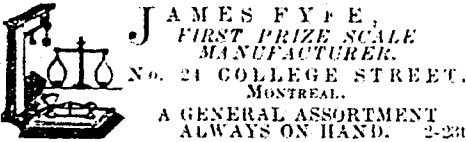
QUEBEC. ST. LOUIS HOTEL..... WILLIS RUSSELL & SON. THE CLARENDON.....

ST. JOHN, N.B. VICTORIA HOTEL..... B. T. CROGAN.

TORONTO. THE ROSSIN HOUSE..... G. P. SHAWES, Lessee and Manager. THE QUEEN'S HOTEL..... CAPT. THOS. DICK.



JAMES F. F. F., FIRST PRIZE SCALE MANUFACTURER. No. 24 COLLEGE STREET, MONTREAL. A GENERAL ASSORTMENT ALWAYS ON HAND. 2-24



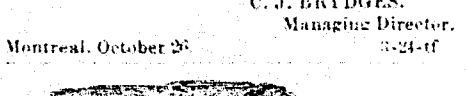
GRAND TRUNK RAILWAY.

WINTER ARRANGEMENTS.

ON AND AFTER MONDAY NEXT, the 30th instant, Trains will leave Montreal as follows:—

Table listing various train services, including Accommodation Train for Island Pond, Day Mail Train for Island Pond and intermediate stations, Night Mail Train for Quebec, Island Pond, Portland, and Boston, Express for Boston via Vermont Central, Mail Train for St. John and Rouse's Point, Express for Boston via New York, and Day Express for Toronto and intermediate stations.

Pullman's Palace Parlour and Sleeping Cars on all day and night trains. Baggage checked through. C. J. BRIDGES, Managing Director. Montreal, October 25. 3-24 d



The St. Lawrence & Ottawa Railway Co.

FROM PRESCOTT TO THE CAPITAL. The Shortest and Best Route from Montreal and all parts east to Ottawa.

ASK FOR TICKETS BY PRESCOTT JUNCTION.

Winter Arrangement, 1871-72.

On and after MONDAY the 30th OCTOBER, inst., four Passenger Trains will run daily on this line, making CERTAIN CONNECTIONS with those on the GRAND TRUNK, the VERMONT CENTRAL, and the ROME and WATERTOWN RAILWAYS, for all points East, West, and South.

COMFORTABLE SOFA CARS. On the Train connecting with the Grand Trunk Night Express by which Passengers leaving Montreal in the Evening will reach Ottawa at 6.15 the following morning. Charge for Berths 50 cents each.

CONNECTION WITH THE GRAND TRUNK TRAINS AT PRESCOTT JUNCTION. CERTAIN AS THIS COMPANY'S TRAINS WILL BE ARRIVAL WHEN LATE.

THOS. REYNOLDS, Managing Director. R. LUTTRELL, Superintendent, Prescott. Ottawa, 29th Oct., 1871. 4-14 d

MONTREAL BUSINESS HOUSES.

DANCING AND DEPORTMENT. A. A. McDONALD, 529, CRAIG STREET, MONTREAL, P.Q. 4-18 m

MEAT AND PORK BUTCHERS. MEAT DEPARTMENT—W. S. BROWN. PORK DEPARTMENT—A. REINHOLD. 98, St. CATHERINE STREET WEST, Opposite English Cathedral. 4-14 m

DYERS AND SCOURERS. FIRST PRIZE Diplomas awarded to T. PARKER, 44, St. Joseph Street, near McGill, Montreal. 2-6 d

GLASS, OILS, VARNISHES, &c. RAMSAY & SON, Glass, Oil, Colour, and Varnish Importers from first-class Manufacturers in Germany, France and Great Britain. 37, 39, and 41 Recollet Street. 16th

HABERDASHERS. A. GAGNON, 369 Notre Dame Street. 2-26 d

HATTERS AND FURRIERS. JOHN HENDERSON & CO., 283 Notre Dame Street. 2-27 d

HAVANA CIGAR DEPOT. COHEN & LOPEZ, Corner of St. James Street and Place d'Armes Square. 3-3 d

HOUSE FURNISHING HARDWARE. SIGN OF THE GOLDEN PADLOCK. THE SUBSCRIBER is Agent for the Combined Flat and Fluting Iron: the STEAM MOCHA COFFEE POT: the Celebrated SAPOLO for Cleaning and Polishing: also for the AMERICAN BASE BURNER, the best HALL STOVE in the Market. L. J. A. SURVEYER, 224 CRAIG STREET, MONTREAL. 4-7 d

HOUSE AND LAND AGENTS. JAMES MUIR, 198 St. James Street, Adjoining Molson's Bank. 2-26 d

INSURANCES. THE Imperial, of London, (established 1803), Rintoul Bros., General Agents, 21, St. Sacrament Street, Montreal. 3-6 d

MANUFACTURING STATIONERS. JAMES SUTHERLAND, PAPER MAKER, WHOLESALE STATIONER, AND ACCOUNT BOOK MANUFACTURER. 100 and 162 St. James Street, MONTREAL.

MERCHANT TAILOR. SAMUEL GOLTMAN, 226 St. James Street. 3-3 d

PHOTOGRAPHER. O. DESMARAIS, Corner of CRAIG and St. LAWRENCE MAIN STREETS. All sizes of Photographs taken and neatly framed at reasonable prices. Particular attention paid to Copying. 4-6 m

SHOW CARDS. SEND for Catalogue of HICK'S New Show CARDS, 154, St. James Street, Montreal. 3-6 d

TURKISH BATH. DR. MACBEAN'S IMPROVED TURKISH BATH, 140 St. Montague Street, near Crystal Palace, Montreal. Gentlemen's hours (with the exception of Monday morning) 6 to 9 a.m. and 1 to 4 p.m. 4-22

WATCHMAKERS & JEWELLERS. LULHAM BROS., DIAMOND and ETHERSCAN Jewellers, 3, PLACE D'ARMES, next the Canadian Illustrated News. 3-10 d

SAVAGE, LYMAN & CO., 271 Notre Dame Street. 2-23 d

LASH & COMPANY, successors to J. G. JOSEPH & Co.'s Retail Business, KING STREET, TORONTO. 2-22 d

CUSTOMS DEPARTMENT. Ottawa, 10th Nov., 1871. Authorized discount on American Invoices until further notice: 10 per cent. R. S. M. BUCHETTE, Commissioner of Customs.

AN ARTIST of good judgment and taste, accustomed to touching up photographic negatives and prints, would find constant employment at this office. Canadian Illustrated News Printing Works, 30 St. Antoine Street, Montreal. 3-21 d

"The Canadian Illustrated News." A WEEKLY JOURNAL of current events, Literature, Science and Art, Agriculture and Mechanics, Fashion and Amusement. Published every Saturday, at Montreal, Canada, by Geo. E. Desbarats. Subscription, in advance, \$4.00 per an., Single Numbers, 10 cents. Postage, 5 cents per quarter, payable in advance by subscribers at their respective Post Offices. CLUBS: Every Club of five subscribers sending a remittance of \$20, will be entitled to Six Copies for one year, mailed to one address. Montreal subscribers will be served by Carriers. Remittances by Post Office Order or Registered Letter at the risk of the Publisher. Advertisements received, to a limited number, at 15 cents per line, payable in advance.