

CANADIAN PROGRESS.

A rich silver mine has been discovered at Burrard Inlet, B.C.

A new furniture manufacturing Company has been established at Brantford.

A lobster and salmon preserving establishment has been opened at Lockeport, Shelburne Co., N.S.

The twenty-seventh annual exhibition of the Ontario Provincial Agricultural Association will be held in Hamilton on the 23rd, 24th, 25th and 27th prox.

The ratepayers of the Township of Verulam voted upon a by-law on Monday last, granting a bonus of \$20,000 to the Omemee, Bobcaygeon and North Peterborough Railway.

The island of Anticosti, in the Gulf of St. Lawrence, is to be purchased by several Chicago, Montreal, and Quebec capitalists, with a capital of \$2,000,000. They propose to colonize it with emigrants from Norway and Sweden, and go into the raising of wheat, barley and potatoes.

The tunnel under the bed of the Detroit River is rapidly approaching completion. Night and day the work goes on, both on the Canadian and American sides. The Canadian soil is somewhat stiff, which retards progress. On the American side ten feet per day of excavation is considered a fair day's work.

The correspondent of the Halifax Express in the Magdalen Islands writes:—The cod-fishery in the Gulf, which earlier in the season was thought would be a failure, has since then been very productive, but mackerel continue to be scarce, and very few American fishing vessels have as yet arrived for this fishery.

The work on the Gananoque and Rideau Railway is progressing rapidly. The road is graded for some distance from the Gananoque river, and considerable rock excavations have been made at different points. The Reporter is informed by the paymaster that great difficulty is experienced in getting men; they are paying \$1.25 per day for labourers, but so far, have been unable to procure anything like an adequate force.

The Amherst Gazette reports that the Intercolonial Iron & Steel Co., lessees of the Canadian Mines, Londonderry, recently purchased the property, and have just sold it to Sir Hugh Allen, for \$25,000. The previous owners were the Acadian Charcoal Iron Co., who had bought from Charles C. Archibald & Co. This company leased it in 1865 for seven years, to the Intercolonial I. & S. Co., with the option of a purchase at a certain sum within that period.

Under the head of "Canadian Manufactures" the Leader says:—The last piece of home-manufacture we have seen is worthy of note. It is an engine, No. 133, built for the Great Western Railway Company by the "Canadian Manufacturing and Machinery Company, of Kingston, Ont." The superintendent of the company, M. G. J. Tandy, may well feel proud of the work he has turned out of his shop. This is the fourth of the eleven which have been ordered by the Great Western Railway Company.

On Tuesday of last week a telegraph cable was successfully laid across the bed of the St. Lawrence between Prescott and Ogdensburg to connect the wires of the Dominion Telegraph Company; which now extend through a portion of the States as well as throughout Canada. The cable contains three conducting wires enclosed in gutta percha, the outside casing consisting of several strands of wire strongly twisted together and rendering the cable capable of resisting the heaviest strain ever likely to be put upon it. It is about 8,500 feet long.

The St. John's (E. T.) News says that the Phillipsburg, Farnham and Yamaska railroad is making satisfactory progress. It is to start from Phillipsburg, thence to Stanbridge, Mystic, West Farnham, St. Cesaire, St. Paul d'Abbotsford, St. Dominique, St. Hyacinthe (connecting with the G. T. R.) St. Rosalie, St. Simon, and Three Rivers, where it connects with the Three Rivers and Athabaska line and the North Shore Railroad. With the exhaustless water power at West Farnham it will, when thus a centre with 5 lines diverging from it, become one of the most important places in the Townships.

CANADIAN COMMERCE.—The New York Bulletin says that Montreal is now the second commercial city on the continent of America, New York being the first. There is also one important difference between the two cities. The Western carrying trade on which its wealth and prosperity so largely depend, is decreasing in New York, while that of Montreal is rapidly increasing. The trade of Chicago and the lakes is being gradually diverted from this city to the St. Lawrence, with the result of increasing the trade of the harbour of Montreal beyond its capacity to accommodate it. There are now forty-one steamships plying regularly between Montreal and Great Britain besides a large number of transient steamers.

VARIETIES.

A contemporary calls the lurking banana skin on the side-walk "a tropical incentive to profanity."

An old farmer said of his clergyman, whose sermons lacked point, "Ah, yes, he's a good man, but he will rake with the teeth upward."

A man having a cock that was much given to crowing by night as well as by day, gave him the name of Robinson. The reason was, because Robinson Crusoe.

The Indianapolis Journal says that a bulldog with sound teeth is the only thing that a lightning-rod peddler will not tackle and try to persuade into buying a rod.

A sailor, looking serious in a chapel in Boston, was asked by the clergyman if he felt any change. Whereupon the tar put his hand into his pocket, and replied, "Not a cent!"

An ignorant woman of great wealth and pretensions said, in response to a compliment to some mutton on her table: "Oh yes, my husband always buys the best. He isn't stingy; and, besides, he's a great epicure."

At a certain church fair a set of Cooper's works was promised to the individual who should answer a certain set of conundrums. A dashing young fellow was pronounced the winner, and received a set of wooden pails.

A countryman went to see his lady-love, and, wishing to be conversational, observed, "The thermomokron is twenty degrees below zelon this evening."—"Yes," innocently replied the maiden, "such kinds of birds do fly higher some seasons of the year than others."

Said a Baptist to a Methodist: "I don't like your church government. It isn't simple enough—too much machinery about it."—"It is true," replied the Methodist, "we have more machinery than you; but then, you see, it don't take near so much water to run it."

A poet was recently horrified to find one of his choicest couplets printed as follows:

"Little pimples, so sweet and soft,  
Love the cheek of my love."

It is to be presumed that the unhappy man intended to speak of dimples.

Two Irishmen on a sultry night took refuge under the bed-clothes from a party of mosquitoes. At last one of them, gasping from heat, ventured to peep beyond the bulwarks, and espied a fly which had strayed into the room. Arousing his companion with a punch, he said: "Fergus, Fergus, it's no use. Ye might as well come out. Here's one of the craythurs searching for us wid a lantern!"

A New Orleans mother was recently questioning her little girl in geography, as follows: "Who first went through the Straits of Magellan?"

Daisy quickly answered, "Magellan, with his squadron."

"What do you understand by his squadron, Daisy?"

The question was not in the book, but Daisy was ready for the emergency. "Oh, I know; it's one of those women that ain't quite white."

William S— is a tanner, who is noted for keeping late hours, as he usually goes home at two o'clock in the morning. Well, one stormy night about a year ago, William concluded to go home early, and accordingly he arrived at his house just at midnight. In answer to his knock his mother opened a window and inquired "Who is there?"

"William," was the reply.

"No," said she, "you can't come that over me; my William won't be home for two hours yet."

Poor Bill had to wait till his usual time.

When Theodore Hook was travelling along the south coast, he arrived in the course of his journey at Dover, and alighting at the Ship Hotel, changed his boots, ordered a light dinner, and went out for a stroll through the town. Returning at the appointed time, he was surprised to find the whole establishment in confusion. A crowd had collected outside the door—the master of the house was standing at the foot of the stairs with two candles in his hands, and on Theodore's entrance he walked backwards before him, and conducted him into the principal saloon, where all the waiters were standing, and a magnificent repast had been provided. The wit was much amused at the dignity to which he had been promoted; but, being an easy-going fellow, made no scruples, and sitting down, did full justice to what was set before him. Next day he signified his intention of departing, and ordered a coach, when to his astonishment, a carriage and four drove up to convey him to his destination. He inquired, with some apprehension, what he was to pay for all this grandeur, and was no less astonished than gratified on receiving the answer, "Nothing whatever, your Royal Highness." He was never more thoroughly mystified; but the next night, on taking off his boots, which he had bought ready made just before he went to Dover, he found "H.S.M. the Prince of Orange" written inside them. They had

been originally made for the prince, who was then in England, suing for the hand of Princess Charlotte, and notice had been given that his expenses while in the country should be set down to the charge of the Government. Always wear boots with a royal name inside was the philosophy he afterwards inculcated into the minds of his friends.

FANTASTIC FREAKS OF A DECIDEDLY TIPSY GENTLEMAN.—A correspondent sends the following amusing incident:—I was in Bear Street the other day, and there saw a mason's labourer attempting to trundle along a wheelbarrow full of mortar, in doing which he became the victim of some strange hallucination. First he took the barrow by the wheel, instead of by the handles—then, finding that locomotion was thus rendered difficult, he travelled around to the aforesaid handles and laid hold of them—and then he concentrated all his energy in an essay to lift the barrow, but was evidently non-plussed. After persistent endeavours to move the vehicle along, he managed to succeed so far as to move—not, as any rational individual would have done, straight forward, but round and round, in a prescribed circle, with the wheel for a centre and the barrow as a radius. Having accomplished one or two revolutions to his evident satisfaction, down he dropped the conveyance, and for a time rested. Another effort was then made at progress, but he still moved in a circular direction, although now he rotated to the left hand instead of to the right, as formerly. After a repetition of this singular conduct, the gentleman in question became apparently discontented at the advances made, and with peculiar sagacity proceeded to investigate the cause. He stood by the side of the vehicle, rested his hands on the top edge, for a second or two gazed into the half-liquid contents, and then, in the most fearless and intrepid manner, dived into it, completely burying his head and the upper part of his body. This he found, after a momentary immersion, to be uncomfortable, and up he came again, covered now with mortar half-an-inch thick all over his face, hair and beard. The bystanders roared with laughter, but the gentleman in question, nothing daunted, looked round with commendable self-possession, nodded familiarly to the persons near, and then sat himself down, with all the majesty befitting such an occasion, in the boggy substance which filled the barrow. He was immediately half-buried, and this seemed to be the consummation of all his aspirations, for a smile that told of hopes not blighted was upon his countenance, his hands were clasped in rapture, his legs swung about as if they had for ever ceased from labour, his eyes twinkled with sublime indifference to things earthly, and—I didn't see any more, for just then I left, with an impression on my mind that the individual referred to was in a deplorable state of intoxication.—North Devon Herald.

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NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned, and endorsed, "Tender for Post Office, Montreal," will be received at this Office until MONDAY, the 27th SEPTEMBER next, at Noon, for the erection and completion of a new Post Office, at Montreal.

Plans and Specifications can be seen at the Office of H. M. Perrault, Esq., Architect, Montreal, on and after MONDAY, the 20th instant.

The signatures of two solvent and responsible persons, willing to become sureties for the due fulfilment of the contract, must be attached to each Tender.

The Department will not be bound to accept the lowest or any Tender.

By Order,  
F. BRAUN,  
Secretary.  
DEPARTMENT OF PUBLIC WORKS,  
Ottawa, 14th August, 1872. 6-8 c

CUSTOMS DEPARTMENT,  
OTTAWA, 2nd August, 1872.  
Authorized discount on American Invoices until further notice: 13 per cent.  
R. S. M. BOUCHETTE,  
Commissioner of Customs.

THE OTTAWA RIVER NAVIGATION COMPANY'S Mail Steamer "Prince of Wales" leaves Lachine on arrival of the 7 A.M. Train from Montreal daily.  
Steamer "Queen Victoria" from Ottawa at 7 A.M. Market Steamer "Dagmar" leaves Canal Basin for Carillon every Wednesday and Saturday.  
Tickets to be had at the Company's Office, 14 Bonaventure Street.  
Single and Return Tickets to Ottawa can be procured at the Grand Trunk Railway Depot.  
R. W. SHEPHERD,  
President.  
Montreal, June 15th, 1872. 5-25 m

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5-14 ff



NOTICE TO CONTRACTORS.

TENDERS addressed to the undersigned (endorsed Tender for Basins) will be received at this Office until Noon of SATURDAY, the 24th AUGUST instant, for the formation of two Basins, construction of Wharves, etc., at Montreal, on the north side of the Lachine Canal, between Wellington Street and St. Gabriel Lock.  
Plans and Specifications can be seen at this Office, and at the Lachine Canal Office, Montreal, on and after Thursday, the 16th instant, where printed forms of tender may also be obtained.  
The signatures of two solvent and responsible persons, willing to become sureties for the due performance of the work must be attached to each tender.  
The Department will not, however, bind itself to accept the lowest or any tender.

By Order,  
F. BRAUN,  
Secretary.  
DEPARTMENT OF PUBLIC WORKS,  
Ottawa, 8th August, 1872. 5-7 c

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