

THEATRE ROYAL.

Proprietor, Ben De Bar.

Manager, J. W. Albaugh.

Singe Manager, Bugene Eberle.

A DOUBLE COMBINATION. The CHAPMAN Sisters,

C. B. BISHOP.

The Great Female Gymnasts, LILA AND ZOE.

THURSDAY EVENING, JULY 27m.

THE BUBLESQUE OF PLUTO; or the MAGIC LYRE,

After which, LILA and ZOE. COMMENCING WITH THE PARCE OF A QUIET FAMILY.

PRIDAY EVENING, JULY 28th, Last Night but One of the CHAPMAN SISTERS. AND

> Benefit of Mr. C. B. BISHOP. KENIL WORTH,

After which, LHLA and ZOE in their New Act of Turning a Somersault in the air Blindfolded, and tied up in a Bag.

COMMENCING WITH THE COMEDY OF A SERIOUS FAMILY.

SATURDAY EVENING, JULY 2018. Last appearance of the CHAPMAN SISTERS and C. B. BISHOP, and the Great Fermile Gynnasts. LALA and ZOE.

THE BURLESQUE OF TH FORTY THIEVES: OK.

Striking the in the Family Jars, After which, LILA and ZOE. COMMESCING WITH A GLORIOUS COMEDY.

MONDAY, JULY 2019. Engagement for SIX NIGHTS ONLY of the Great English Eccentric Comedian.

Mr. Charles Mathews.

NOTICE, "Box Sheet for the Sale of Reserved eats during Mr. Mathews' Nights, open at Prince's

SCALE OF PRICES DURING MR. MATHEWS' ENGAGEMENT:

Aburssion: Dress Circle, 75c.; Reserved Scats, \$100; Family Circle, 10c.; Pat, 5c. Doors open at 7;; performa; co to begin at 8.

ANITOBA.—This name sounds so digni-carries with it an air of inviting beauty. The name seems to lend a charm which will not out the materially assist in the rapid population of that line country. We have often heard it stated that a trood Name-was worth a mint of gold, and carried many favours, so with The Great Shoshonees Remedy and Pills, for this Medicine has reaped mnumerable laurels for its wonderful curative properties. It on Clergymen and a host of other respectable members of society. See the Treatise or Hand-book, to be had gratis from your Druggist. ANITOBA .- This name sounds so digni-

FOR SALE OR TO LET. building in St. There's Street. Montreal, now occupied by the Military Control Department as Stores. Very suitable for a Wholesale Boot and Shoe factory, or other similar purposes; also for Stores. Possession 1st of May.

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The St. Lawrence and Ottawa Railway FROM PRESCOTT TO THE CAPITAL:

The Shortest and Best Route from Montreal and all Points East to Ottowa,

ASK FOR TICKETS BY PRESCOTT JUNCTION.

Summer Arrangement, 1871.

ON and after MONDAY, the 5th JUNE, 1871, four Passenger Trains will run daily on this Line, making CERTAIN CONVENTION daily on U 1871. 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, and with the Steamers of the ROYAL MAIL LINE, for all points East, West and South.

COMFORTABLE SOFA CARS

On the Train connecting with the Grand Trunk Night Expresses by which Passengers leaving Montreal and Expresses by which Passengers leaving Montreal and Toronto in the Evening will reach Ottawa at 6:50 the following morning. Charge for Berths 59 cents each Connection with the Grand Trunk Trains at Prescott Junction Certain.

20 MINUTES ALLOWED FOR REFRESHMENTS AT PRESCOTT JUNCTION.

FREIGHT NOTICE.

A FLOATING ELEVATOR always in readiness at Prescott Wharf, where Storage for Grain, Flour, Pork, &c., can be had.

A CHANGE GAUGE CAR PIT

Is provided in the Junction Freight Shed by means of which Freight loaded on Change Gauge Cars COMES THROUGH TO OTTAWA WITHOUT TRANSHIPMENT.

THOS. REYNOLDS. Managing Director.

R. LUTTRELL,
Superintendent, Prescett,
Ottawa, 1st June, 1871.

R. R. GOFF,

WHOLESALE AND RETAIL DEALER IN ILLUMINATING FLUID, LAMPS,

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BURNERS, ETC., ETC., 661. CRAIG STREET,

MONTREAL.

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. Robents carries on his business under the name of ROBERTS, REINHOLD & CO., he makes use of my name for his own purposes only, as 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 MESSES, IÆGGO & CO., and I hereby solicit for their firm the patronage of those who, being acquainted with me, have confidence in my ability.

4-3tf

R. REINHOLD.

4-3tf R. REINHOLD.

DOMINION TELEGRAPH INSTITUTE. THE 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 Dominton and the United States.

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 definands 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 gained in this manner has always been looked upon as being second rate. So much so that the Colleges in Chicago, Milwaukee, Buffalo, New York, Ac., have discontinued the practice of Teaching, and recommend the Telegraphy thatitute 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 mapleasant and fucrative employment to qualify themselves as Operators on the Lines of Telegraphy, Graduates on leaving the Institute are presented with a diploma of precicincy, which will enable them to act immediately as vacancies occar throughout the Dominion of Canada and the United States. At first salaries of S0a month may be secured; after two years' experience on the lines, from \$50 to \$20 a month can be commanded; while in the United States from \$100 to \$120 per month are oned.

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 natu

THE DUTIES OF AN OPERATOR.

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 sout 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 Collece until they are proficient operators, without any further charge. There are no vacations. Hours of attendance, from 9.A.M. to noon, and from 1.20 to 6 r.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.

sary material each student.

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

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For Coughs, Colds, and for giving tone to the vocal organs when relaxed, as well as a palliative of remarkable power in rulmonary disease.

The Red Spruce Gum has always been held in the highest esteem in this country for the relief and cure of Chest complaints. It is now offered to the public in the form of a delicious and scientifically

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GRAND TRUNK RAILWAY OF CANADA.

Improved Service of Trains for the Summer of 1871

GREAT ACCELERATION OF SPEED.

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TRAINS now leave Montreal as follows :-

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Trains for Lachine at 7.00 a, m., 9.00 a, m., 12 noon, 3.00 p, m., 5.00 p, m., and 6.15 p, m. The 3.00 p, m. Train runs through to Province line.

GOING SOUTH AND EAST.

Accommodation Train for Island Pond and intermediate stations at

Express Train for Richmond, Quebec, and Riviere du Loup, at Express for Boston cia Vermont Central at 9.00 a. m.

Express for New York, rio Rouse's Point and Lake Champlain Steamers, at. 4.00 p. m.

Mail Train for Island Pond, Portland and

Night Express for Quebec, Island Pond,
Gotham, and Portland, and the Lower
Provinces, stopping between Montreal
and Island Pond at St. Hilaire, St.
Hyacinthe, Upton, Acton, Richmond,
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Conticcoke, and Norton Mills, only, at 10,20 p. m.

Pullman's Palace Parlour and Sleeping Cars on all day and night trains. Baggage checked through.

As the punctuality of the Trains depends on connections with other Lines, the Company will not be responsible for Trains not arriving or leaving any station at the hours named.

The Steamers "Carlotta" or "Chase" will leave Portland for Halifax, N. S., every Saturday after noon at 4.00 p. m. They have excellent accommodations for Passengers and Freight.

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The International Company's Steamers, running in connection with the Grand Trunk Railway, leave Portland every a onday and Thursday at 6.00 p. m., for St. John. N. B., Ac.

Tickets issued through at the Company's principal

stations.

For further information, and time of Arrival and Departure of all Trains at the terminal and way stations, apply at the Ticket office, Bonaventure Station, or at No. 39 Great St. James Street.

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Montreal June 5, 1871

Menaging Director.

3-24-tf

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by Geo. E. Desbarats.

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