England

is not doing a thing to the China tea trade, only that from a consumption of 176 million pounds per annum all that is now taken is seveneen millions-British-grown teas driving the China product from the



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THE QUEEN OF THE SEASON

CHAPTER XXXI. Their first actual contest arose in this wise: Cressida and the earl declared off the botanizing expeditions—the former because her unlucky fate always led her into tangles of briers from which she was rarely extricated without many rents in her skirts; the latter because he fancied that in Vivien's absence he might obtain a glimpse of Marie, who had so carefully secluded herself ever since the night of the ball, that he had not been able to exchange a word with her.

However, Vivien, turning a deaf ear to Cressida's protest that there was much more enjoyment to be had in admiring the flowers in the conservatory, than searching for them by the side of ditches and coming back wet and muddy, set off on a sunny March morning, on one of her rambles, attended solely by Lord Mandeville and Sir

Let who would sneer at these excursions, they were really very delightful The fashionable belle forgot to be fastidious and untra-refined when she was roaming the woods; the marquis, a nonentity in the drawing-room, could be quite a pleasant companion out of doors; and Sir Innis had led such an adventurous, roaming life that he was quite an authority on all subjects, and could impart his information without marring it with conceit or pom-

The trio therefore were wont to return glowing with exercise and in the best of spirits, but on this especial occasion the stroll ended less happily.

On the summit of a high bank of chalk her ladyship chanced to espy a plant she wanted, and the marquis unhesitating climbed to procure it. But In his haste to present it to her he left the trowel behind, and it was not missed till they were nearly home.

By this time Vivien was not in the nost placable of moods. She had proounced the plant to be a rare species of saxifrage, and neither of the gentle-men agreed with her. The marquis, wever, deferred to her decision as on as she insisted that she was right, and did not discover that she was as nuch provoked by his too prompt acquiescence as by Sir Innis' silent persistence in his own opinion.

"How stupid of Lord Mandeville!" exclaimed as soon as she discovered the loss of the trowel. "Where is

"Over yonder, gathering the wood nemones you were admiring."

"Pray call him, Sir Innis, will you? and tell him he must go back and find

"Excuse me, Lady Vivien, I cannot be the bearer of such a message as nis. I will send one of the servants the bank where it was left as soon

ounished for his carelessness, so he hall atone for it. Will you tell him his, or must I go and do it myself?" Sir Innis moved aside to let her pass.

"I scarcely think you would like to peak unkindly to such a devoted addrer, but if you are determined upon t, I cannot prevent it." "Devoted admirer!" she repeated.

Was that intended as a sneer, and vas it on the marquis or myself?" "On neither. Why should I sneer at ord Mandeville for being one amongst he many who admire Lady Vivien St.

"And yet you speak as if-as if-" "As if I thought that it would be ingenerous to requite his eagerness to rive you pleasure with a scolding for a | too late for the soup." ample act of forgetfulness? Why, so

"How prompt you are to find fault with me, Sir Innis! If ever you connt to take office in the ministry, I should advise that a new appointment e made, censor-general. Sir Innis shrugged his shoulders.

"What a very disagreeable fellow I nust be for you to consider me qualiied for such a position." Lady Vivien turned from him pettishly for his sang froid was excessive-

y provoking.
"Say what you will, Sir Innis, I do
"ke lesing my favorite trowel." such a misfortune should accur, ve no doubt that Mandeville will delighted to replace the implement." 'I do not like substitutes," pouted the "The marquis is-but you need

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WEGIVE

not look at me so gravely; I am not going to say anything slanderous of the lad you have taken under your pat-ronage, as you did my brother. How fond you must be of the adoring hom-age these boys pay you!"

This was terribly stinging, and Vivien

thought by the momentary flash of the dark eyes looking so steadily into her own that it told; yet the baronet answered with unruffled composure: "Yes, it is very flattering to my van-ity, but you need not hesitate to abuse

my worshipers or me." "I was about to remark that the marquis is exceptionally stupid. Can

you contradict this?" Not wholly. He is warm-hearted and well-intentioned; he will, I hope, de-velop into a steady, sensible man; but I will confess that there are moments when I wish he would not fetch and carry like a well-trained retriever at the bidding of a lady who does not appreciate his good-nature."

"I am sure I always thank him prettily," the young lady demurely pro-

"So you do your gardener when he brings you a choice exotic for your hair, and your maid when he fastens your glove. Vivien tossed her head.

"I did not know that men were so incorrigibly selfish as to grudge the small services courtesy demands from them, unless they obtain an equivalent for their pains."

"Everyone likes to have that, Lady Vivien, whether he be selfish or no,"

was the reply.
"Indeed! Your remarks are rather puzzling sometimes, Sir Innis. Would you have the marquis keep an account against me? So many suits spoiled in scrambling through hedges and ditches for rare specimens—so much shoe-leather worn in trotting after a certain demoiselle on certain days? And what payment am I to give him, if gracious and grateful words count for nothing in your estimation?"

"Ask him to do nothing that can lower him in his own eyes; or, in other words, treat him as your equal." "By birth, certainly. I will say 'your lordship' to the marquis the next time I have occasion to address him. What next? This is only rule the first. What else must I do to satisfy your ratherexcuse me-exaggerated ideas of what is due to this foolish, awkward boy?"
"Am I to answer this question?" he

pose me to another of your cutting comments on my tendency to lecture? "If I ask a question, I certainly expect a response," said Vivien, coldly. "Then, if you say to me what amends shall you make to Mandeville, I, as his friend, must reply, behave to him as to one whose deficiencies appeal to your generosity; delicately aiding him to overcome his shyness and those little weaknesses which expose him to the

smilingly demanded. "Will it not ex-

ridicule of the unthinking." "Take the task upon yourself, Sir Innis. It will suit you, while to me it would be a most distasteful one. I am not so fond of opening the eyes of my friends to their faults. Now I have affronted you!" she said presently, when she found that he walked on beside her in thoughtful silence. "You think me flippant, impertment, or, per-

haps, more frank than polite?"
"On the contrary; I was trying to comprehend why you speak of these trivial spots on Lord Mandeville's character as if they were grave errors. Do you not perceive that it is only an excessive anxiety to please you that makes you forget how we may stoop

too low, even to oblige a lady?"

Vivien took off her hat, and fanned herself with it; then turned suddenly to her outspoken companion: "Sir Innis, will you fetch that trowel

for me? "With pleasure, after I have seen you safely to the house." "But I prefer that you should go now

immediately!" "I will do so as soon as Mandeville joins you."

Vivien laughed saucily. "Then you are not as grumpy in practice as you are in precept. You are as willing to do my errands as the lad on whose good nature you have been lecturing me for imposing! Monsieur,

But Sir Innis was not a whit discomposed. He bowed equally low, and then began to retrace his steps; but as he did so the willful lady's mood changed. She flitted after him, and tapped his

"You are too obedient I beg you to stay where you are. I was only jesting." "But I am not," was the grave reply. "I would rather go in search of that trowel than hear Mandeville stammer more apologies than the thing is worth, redden under your sarcastic hints that it is not the first time he has committed the same mistake, and then rush off in such haste to retrieve his error, and win back your smiles, that he will come to dinner tired and heated, and



become weak, complaining invalids as a consequence. There are probably several reasons for this. One is, that they lived more in the open air, and another, and probably the most influential of all, is that they were less prudish than the women of to-day. They were not ashamed to know something of their comments of the second of their comments. of their own physical make-up. They were not too nice to take care of their health in a womauly way. Women now-a-days sufa womany way. Women how-a days sur-fer untold tortures in silence, because of weakness and disease of the distinctly feminine organism, rather than consult a physician, or even talk upon the subject to their own husbands. They imagine that troubles of this description can only be cured by undergoing the disgusting examinations and local treatment insisted upon by the average modern physician. Doctor Pierce's Favorite Prescription cures all diseases peculiar to women in the privacy of their own homes. It does away with the necessity for examinations and local treatnecessity for examinations and local treatment. It acts directly on the important organs concerned, making them strong, healthy and vigorous. It fits for wifehood and the burdens of household duties. It allays inflammation, heals ulceration and soothes pain. It tones and builds up the nerves. It banishes the discomforts of the time of expectancy and makes baby's advent easy and almost painless. Thousands have testified to its merits.

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with this sudden partiality for the marquis," Vivien sarcastically inquired, "that you play the champlon in this violent manner?

"I have told you that I like him well enough."
"And is that all? Then it is to mortify me that you have been indulging in this treatise on good manners? No, don't spare me, sir" she added, her eyes begining to sparkle angrily. "I you have a still more uncivil reason for your behavior, pray let me hear it. I have long known that Aymer's bosom friend considers himself a privileged

"Privileged, I hope, to run away when his fair antagonist threatens him with the loss of her temper," and Sir Innis raised his hat and walked quickly down the woodland path, a turn of which soon hid him from her sight. [To be Continued.]

With a Great Scope Springs Into Existence.

A Hard-Working Employe of Whom Little Is Heard-Strange Occurrence on the Wabash.

An official of the Wabash, in commenting on the disturbed condition of rates, said: "The strict integrity characterizing the traffic and other departments of the Wabash, is a shining beacon light to all other competitors."

Master Mechanic Buchanan, of the will take the place of the steam ma-Schenectady works.

On Saturday, Dec. 3, nearly 32 miles of loaded cars were handled by the Pennsylvania Railroad through the Altoona yards. The record shows that on the day named 2,520 cars were handled eastbound and 2,277 westbound, making a total of 4,806 cars moved, which broke all previous records. Allowing for the length of the engines and tenders, these 4,806 cars would, if connected, have reached from Pittsburg Union station to Greensburg tunnel, 31.3 miles.

The New York Morning Press says: A new railroad combination has sprung into existence, and its scope is so much greater than the old rairway pools and associations that they appear like pygmies in comparison. The first step toward forming this new combination has been taken. It consists of an alliance between the Vanderbilt lines and the Pennsylvania system. Further steps are being considered, but progress will be slow until after the receivers of the Baltimore and Ohio are discharged, when that property will pass into the control of the courts. Then W. K. Vanderbilt, the real manager of the Vanderbilt lines, and Frank Thomson, the president of the Pennsylvania system, with the help of the many influential bankers affiliated with these two interests, will become the absolute dictators of the railroad world."

A strange occurrence, which, for the last week, has caused the Wabash Railroad Company a great deal of annoyance and will entail heavy expenses, occurred a few days since between the Wabash and Huntington. A new locomotive for the Western Railroad was machine as it ran along chipped out the inner lip of one rail for a distance of four miles. Large pieces of flanges, and for the week all passenger and freight trains have been slowed down to eight miles an hour over the damaged track. The singular feature of the case is that the steel elses we reach the house."

"But it may be gone by then, and I mocking courtesy. "Now prove that side where the damage was done sevonsider the marquis deserves to be you are in earnest by going at once."

I thank you!" and she swept him a where was not damaged, and on the side where the damage was done sevonsider the marquis deserves to be where was not damaged, and on the enteen rails were broken in twain. All

told 300 rails will have to be taken out other country in Europe, the yearly and replaced with new ones, although average being 3,000 hours. and replaced with new ones; although the damaged steel was laid only last summer. A gang of trackmen are now at work. The foregoing is the theory of the company officials, who say they may be mistaken, but can account for the breakage in no other way. One of the hardest working men on a railroad, holding an important position, and yet searcely ever heard of except in an occasional brief accident report or obituary notice, is the freight brakeman. This worthy and faithful workman is entitled to more honor, fellow who does not care to push him-self to the front in the way of

credit and remuneration than he gets, but as he is usually a retiring, modest notoriety, he is seldom heard of. The duties of the freight brakeman are arduous, dangerous and difficult. With his train running at full speed he must balance himself on the icy car tops against wind, gravitation and the lateral swaying of the cars. He must know the profile of the road so as to have the brakes set where they are needed and released when an inclination is encountered. He must also avoid keeping one brake set too long, or flat wheels will be the result, and this creates the necessity for running backward and forward over the cars on the long slopes. There are many low bridges and tunnels where sudden death would meet the man standing in an upright position. A single line of straps hangs over the tracks at each entrance to the low-roofed tunnels and bridges, but not once in a hundred times does this warn the brakeman by brushing his head. He must know where the danger lurks without any such warning, and if necessary he down on the roof of the icv car with the damp, condensing steam, held down by the tunnel roof, chilling him to the marrow, and when his train emerges, if it is a cold day, he finds every inch of the car roof covered with glittering, glassy, treacherous ice. These dangerous conditions he must not heed, because his duty is to set brakes

he is taking. -Pittsburg Press. BATTLESHIP TOUCHED THE BOT-TOM.

regardless of all the hazardous chances

New York, Dec. 12.-The battleship Massachusetts, soon after leaving the New York navy yard on Saturday for Hampton Roads, struck an obstruction near Governor's Island, and three of her compartments were torn open. The battleship was made fast at the navv yard dock, Brooklyn. The injured vessel has a slight list to port. The pumps are kept going continuously, and it was said that there were about four feet of water in five of her compartments. The battleship is in no danger of capsizing, even if she sinks further. the latter case she would rest upon the

bottom France pays its steamship lines over THOS. R. PARKER. City Passenger Agent, \$3,000,000 a year for carrying mails and office is Dundas street, corner Richmond. \$4,000,000 as general subsidies

Thomas Collop, Well-Known Hotel Man, Shot Himself.

Young Man Shot and Killed While Hunting-Fatal Railway Wreck.

SUICIDE AT CHATHAM.

Chatham, Ont., Dec. 12.-Thomas Collop, a well known citizen, on Saturday took his own life. He went into the barn, and placing a 38-caliber revolver to his temple, pulled the trigger. He died in a few hours. Collop was, up to a few months ago, a hotelkeeper, having conducted the Park Hotel here for many years. He retired a short time ago, and took up his residence on Murray street, where he end-ed his existence. He had been a resi-dent of Chatham for more than forty years. Ill-health is supposed to have driven him to suicide. Deceased left a widow and five children. HUNTER SHOT AND KILLED.

Holland, Mich., Dec. 12. — William Vanlente, aged 30, was accidentally shot and killed near here Saturday

while hunting. He leaves a widow and two children. He had placed the butt end of his gun on a log, the gun slipped off and discharged, the load enter-ing his mouth and passing out through the back of the head. Death was instantaneous

FATAL RAILWAY WRECK.

Menominee, Mich., Dec. 12.-The wreck of two passenger trains on Saturday morning was the worst ever seen in this section. In addition to the com-New York Central, says it will be a plece demolishment of two locomotives long time before an electric locomotive and baggage and express cars, both smokers and the baggage car of the chine on that road. The Central is south-bound train were badly damagbuilding 30 large new engines at the ed. It took the wrecker all day to clear the track. Fireman Hanrahan was so badly burned he is not expected to live The others injured are getting along as well as can be expected. Express Messenger Henry McLaughlin, who was reported to have had both shoulders dislocated, was not so seriously injured, and continued on his run.

FELL UNDER THE CARS.

Guelph, Dec. 12.-John Mulrooney, aged about 21 years of age, and a son of Patrick Mulrooney, of this city, while trying to board a moving G. T. R freight train, slipped and fell under the The cars passed over one of his legs, badly crushing it, so that amputation was necessary.

FOUND WIFE AND CHILD DEAD. Detroit, Mich., Dec. 12.-When Frank Broks, of 1,657 Russell street, this city. came home from work Friday night he found in one bedroom his wife, shot dead, and in another his 9-year-old daughter, also dead. In a note that he found from his wife, she stated that she was tired of life, and was going to heaven, and take her little daughter with her, from which it is supposed she committed the murder and then killed herself. The woman had been in poor health for some time.

KILLED BY A FALLING TREE. Ridgetown, Ont., Dec. 12.-Henry Leonte, while felling trees on the Springbrook farm, about three miles from here, Saturday afternoon, was struck on the head by the limb of a tree, killing him instantly.

Your Best Interests.

being hauled over the line, and through health. It will be a loss of time and Teachers and Students: improper adjustment of the trucks the money to be stricken with serious illness. Take Hood's Sarsaparilla and purify your blood. In this way all germs of disease will be expelled, the rail were cut out by the locomotive sickness and suffering will be avoided, flanges, and for the week all passenand your health will be preserved. Isn't this a wise course?

HOOD'S PILLS are the only pills to take with Hood's Sarsaparilla. 25 cents.

Spain has more sunshine than any

The Appetite of a Goat.

Is envied by poor dyspeptics, whose Stomach and Liver are out of order. All such should know that Dr. King's New Life Pills, the wonderful Stomach and Liver Remedy, gives a splendid appetite, sound digestion and a regular bodily habit that insures perfect health and great energy. Only 25 cents at drug stores.

Only a truthful man knows how much he lies.

The housewife's horror-the bedbugdriven out of the house by Persiatic Bedbug Extermi-

nator At all drug stores. A woman's strength lies in her weak-

No Christmas and New Year's table should be without a bottle of Dr. Siegert's ANGOSTURA BITTERS, the world-renowned appetizer, of exquisite

flavor. Beware of imitations.

The man who hesitates is lost, but the woman who hesitates is won. LIFE SAVED .- Mr. James Bryson Cameron writes: "I was confined to my bed with inflammation of the lungs and was given up by physicians. A neighbor advised me to try Dr. Thomas' Eclectric Oil, stating that his

wife had used it for a throat trouble with the best results. Acting on this advice, I procured the medicine, and advice, I procured the included me; I less than half a bottle cured me; I less than half a bottle cured my life. It certainly believe it saved my life. was with reluctance that I consented, to a trial, as I was reduced to such a state that I doubted the power of any remedy to do me good.

Stupid wisdom is so universal that only crazy cleverness is now market-

Persiatic Plant Food makes roses

CANADIAN A PACIFIC KY.

Navigation and Railways

CHRISTMAS AND NEW YEAR'S Holidays

TO UNITED STATES POINTS. Round trip tickets will be sold Dec. 23, 24, 25, 30, 31, 1898, and Jan. 1, 1899, good going only on date of sale, good returning from destination up to and including Jan. 3, 1899, over the Canadian Pacific, London and west to points in Central Passenger Association territory, north of Ohio River, including Louisville; east of Lake Michigan; also east of and including cities Chicago, Peoria, Quincy, Keokuk, Hannibal and St. Louis, to Detroit.

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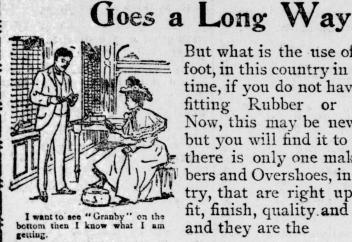
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Navigation and Railways

CALL DO DAY CHRISTMAS RATES

Return Tickets will be sold as follows:

General Public: Single First Class Fare, going Dec. 24, 25 and 26, raturning until Dec. 27, 1898. be served by making sure of Dec. 23 to 25, returning until Dec. 28, 1898.

> On surrender of Certificate signed Single First Class Fare and One-Third, going, Between all stations in Canada. Port Arthur, S. S. Marie, Mich., and Detroit, Mich., and to, but not from, Suspension Bridge, N. Y., and Buffalo. N. Y.

Commercial Travelers: (On presentation of Commercial Travelers' Railway Certificates): Single First Class Fare, going Dec. 17 to 26, 1898, returning until Jan. 4, 1899.
Between all stations in Canada, Port Arthur, S. S. Marie, Windsor and East. C. E. McPHERSON, A. G. P. A., 1 King

THOS. R. PARKER, city passenger agent, office, 161 Dundas street, corner Richmond.

MICHIGAN CENTRAL "The Niagara Falls Route."

Christmas and New Year's Excursions

At Single Fare for the Round Trip. Tickets will be issued Dec. 24, 25 and 26, good to return Dec. 27; also going Dec. 31 and Jan. 1 and 2, good to return Jan. 3. And at Fare and One-Third for Round Trip. Going Dec. 23, 24 and 25, good to return Dec. 28; also going Dec. 30, 31 and Jan. 1, good to return Jan. 4.

Teachers and Students. on presentation of certificates signed by principal, tickets will be issued at fare and one-third for round trip, good going Dec. 10 to 31 and returning not later than Jan. 18.
Usual reduced fares to commercial trav-

JOHN PAUL, City Passenger and Ticket O. W. RUGGLES, Gen. Pass. and Tkt. Agt.



The direct Route between the West and all points on the Lower St. Lawrence and Baie des Chaleur, Prov ince of Quebec; also for New Bruns wick, Nova Scotia, Prince Edward and Cape Breton Islands, Newloundland and St. Pierre.

Express trains leave Montreal and Halifax daily (Sunday excepted) and run through with-out change between these points. cat change between these points.

The through express train cars of the Intercolonial Railway are brilliantly lighted by electricity, and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travelers.

Comfortable and elegant buffet, sleeping and day cars are run on all through express trains.

The popular summer sea bathing and fishing reserts of Canada are all along the Intercolonial, or are reached by that route.

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Passengers for Great Britain and the Continent can leave Montreal Tuesday morning and join outward Mail Steamers at St. John on Wednesday, or they can leave Montreal on Wednesday morning and join outward Mail Steamers at Halifax on Thursday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise intended for the Eastern Provinces, Newfoundland and the West Indies; also for shipments of grain and produce intended for the European markets, either by way of St. John or Halifax.

Tickets may be obtained and all information about the route, also freight and passenger rates, on application to

A. H. HARRIS,

General Traffic Manager,

Board of Trade Bullding, Montreal.

D. POTTINGER, General Manager.

D. POTTINGER, General Manager. Railway Office, Moncton, N. B., May 21, 1897.

Railways and Navigation

GRAND TRUNK BOLYYEM For Christmas and New Year Holidays, 1898-99

Will issue Return Tickets between All stations in Canada: From all stations in Canada to Detroit and Port Huron. From all stations in Canada to, but not from Buffalo, Black Rock, Suspension Bridge and Niagara Falls, N.Y. From Detroit and Port Huron to stations in Canada, but not east of Hamilton and Canfield Junction on lines to Buffalo.

General Public: SINGLE FIRST CLASS FARE, going Dec. 24th, 25th and 26th, tickets good returning from destination not later than Dec. 27th, 1898; also on Dec. 31st, Jun. 1st and 3nd tickets on Dec. 31st. Jan. 1st and 2nd. returning from destination not later than Jan. 3rd, 1899.

Single First Class Fare and One-Third, going Dec. 23rd, 24th and 25th, returning from destination not later than Dec. 28th, 1898; also on Dec. 30th and 31st and Jan. 1st, good returning from destination not later than Jan. 4th, 1899. Teachers and Pupils on sur

render of standard certificate:
SINGLE FARE AND ONE-THIRD, going Dea
10th to 31st inclusive, good returning from
destination not later than Jan. 18th, 1899. Commercial Travelers of presentation of certificate:

Between all stations in Canada, SINGLE
ORDINARY FARE from Dec. 17th to 26th in-

ciusive, good to return from destination not later than Jan. 4th, 1899. Tickets and all information at "Clock" corner Richmond and Dundas streets. E. De la Hooke, city agent, and G.T. R. Depot.

CHRISTMAS SAILINGS.

MAJESTIC, from New York Dec. 13, at noon, arriving at Queenstown Dec. 19, Liverpool Dec. 20. CYMRIC, from New York, Dec. 14,

3 p.m. Saloon rates by this steamer \$50 and upwards. No second cabin. Steerage \$25. Passengers by these steamers will be able to reach any part of Great Britain and Ireland in time for Christmas. E. De La Hooke

"Clock" Corner, Richmond and Dundas streets, Sole Agent for London. **ALLAN LINE**

Royal Mail Steamships, Liverpool, Calling at Rimouski and Moville.

*MONGOLIAN......Dec. 17, 9 a.m.
*NUMIDIAN.....Dec. 21
From St. John. From Halifax.
LAURENTIAN....Dec. 21, 1 p.m. Dec. 21
From New York,
STATE OF NEBRASKA...Dec. 14, 19 a.m.

*Do not call at Moville. RATES OF PASSAGE First cabin, Derry and Liverpool, \$55 and upwards; return, \$100 and upwards. Second cabin, Liverpool, Derry, London, \$35; return, \$66 50. Steerage, Liverpool, Derry, Belfast, Glasgow, London, everything found, \$23 50 and \$23 50.

Glasgow-New York service — Cabin—\$47 25 and upwards; return, \$39 75 and upwards; second cabin, \$32 50; return, \$61 75; steerage, AGENTS—E. De la Hooke, "Clock," corner Richmond and Dundas. Thomas R. Parker, southwest corner of Richmond and Dundas streets, and F. B. Clarke 416 Richmond street,

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