

past? How far have we contributed towards winning our way? What good works have we done? How stands that "old cause" now—now that we have had three years of trial in this country, and have tested the strain upon the strands of our splendid Organisation. Look back my friend, look back. Think of yourselves as you were, and look at yourselves as you are. Is there no change? Do the Irish in Great Britain stand where they did three years ago? What have you and I and all of us been doing? Let us see! The reins of office were taken by inexperienced hands when three years ago I found myself secretary of the Home Rule Confederation of Great Britain. I was a comparative stranger to you all. I was lost in a sea of responsibility, and were it not for the man who, then as now, is all our masters, the history of the Confederation would be brief indeed. To Mr. John Barry the Confederation owes more than it does to any living man. It was he who first taught me political strategy, and whatever earnestness I threw into the case—whatever battles I fought—whatever victories I won—were one and all the outcome of that training which I received at his hands. If I was an apt pupil it was only because I had a statesman for a master. I well remember, as he no doubt well remembers too, how feebly the pulse of the Irish in Great Britain beat when we first got into harness in Lancaster Avenue, Manchester. It took months to make ourselves known. Only three, then five, and even at our first Annual Council meeting in June '74, only seven branches had acted in harmony with our laws. By degrees, however, our friends rallied around us. We were happy in our associates, and our associates created confidence for us. But it was necessary to do something bold in order to arouse the enthusiasm of our people. A chance offered, and to the Irishmen of Leeds is due the honour of having inaugurated a new phase in Irish politics in this country, when they did, upon an English platform a man who had been disloyal to his pledge. The country was startled by the coup. The match was struck; the men of Hull, Kilmarnock and Sunderland followed in the wake. And is this in itself not something? Is it not something to beard the lion in his den they Douglas in his hall?

Is it not something to make apostates, feel that a day of retribution is coming, and that the Irish in Great Britain have at last acquired a position, which British publicists cannot disregard? But is that all? As times went on you cheerfully laboured to extend the sphere of our labours. Not satisfied with minor triumphs, the men of Burnley, of Manchester, and Leeds extracted aye extracted, pledges in favour of Mr. Butt's motion, from the men who now in virtue of your associations, sit in the House of Commons or M.P.'s for those respective boroughs. You alarmed all England with your energy and your zeal. Your unanimity which surprised your friends and frightened your foes. There was no more division amongst "those Irish." "None were for a party but all were for the state." You dictated—their politics of the hour. Well, what followed? Simply this. You created a third party in this country, a party experienced in the treachery of British politics and resolved to force the cause of Ireland upon the attention of the British public. In all this, may in more than this, you have succeeded. Not satisfied with returning M.P.'s to the House of Commons, you have surprised your foes by returning a goodly number of T.C.'s to the municipal chambers, and in some cases, notably Liverpool, these T.C.'s have been returned as Home Rulers only. Then think of the process of education that has been going on meanwhile. Think of the spirit that has been aroused. Think of the thousands of young men and boys, who have been inspired by national sentiments, by your efforts your public lectures, your speeches, and the organ which you have established. Think of the position our Associations have now in Newcastle in Durham in Stafford and in Bolton. I think of the splendid vindication meeting in the City Hall, Glasgow, a meeting which brushed aside the foul calumny that our Protestant leaders were not worthy of our confidence. Think too, the Home Rule halls that have sprung into existence all over the country. Think you the Convention you held in Dublin. Think of all this and you will acknowledge with me that in these three years, you have improved the condition of our people in this country, socially, politically, and morally. In that great work I have had only a slight share. It was of you, and through you, the officers and members of the various Associations that all this good was effected. I cannot indeed disguise the fact that at times I may have had something to do with your successes, but my efforts would have been useless without your assistance, and to that assistance all praise is due. From seven branches in June '74, you have by your energy and your zeal, enabled me to increase the number to 114 branches in June '76. Between the Executive and yourselves good understanding is universal, and I rejoice to hand over the Confederation, without a single dispute to mar the harmony of your labours. During my term of office your kindly watchfulness enabled me to steer clear of all personal disputes, and mixed up as I was with all your internal affairs, I cannot but thank you for the judicious care you took to place me far above the little questions which sometimes distract the least regulated organisations. And it is well that it has ended thus. In my new home I shall ever look to the relation I have borne to you with pride. I must not ask you to believe that by becoming a citizen of Canada I do not cease to be Irish. I am not abandoning the Home Rule cause—I am but transferring the sphere of our labours. I shall still be with you in your struggle. As I nursed you Confederation in its infancy so shall I watch its manhood, and jealously look over its future career—a career which I pray may be prosperous and successful. And again then good bye. Let the recollections of our past encourage you onward. Push on the glorious work you have on hands. Heed not the scoffers sneer—close up your ranks—crush Faction as you would crush a serpent—work with an energy worthy of our cause—and God may yet enable some of us to see the old House at home opened to receive the representatives of an emancipated people. But even if you cannot command success do more—deserve it, and hand from sire to son the record of the fight. Once more my friends—good bye—good bye.

I am faithfully yours

M. W. KIRWAN.

A SOLDIER OF THE CAUSE.

It is with much regret that we announce the departure from England of Captain Martin W. Kirwan, General Secretary of the Home Rule Confederation of Great Britain, to take up his residence in Canada. This movement of Captain Kirwan is not due to any political causes, but to personal considerations which he could not be justified in disregarding, and we feel that we speak the sentiments of all patriotic Irishmen when we express our sincere and hearty wishes for his future prosperity and happiness. Captain Kirwan has rendered priceless services to our national cause in England by his labours in connection with the Home Rule Confederation. But long previous to the establishment of the Home Rule Organisation he was an active worker in the national cause, for which he underwent much toil, and braved many perils. Wherever his future lot may be cast, we feel certain that, while life is left him, Ireland will have in him a loving and faithful son. May he live to see her a free and happy nation!—*Dublin, Nation.*

His Honor Judge Mondelet died on Sunday afternoon, aged 75 years.

QUEBEC LEGISLATURE.

LEGISLATIVE COUNCIL CHAMBERS,

Quebec, December 28th, 1876.

This day, at 2 o'clock p.m., His Excellency the Lieutenant-Governor proceeded in state to the Chambers of the Legislative Council, in the parliament buildings. The members of the Legislative Council being assembled, His Excellency was pleased to command the attendance of the Legislative Assembly, and that House being present, the following bills were assented to, in Her Majesty's name, by His Excellency, the Lieutenant-Governor, viz:—

An Act to amend and repeal certain acts and enactments therein mentioned.

An Act to provide for the safety and protection of the public in theatres, edifices and public halls.

An Act to change the name of William Taylor, of the City of Montreal, gentleman, to that of William Taylor Lindsay.

An Act to incorporate Emmanuel Church, Montreal.

An Act to enable the Rector and churchwardens of St. Jude's Church, of the parish of St. Jude, in the diocese of Montreal, to sell the said church and the property on which it is built, and to erect a new church elsewhere.

An Act to amend the Acts to incorporate the Montreal Exchange.

An Act to incorporate the Association known as the "Hackmen's Union Benefit Society of the city of Montreal."

An Act to authorize the Board of Examiners for the examination of candidate for admission to practice as land surveyors in Lower Canada (Province of Quebec) to admit after examination, William Crawford, to practice as a land surveyor.

An Act to incorporate the Universalist Church of the Province of Quebec.

An Act to authorize the bar of the Province of Quebec to admit one Siphore D. Labrie among its members.

An Act to consolidate and to amend the Act incorporating the town of Berthier, and the Act amending the same.

The Act of incorporation of the town of St. Henri.

An Act to amend and consolidate the Acts relating to the profession of medicine and surgery in the Province of Quebec.

An Act to incorporate the Quebec Joiners' Union Society.

An Act to authorize the religious community of the Hospitaliers de l'Hotel Dieu, of Quebec, to acquire and hold, as well in their own name as administering the property of the poor of said Hotel Dieu, other movable and immovable property up to a certain amount.

An Act to incorporate the Montreal Land Company.

An Act concerning the water works of St. John's.

An Act to divide the municipality of the township of Cox, in the county of Bonaventure and district of Gaspé, into two separate municipalities.

An Act to incorporate "The French Canadian Artisans' Society of the city of Montreal."

An Act to detach from the municipality of the parish of Cape Saint, in the county of Portneuf, a certain piece of land, and to annex it to the municipality of the parish of Ste. Jeanne de Neuville, in the same county.

An Act to amend the Act 35 Vic., chap. 44, concerning the cemetery of Notre Dame des Neiges.

An Act to authorize the Pharmaceutical Association of the Province of Quebec to admit William Whitehead as licentiate in pharmacy.

An Act amending the Acts concerning the charitable institution known by the name of Les Sœurs de l'Asile de la Providence de Montreal, and extending its powers.

An Act to consolidate the several acts incorporating the Mechanics Institute of Montreal and amending the same, and to make further provision respecting the said corporation.

An Act to amend the Act incorporating the Quebec Central Railway Company.

The Town Corporations' General Clauses Act.

An Act amending the Act respecting the organization of the civil service of the Province, 31 Vic., chap. 8.

An Act to establish a superannuation and aid fund in favor of certain public employees and their families.

An Act to authorize the consolidation of the General Statutes of the Province of Quebec.

An Act to amend the law respecting the Superior Court.

An Act to render permanent several Acts therein mentioned.

An Act to amend and consolidate the Game Laws of this Province.

An Act amend chapter 93 of the Consolidated Statutes for Lower Canada, with respect to the salary of certain Sheriffs.

An Act respecting the declaration to be made by incorporated companies.

An Act further to amend the law respecting cadastral plans.

An Act to change part of the Lake Champlain and St. Lawrence Railway Junction Co., to extend the delay for the completion of the works of the line, and to define and fix more clearly the absolute mortgage and rights of privileges of the bondholders of said company.

An Act to amend chapter 90 of the consolidated statutes for Lower Canada, with respect to judgments rendered out of this Province.

An Act to incorporate the Beebe Plain Advent Camp Meeting Association.

An Act to incorporate the Fairmont Cemetery Co.

An Act to erect the township of Bolton into two distinct municipalities, for municipal and school purposes.

An Act respecting the Mutual Fire Insurance Co. of the county of Hochelaga.

An Act to authorize the Corporation of the Village of Notre Dame de Grace to have a plan of the said municipality made, and defining the procedure to be followed to have said plan declared binding on all concerned, and for other purposes.

An Act to amend the Act of incorporation of the city of Three Rivers.

An Act to amend the Act of the heretofore Province of Canada, 12 Vic., chap. 144, intitled "An Act to incorporate Les Cleres paroisiaux ou catechistes de Saint-Victor in the Village of Industry in the County of Berthier."

An Act to amend the Act to incorporate the city of Ste. Hyacinthe.

An Act to amend the Act of this Province 39 Vic., chap. 33, intitled, "An Act to amend and consolidate the various acts respecting the notarial profession in this Province."

An Act to amend the Act of this Province 32 Vic., chap. 128, respecting district magistrates.

An Act respecting the building of the Court House of Quebec.

An Act to incorporate the St. John street Railway Co.

An Act to erect the village of Pointe-au-Pic into a separate municipality.

An Act further to amend the Quebec Railway Act 1869 (32 Vic., chap. 51).

An Act to amend the Act incorporating the Levis and Kennebec Railway Co.

An Act to authorize the sale of certain real estate affected by a substitution, by the will of Guillaume Morrin.

An Act to detach certain farms from the parish of St. Ambroise de Eldare, and to annex the same to the parish of St. Alphonse, in the county of Joliette.

An Act to amend the Act incorporating the Windsor Hotel Company of Montreal.

An Act to incorporate the Quebec Mining Company.

An Act to incorporate the Montreal Open Stock Exchange.

An Act to change the name and limits of the municipality of the village of Riviere St. Pierre, and to extend its powers.

An Act passed to incorporate the municipality of the village of St. Cuneonde.

An Act to divide the municipality of the township of Malbaie, in the county and district of Gaspé, into two separate municipalities.

An Act to detach a certain part of the parish of St. Genevieve de Berthier, and to annex the same to the Parish of St. Elizabeth, in the county of Joliette, for electoral, municipal and other purposes.

An Act to amend article 2642 of the Civil Code.

An Act to further amend the laws concerning public instruction in this Province.

An Act to amend the several Acts incorporating the city of Quebec.

An Act to authorize the Canadian Meat and Produce Co. to issue preferential shares.

An Act to incorporate the Protestant Home for Friendless Women.

An Act to erect the village of West Farnham into a town.

An Act to amend article 439 of the Municipal Code of the Province of Quebec.

An Act to amend the law respecting education, in so far as respects the city of Sherbrooke.

An Act to erect a new village municipality in the parish of Notre Dame de Grace.

An Act to regulate the floating of cordwood on the navigable part of the River St. Francis.

An Act to correct an error in the Act of this Province, 39 Vic., chap. 40, respecting the limits of the county of Chicam.

An Act respecting the consolidated fund of railways of the Province of Quebec.

An Act to amend the law respecting subsidies in money made to certain railway companies, and for other purposes.

An Act to amend chapter 77 of the Consolidated Statutes of Canada, respecting land-surveyors and the survey of lands.

An Act to authorize the absolute sale of the immovable properties substituted by the will of the late Thomas Barron, and for other purposes.

An Act to amend the Act of this Province 39 Vic., chap. 7, entitled "An Act to oblige insurers to take a license."

An Act to amend the Treasury Department Act of this Province.

An Act to amend the Act of this Province 39 Vic., chap. 8, entitled "An Act to aid the grant for the purpose of the administration of justice."

An Act to amend the "Act to provide for the safety and protection of the public in theatres, public edifices or halls," passed this session.

Then the Hon. Speaker of the Legislative Assembly addressed His Excellency the Lieutenant-Governor, and presented for His Excellency's acceptance a bill entitled "an Act for granting to Her Majesty certain sums of money required for defraying certain expenses of the civil government for the financial year ending on the 30th of June, 1877, and the 30th of June, 1878, and for other purposes connected with the public service."

To this bill the Royal assent was signified in the following words:—In Her Majesty's name the Lieutenant-Governor thanks her loyal subjects, accepts their benevolence, and assents to this bill.

After which His Excellency the Lieutenant-Governor was pleased to close the second session of the third Parliament of the Province of Quebec with the following:—

Honorable gentlemen of the Legislative Council: Gentlemen of the Legislative Assembly:

Having been called upon to fill the important position of Lieutenant-Governor of this Province, which became vacant by the decease of my lamented predecessor, I cannot allow this opportunity to pass without rendering homage to the memory of the statesman whose long career has been an honor to himself and to the country. It will be my earnest desire, as it is my duty, to comply with the spirit of the constitution under which we have the happiness to live. I have much pleasure in congratulating you on the zeal and assiduity which you have manifested in the discussion of the important measures which have been submitted to you. I trust that the result of your labors will be to give a new impetus to the great improvements which have been undertaken in the province.

Gentlemen of the Legislative Assembly:

I thank you for the liberality with which you voted the necessary supplies.

Honorable Gentlemen and Gentlemen:

I offer up my best wishes for your happiness and that of your families, and for the prosperity of our province.

The Legislature was then prorogued to the 6th of February.

THE PACIFIC EXPRESS TRAIN SMASHES THROUGH A BRIDGE.

175 PASSENGERS ON BOARD.—ONE-THIRD DIED HORRIBLE DEATHS.—CRUSHED, BURNED AND DROWNED.

CLEVELAND, O., December 29.—A terrible accident at Ashtabula, Ohio. Train No. 3, Penn. Conductor on the Lake Shore, bound west, went through the iron bridge, down 75 feet to the river. It is reported that seven coaches and all the baggage and express cars were burned, and about one of every five persons killed.

The scene of the railroad accident at Ashtabula is a few rods east of the depot. The iron bridge spans Ashtabula Creek, 75 feet above the water; on both sides are high banks. Snow has been falling almost constantly for the past 48 hours, and now a driving storm is raging, making it very difficult to get news from the wrecked and burning train. The citizens of Ashtabula, with a competent corps of physicians, are doing everything possible for the sufferers.

The weather is fast growing colder. It seems that the falling train and bridge smashed the ice in the creek, and those not killed by the fall or burnt by the burning cars were held down by the wreck and drowned before they could be extricated. Many, too, will be or have been frozen.

A special train with physicians, nurses and everything for the comfort of the wounded, left the Union Depot at 10.15 p.m. The train was drawn by two engines. One engine remained on the bridge; everything else went down. The engineer and fireman on the engine that went down were badly, but not seriously, injured. The work of removing dead bodies still goes on very slowly.

The list of wounded will be swelled considerably. Public and private houses are thrown open to the wounded and destitute.

As near as can be ascertained, 52 persons were wounded. How many escaped unhurt it is impossible to find out.

The express car was smashed to splinters, and is now burning. The train is known as the Pacific Express. There were six coaches and one or two drawing-room cars.

New York, December 30.—A dispatch from the scene of the accident on the Lake Shore Railway reads as follows:—Up to noon, of the 165 passengers, less than 60 are known to be saved, with injuries less or more severe. The lost are so totally disfigured by fire that identification is utterly impossible.

possible. It is believed that few, if any, bodies are under the ice. The townspeople rendered all the assistance in their power, but many perished notwithstanding the best of care during the night; others are now lying in a suffering condition in the hotels and private residences. It is estimated that fully one hundred persons have been killed in this terrible disaster.

STRIKE OF GRAND TRUNK ENGINEERS.

The trouble between the G. T. R. authorities and their engineers came to a focus on Friday night in a strike of the men all along the line. From the fact of the stoppage taking place simultaneously from east to west, it would appear that the strike was preconcerted and carried out by the men in a spirit of loyalty to the Brotherhood. For some time past the railway authorities have been taking measures to guard against its effects, but, so far, with very unsatisfactory results. This, probably, was to be expected, as seeing that 90 per cent of the drivers belong to the International Brotherhood of Engineers, it is not likely the men would desert the Society once a struggle for supremacy arrived.

We have no doubt the engineers have gone into the strike with very great reluctance, and only after exhausting every means in their power to bring about a fair adjustment of their differences. As a body, the engineers are most intelligent, and so far as our intercourse amongst them extends—and we have had a great many interviews with their principal men—we found them reasonable and always desirous of not pushing matters to extremities. It is well known that a deputation of the engineers have been in this city for a considerable period, anxious to confer with the General Manager, in whom all the men have the fullest confidence, in order to bring about a settlement. That an arrangement was not effected is to be deplored for the sake of both the Company and the men out on strike. We are still in hope that with a little judicious management, the exercise of forbearance, and some slight concession on both sides, an adjustment may be arrived at. It is reported that at Stratford and Toronto some acts of violence and intimidation have been resorted to. It would be well for the public to receive with caution all such rumors. In the excitement that necessarily ensues on a gigantic strike like that which has taken place the most exaggerated reports are sure to be propagated. The engineers belong to a class of men who are not likely to resort to criminal measures to maintain their rights.—*Star.*

PORTLAND, Me., December 29.—All the engineers of the Grand Trunk Railway from Island Pond west, 600 in number, struck to night, leaving the engines wherever they happened to be. The drivers on this end have not yet struck.

FRIGHTFUL FIRE AT ST. ELIZABETH.

A CONVENT DESTROYED.—THIRTEEN LIVES LOST.

JOLIETTE, Dec. 26.—At about 8.45 last night the Superior of the Providence Convent at St. Elizabeth, County of Joliette, visited the establishment as usual, and finding everything in order retired to bed. Forty-eight boarders were sleeping in a dormitory, and an old woman, kept out of charity, was sleeping in the kitchen. At twenty minutes past nine the convent was in flames. On the alarm being given all who could fled from the building, but unfortunately twelve of the boarders and the old woman perished. The Superior in the hope of rescuing some of the unfortunate creatures who were perishing, persisted so in remaining in the building that she was, with greatest difficulty, saved. The building was a two-story wooden one, and the dormitories were in the upper part. The bones of the old woman were found under the kitchen. All that was left of the others was heaps of calcined bones. None could be identified. The cause of the fire is not known. The following is a list of names and ages of the victims: Angèle Dauphin, aged 63 years; Elizabeth Gravel, aged 19 years; Mary Louise Geoffroy, aged 10 years; Parmelie Desmarais, aged 9 years; Maria Drolet, aged 10 years; Lila Guilbault, aged 7 years; Georgianna Lavallee, aged 10 years; Luminia Lavallee, aged ten years; Alida Pelland, aged 9 years. The above all belonged to St. Elizabeth. Delina Lavallee, aged 10 years; Rosanna Masse, aged 10 years; Delina Masse, aged 11 years; of St. Thomas; and Melina Joly, of St. Felix.

ORDINATIONS.—On Saturday, Dec. 23rd, in the Seminary chapel of Three Rivers, P.Q., the following gentlemen were promoted to Holy Orders by His Lordship Bishop Laflèche, of Three Rivers.—*Tonsure*—Julian Richard; James Gorman, *Minor Order*. *Deaconship*—Rev. Michael McNamara; *Priesthood*—Rev. Telephore Laflèche.

We have much pleasure in announcing that a course of two Lectures, under the auspices of the Young Irishmen's Literary and Benefit Association, in aid of their funds, will be delivered in their Hall St. Joseph Street, by Mr. Edward Murphy, the first on Thursday the 11th inst. Subject:—

The Microscope and what it reveals to us.

The second Lecture on Thursday the 18th inst. subject:—

The Solar System and what the Telescope reveals to us.

The first Lecture will be fully illustrated by means of a powerful Microscope, and the second by a number of beautiful astronomical diagrams.

RUTLAND, Vt., December 30.—The Montreal express broke through the bridge just south of Pittsfield station at midnight. The train and bridge were badly wrecked. So far as heard, no lives were lost.

COLBURN, Ont., December 29.

The express due at 8 o'clock this morning met with an accident, with considerable loss to the road. Fortunately no one was injured. The flange of one of the wheels on the express car broke causing the cars to leave the track at the switch. The engine becoming detached from the engine, kept the track and also the Pullman car and one first class passenger coach.

BRIDGEHAMPTON, L.I., December 30.

At four o'clock this morning the ship "Circassian" ashore on the bar, off this harbor, was entirely broken up by this last south easterly gale, and lost together with twenty nine men of the Coast Wrecking Company on board without means for their rescue. Finally, at a short time after midnight the ship went to pieces with an awful crash, according to the account of the four survivors who were washed ashore. No one of the remaining 29 men on board have been seen.

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OPEN STOCK EXCHANGE REPORTS.

(COMPILED FROM THE MONTREAL "GAZETTE.")

STOCKS.	Sell	Buy
Montreal	185 1/2	184 1/2
British North America	6 1/2	6 1/2
Ontario	103 1/2	102 1/2
City	95 1/2	94 1/2
People's	35	35
Molson's	35	35
Toronto	35	35
Jacques Cartier	35	35
Merchants'	35	35
Hochelaga	35	35
Eastern Townships	35	35
Quebec	108	103 1/2
St. Lawrence	108	108
Nationale	108	108
St. Hyacinthe	100	90
Union	100	90
Villa Maria	70	60
Mechanics'	43	43
Royal Canadian	124	124
Commerce	124	124
Metropolitan	124	124
Dominion	100	97
Hamilton	99	96
Exchange	99	96

Greenbacks bought at 7 dis. American Silver bought at 12 to 15 dis.

MONTREAL WHOLESALE MARKETS.—(Gazette.)