

of hay among the wreckage. We tried all we could to pick them up, but owing to the boat being half full of water and the ice about, were not able to do so. We shipped our mast, kept company with the other boats for about two hours, and then lost sight of them to westward. We decided then to steer south, in order to get clear of the ice. We had in the boat about three gallons of water, forty pounds of raw beef, fourteen pounds of bread, wet pounds of raw beef, and a compass which did not fall out when the boat capsized. Again we put sail on and steered south, the wind blowing from the north. It was bitterly cold. About 4 p.m. northward. The boat's head to north-east till three o'clock in the afternoon and again lay to with a drag till 9 o'clock in the evening when we took in the drag and made sail and stood to the north-east till Friday morning. At daylight we tacked to the south-west till the middle of the night, and tacked again to N.E. till morning, when about 10.30 we sighted your ship. We got out the oars and pulled away dead to windward till you picked us up. I think that forty odd people, with the Captain, went down with the ship. We had bunks in our boat for the three ladies who were lost when the boat capsized. We saw no ladies in the chief or second officer's boats.

ANOTHER BOAT PICKED UP.

On Saturday morning Alderman McShane received the following telegram from his uncle, Bryan McShane:

"St. John's, Nfld., June 12, 1875.

"Vicksburg and cattle lost. Myself and Richard well. Home soon."

"BRYAN McSHANE."

Richard, who is referred to in the telegram, is one of Alderman McShane's men who went out to take charge of the cattle.

Messrs. David Torrance & Co., have also received the following telegram:

"Nine crew, three passengers, Vicksburg, brought here by American fishermen."

The following are the names of the boat's crew brought into St. John's, Nfld.: Parker Greenwood, James Callaghan, John Ryan James Doran, William Jones, James Walter, seamen: John Curtin, John Redmond, Martin Lee, firemen: Bryan McShane, Richard Corbet, Joseph Pengelly, passengers.

The following telegram was also received by Messrs. Torrance & Co.

"Ship in ice 31st May. Eleven at night stove in. Captain and men did everything to prevent disaster. Steam pumps worked all night. All hope given up at five in the morning. Five boats launched with plenty provisions. Captain and officers behaved like men to the last. Ship to the bottom at half past six."

"BRYAN McSHANE."

Parker Greenwood, seaman of the S.S. Vicksburg, states the following: On the night of the 31st May got into scattered ice, steaming slow expecting to get through. Heavy sea. Ice struck her quarter knocking a hole in her and breaking the propeller. The ice afterwards knocked a hole near the bunkers. At 6 a.m., June 1st, found vessel sinking fast by the stern; got boats out, but the first boat with four men was swamped alongside. Our second boat with twelve men got stove, but stopped the leak with a blanket. Quarter of an hour afterwards vessel sank. Tried to save men floating on spars and hay, but could not get near them for the sea and the ice. Saw one boat with men, and another with first officer and six men. Afterwards saw her bottom up; first officer and three men on her bottom. Captain told us we were 120 miles from St. John's, to steer north-west. Saw Captain on the bridge a moment before steamer sank. Was fifty-two hours in the boat when picked up 300 miles from land.

FURTHER PARTICULARS.

The New York Times gives the following particulars of interviews with the seamen saved by the "State of Georgia." In addition to the statement of the boatswain's mate, Crowley,

Patrik Grogan and Thomas O'Brien are lying side by side in Ward No. 14 of the Seamen's Retreat Staten Island. The three others who were picked up in the same boat are at the home of Crowley in Jersey City. They have been shown the statement which had been made by Crowley, and asked what there was in addition to that that they were familiar with. They say that Crowley's statement had, really, been made by all of them to the Captain of the vessel after they had been taken from their boat, and that there was nothing to add, excepting in some details. Grogan added, that when the ship was

STOVE IN BY THE ICE.

they were ordered to lower a boat and get a sail over the hole in the ship. In lowering the first boat, which was the one they were in, instead of waiting each till the boat was ready to lower, the man who was at the tackle aft on the lifeboat, finding it bungled in some way, straightened it and let it go by the run. That left the boat hanging by the peak with the stern in the water. O'Brien then ran to the peak davits and cut the rope, so that the life-boat went down, and came up again, and was, therefore, pretty well filled with water.

IT HAD NOT CAPSIZED.

however, as had been stated. Grogan and O'Brien went to work to bail her out, for both had succeeded in keeping in the boat while she was going down. While they were busy bailing other buckets were thrown to them, and James Crowley, John Williams and Jonas Wilkinson came down to help us, the man continued, in order to have her ready for more passengers, should the Captain say the ship would go down. We all joined in clearing the lifeboat; then the sail was put over the hole in the ship's side, and we tried to keep clear of the ship until we could hear from the Captain whether the sail over the hole was sufficient to keep the vessel afloat until we could reach St. John. While all this was going on the yards of the vessel had been backed to keep her to windward and also to keep her from going ahead. This caused her to drift, and we were soon fully 260 yards from her, and with the wind and ice found it

IMPOSSIBLE TO GET BACK AGAIN.

We expected them to send another boat to make way for us and help us in, for we were too few to work the boat in that ice and sea, and of the few that we had, O'Brien was sick, and had only left his bunk when called on to help get the lifeboat out. They did not come to help us; so there we remained, not able to move. We took very little notice of the passengers and others who were still on board at this time, for it required all our attention to keep the boat we were in free from being crushed by the ice. When we left the steamer the passengers were nearly all in the saloon—the ladies were all there, kept below in order to prevent a panic on deck. By this time the vessel had drifted astern of us, and was about 200 yards from us. We tried again to get to her, but we could not for the ice was in large floes, lying six to eight feet above the water, and extending as far as we could see. When we rested, seeing that we could not return, we saw the men

HELPING TO GET OUT ANOTHER BOAT.

and shortly after that we saw the second mate's boat round the prow of the vessel, and, as nearly as we could tell, with nine or ten men in her, pulling away to the windward. When this second boat came round those in the vessel seemed to have all got on deck, but there was no noise or disaster that

we could see or hear. Very soon after the second officer's boat got away to the windward. Chief Officer Leybourn got out another, making a third boat, with a pretty full load of people. The chief officer succeeded in getting her off skillfully. When the vessel dipped and went under aft, the boat was left in the water, and when the vessel came up again before going down forward and aft, the chief's boat was cleared and was afloat, but whether the chief officer was in her we could not tell. They pulled away from where the vessel had been to the northward, while we were going to the south. We could not do anything, for O'Brien was sick; and so, for a time, we looked on in the hope that the boat that the chief got off when the vessel went down would be able to get to us. On the sea there was nothing visible after the ship sank excepting bales of hay and timber. On one of the bales of hay was a man, whom we supposed to be the Captain, but afterwards thought makes us not at all sure of that. We saw no other human beings floating excepting those in the boats and the man on the bale of hay. In about two hours after the ship went down the ice separated from us a little, and we set our sail and tried to keep to the westward for St. John, as Crowley has stated. We did not suffer a great deal during the time we were in the life-boat, excepting in our feet, which were wet. The weather during portions of the time was very cold. We commenced making headway at about 11 o'clock, or perhaps half an hour later than that, and after the vessel had disappeared. The wind was north-west, and during the first day we did not suffer at all, for when we were thirsty we could get ice to suck, and so got along very well. In the evening, however, there was a heavy sea, and we lay to with the drag, as Crowley has told. The next day we kept the same course for two hours, and the weather was rainy and cold. We then lay to again for the remainder of the day and the next night for the reason that the wind was dead against us, and we could not make headway. On Thursday we started again, heading to the west and bearing well up, and keeping on that track during the rest of the time, or until Friday morning when we put the boat around, and stood to the north. We continued in that direction until near midday, when we were picked up, as Crowley has said, and were brought to this Retreat.

ANOTHER VERSION.

Jonas Wilkinson, another of the seamen who were on board the boat picked up by the State of Georgia and at present in the Seamen's Retreat Hospital on Staten Island, said that he belonged to No. 5 boat of the Vicksburg, and was told by one of the officers to hold himself in readiness for anything. Therefore, he had come aft to the quarter deck to await further orders. While there Wilkinson said the Captain (now dead), rushed towards him in a terrible state of excitement, and presenting a pistol at his head, ordered him to jump down into No. 1, which was then hanging on the lee side with forward tackle fouled. Fearing that he would be shot, he mounted the rail and sprang into the boat. At the same moment

SEE LUNGED TO WINDWARD.

and lengthened the distance between his base and the boat's bottom. When he reached it he was half stunned, and his feet were so badly hurt that he could not stand for several minutes. Before he recovered his self-possession Grogan, another seaman in the boat, had cut the forward tackle and the shallow went adrift and drove to leeward. At this time the other craft, which were lowered to windward of the sinking steamer, were being held in their position by their occupants. Five minutes afterwards the Vicksburg went down head foremost. Each boat was pulled away to windward and to leeward as they were heading, and parted company, so that Wilkinson, who did not consider himself a responsible personage in boat No. 1, said

NO ATTENTION TO ATTEMPT SAVE HIMSELF.

He was totally unable to say what had occurred prior to the mishap which resulted so directly to the Vicksburg. He only knew that Grogan was "on the lookout" on the fore-castle when the vessel struck the iceberg, and Grogan was positive that he had been relieved from all responsibility in that direction by the mate, who, he said, was ordered forward by the Captain on the bridge a long time before the disaster. Wilkinson, with the other men, gave up charge of boat No. 1 to the boatswain's mate, Crowley, believing him to be the best able to steer them into safety, and contented themselves with short rations and hardship until the State of Georgia picked them up. The man was

SUFFERING SO MUCH PAIN.

from his severe pain that he was not willing to talk much about his experiences on the sea until his rescue; but he, with his shipmates, of whom the boatswain's mate seemed to have been the best off, having gone out of the hospital in the evening, were injured by their desperate leap from the ship's rail to the boat already in the water. They were wholly unable to tell anything about the fate of the residue, and could poorly describe the sinking of the vessel. "She went down head foremost," said they, "and we were driven to leeward." That is all Wilkinson could say, at least. He was an "ordinary seaman," drawing \$2.10 per month wages, and had shipped five weeks before the fatality. He professed total ignorance as to the names of the crew and passengers, and was only anxious about his probable recovery.

The following additional telegrams have been received from Mr. Bryan McShane:

St. John's, Newfoundland, June 14.

To Mr. Vignod:—

I saw your brother in the boat with thirty people, after the steamer sunk. The boats were together for over two hours, when the ice, wind, and stormy sea separated us. I saw the boats no more, but I have every hope that your brother is safe.

BRYAN McSHANE.

St. John's, Newfoundland, June 14, 1875.

To James McShane, Montreal:—

I cannot leave her before next Thursday, as steamers leave only once a week. I am in good health.

BRYAN McSHANE.

NO SMALL POX AT CACOUNA.

To the Editor of the True Witness.

Sir,—I am sorry to see that some invidious individuals seem to take pleasure in spreading the rumor that small-pox has taken up its quarters here. If the calumny has originated from the North Shore to do harm to this private summer resort, the authors of it ought to regret their sin now, for the stone they have thrown upon Cacouna last spring, has fallen back pretty heavy upon them, if I am well informed.

As the physician of this place, I certify that these rumors are completely false; that I did not attend a single case of small-pox for the last eight months.

By publishing these few lines, Mr. Editor, you will oblige,

Yours, very truly,

H. EVANS, M.D.

Cacouna, 11th June, 1875.

The amount of Government deposits which Mr. Cartwright has notified the banks will be called in after the 1st of July is said to be \$6,000,000.

BOOKS RECEIVED.

From Messrs. D. & J. Sadlier & Co., 275 Notre Dame St., Montreal.

THE VICTIMS OF THE MAMMARTINE, by the Rev. A. J. O'Reilly, D.D.

This book may be considered as a companion to the "Martyrs of the Coliseum," a work that has received the highest praise. "The Victims of the Mamertine" is in no wise inferior to it. Price, \$1.75.

THE TWO VICTORIES, by Rev. Thomas J. Potter.

This is a Catholic Tale the reading of which will not be found dry nor uninteresting. Price, 75cts.

ROSE LEBLANC, by Lady Georgiana Fullerton.

Everything written by this lady is well worth reading, and "Rose Leblanc" will be found to be no exception. Price, 75cts.

THE FAMILY, by Rev. Auguste Riche, Priest of St. Sulpice; Translated by Mrs. J. Sadlier.

We need only say of this book that it has received the Approbation of the Archbishop of Bordeaux, and the Bishop of Nîmes. Price, 40cts.

THE DOCTOR TRUMP, A Drama in two acts, by Rev. A. J. O'Reilly, D.D.

A notice of this excellent little work appeared in the True Witness a few weeks ago. Price, 30cts.

THE FOUNDLING OF SEBASTOPOL: A Drama in two acts, by Rev. W. Tandy, D.D.

This will be found very suitable in the establishments for young ladies. Price, 30cts.

THE DEVIL: DOES HE EXIST? AND WHAT DOES HE DO? By Father Delaporte of the Society of Mercy; Translated by Mrs. J. Sadlier.

After reading this interesting little book we have great pleasure in recommending it to those who may be possessed with the idea that no such person as the Devil does exist. Price, 20cts.

AN Abridged Library Edition of LINGARD'S HISTORY OF ENGLAND, with a continuation from 1688 to 1854. By James Burke, Esq. And an Appendix to 1873. The whole preceded by a Memoir, with a fine Steel Portrait of Dr. Lingard, and Marginal Notes. Price, \$2.80.

Mr. Burke deserves the highest praise for this abridgment of the voluminous writings of Dr. Lingard.

THE YOUNG DOCTOR AND LUDOVIC AND GERTRUDE. Two new tales by Hendrick Conscience.

These two comprise the 11th and 12th volumes of the uniform series of Hendrick Conscience's Popular Short Tales.

The "Young Doctor," and "Ludovic and Gertrude," are amongst the most charming of Hendrick Conscience's Popular Romances. In the simple and highly interesting story of the "Young Doctor," Conscience portrays the difficulties and trials besetting the path of the young physician. Adolphus Valkers, the hero of the romance, is the type of a noble, high-toned gentleman, one who loves his profession as a means of doing good to his fellowmen, and regards his calling as a holy mission.

The scene of the Romance of "Ludovic and Gertrude" is laid in Antwerp, during the period when Flanders was under the dominion of Spain. Price, 50cts. each.

The Messrs. Sadlier will send any or all of the above works, free by mail, on receipt of price.

CANADIAN ITEMS.

PASTORAL VISITS.—His Lordship Bishop Duhamel of Ottawa is now making a visit to the different parishes of his somewhat extensive Diocese.

RELIGIOUS CEREMONY.—The interesting ceremony of bestowing the Religious Habit, was performed at the House of Providence, Kingston, June 3rd, by His Lordship Bishop O'Brien. The young ladies who received the white veil at his hands were, Misses Sweeney and Cullen, of Springfield, Mass.; Miss O'Neill, of Sheffield, and Miss O'Dea, of Camden.

STRUCK BY LIGHTNING—AWFUL DEATH.—On Saturday afternoon last, Alphouse Hurtubise, 34 years of age, Mathilda Le Bouf, 20 years old were planting potatoes in a field some fifteen acres back from the Lower Lachine Road, assisted by an old man and a small boy, when a stroke of lightning prostrated the entire party. The old man was not hurt, but was stripped of his entire clothing and bled considerably at the nostrils, while the boy was insensible for an hour. Hurtubise and Miss Le Bouf were taken up dead, the body of the latter being somewhat charred, her clothes having taken fire. Hurtubise leaves a wife and five children, and was a well-known farmer. The shock was felt in the surrounding country for miles, and no rain fell until after the lightning was experienced.

The statement of revenue for the month ended 31st May: Revenue Customs, \$1,250,698.63; Excise, \$444,287.93; P.O., \$38,615.47; Public Works, including railways, \$106,918.24; Mill Stamps, \$27,659.04; Miscellaneous, \$25,801.38; total, \$1,954,681.39. Expenditure, \$1,62,097.68. Surplus of revenue, \$331,983.71. Balance in the hands of the Receiver General on April 30, 1875, on account of Post Office Savings Bank account for the month of April, \$2,916,617.36.

The circulation and specie report of the Dominion Auditor, dated the 11th inst., shows the circulation to be \$10,913,806; total specie, \$2,944,406.01; amount of specie required to be held by law, \$2,756,903; excess of specie, \$187,503.01.

FIRE AMONG THE TIMBER LIMITS.—Report from the Upper Ottawa state that fire is committing great ravages in many of the timber limits on the Mattawan and Kippewa. One firm have had several houses burned and a variety of farming implements.

HALIFAX, N.S., June 13.—Business generally continues very dull, and people are getting despondent. Fitting out Labrador fishermen makes a little stir on some wharves.

McNeill's steam shingle mill at Berwick, King's County, was burned this morning. Loss, \$4,000; no insurance.

Dominion arbitrators were at Truro to-day hearing evidence on the claim of Ross against the Government for \$10,000 for damage to property by building a railway station and engine house across a road. The arbitrators proceeded to Pictou about Tuesday.

Str. Virgo, from Halifax to St. John, N.B., is ashore on the south side of St. Pierre Island, and will probably be a total loss. Passengers, mails and baggage safely landed. Did not have much cargo. Vessel worth about \$75,000, only \$15,000 insured. She formerly ran between New York and Savannah, and was lately owned by a company of Halifax merchants.

LONDON, June 13.—Three fires took place last night between 6 and 9 p.m., all evidently the work of incendiaries. The first was a frame building in rear of Robinson Hill, which was extinguished without much damage being done. The second alarm was caused by a barn in rear of Lloyd's hotel, Dundas street, being on fire, which was destroyed, together with an unoccupied frame dwelling adjoining. Insured for a small amount. While the firemen were reeling up, another fire was discovered in Dr. Tuftord's barn, in rear of a large brick terrace, on corner of Dundas and Maitland streets. Two houses on Maitland street, owned by

Messrs. W. and J. Webster, were quickly consumed. The loss is partially covered by insurance. The fire spread from the out-houses and barns to the rear of a brick terrace, completely gutting the six dwelling houses, respectively occupied by Mr. Ford, Dr. Tuftord, Mr. Ed. Hanson, Mr. Baines, Mr. Jesse Smith and Mr. Thomas Watson. The furniture and goods of the eight families burned out were all saved, but in a damaged condition. Insurance on buildings and contents about \$12,000, which will not nearly cover the loss.

THE O'CONNELL CENTENARY, OTTAWA.—The members of the St. Patrick's Literary Association have made considerable progress with their arrangements for the celebration of the one hundredth Anniversary of the Birth of Daniel O'Connell, the eminent Irish statesman and patriot. On the morning of the 6th of August with the consent and approval of His Lordship the Bishop, there will be a grand mass in the Cathedral, and a sermon on O'Connell by an eminent Irish priest, from Dublin. The collection will be given to the Sisters of the Good Shepherd Asylum. At two o'clock the Governor General's Foot Guards Band will commence to play a programme of select music on the Major's Hill, where pastimes will be instituted and the prize poem read; quadrilles will also be arranged for. The band will play until 5 o'clock in the afternoon, and the grounds will be free to the public. In the evening there will be an oration on O'Connell in the Opera House, and a grand concert. The orator of the evening will be an eloquent Irish gentleman, who comes to Ottawa for the occasion. Mlle. Rosa D'Erina, assisted by some of the first class amateurs of Ottawa, will sustain the musical part of the entertainment. In a few days a full programme will be published so that our citizens will have a better idea of the character of the celebration. A public holiday is talked of also, in honour of the occasion.—Times.

OTTAWA, June 14.—Intelligence reached this city this evening of a most destructive conflagration at Edwards Mills, Rockland, 20 miles distant, by which six or seven houses, some stables, and out-buildings, the Montreal Telegraph office, White's Mill premises, and about six million feet of lumber were destroyed. The men worked with the utmost desperation, but all efforts were vain. The fire is said to have ignited from a spark from a passing engine. No particulars as to value of property, but it must not be less than \$200,000; no statement as to insurance which can be relied on.

Terrific fires are raging in Hull Township near the village of Chelsea, coming in the direction of Hull city, and threatening its existence. Another one on the east side of the Gatineau stretches for five miles through the Township of Templeton, and is said to be fierce and destructive in a high degree. It was rumoured during the day that Leamy's mill, near Chelsea, was burned down, but this proves incorrect. Mr. Thomas Reynolds, Managing Director of the St. Lawrence and Ottawa Railway, left by the noon train to-day for Gaspe on his usual salmon fishing expedition.

LATER.—Further particulars in regard to the fire at Edwards Mills show the loss to be \$300,000; insurance \$200,000; the extensive piling grounds, the finest in Canada, trestle work bridges, &c., are completely destroyed. The hose of the steamer "Peerless" was used for a time in endeavouring to quench the flames, but without avail, and the captain was forced to leave in order to save the vessel which had one hundred passengers on board. There is great excitement in the city.

Toronto, June 14.—During last week there were registered 28 births, 23 marriages, and 12 deaths.

DESTRUCTIVE TORNADO IN PRINCE EDWARD ISLAND.—On Thursday the twenty-seventh ultimo, a whirlwind or tornado passed over Brackley Point, Covehead and vicinity, carrying destruction in its course. About one o'clock, p.m., a cloud was observed to raise in the north-west, making rapid progress towards the south-east. The noise of the approaching storm could be heard for some minutes before it could be felt by those noticing it. The fences were levelled to the ground in every direction, in some cases carrying a large rail a distance of twenty-five yards. One farmer in Brackley Point had most of his fencing knocked down, and about four hundred longers broken in pieces. But it did not burst in full force till it came over the farm of Mr. John Matheson, Black River. There the storm king appeared to vent his fury and prove his power. He struck the corner of the horse stable and shattered it in a dreadful manner, and passing from that struck the barn, a larger building, 62 feet long by 26 feet wide, lifting it about two feet and actually throwing it over and smashing it to pieces. Mr. Matheson's hired man George Le Brocq, was in the cow stable at the time, but fortunately it being an under-ground stable he suffered no injury, being able as the crash was over to creep out from under the fallen building without being the least hurt. There were also in the building eleven pigs and three calves, and strange to say, none of them were hurt. After the wind had passed a great quantity of very large hail fell, smashing windows in some places and doing other damage. Whether or not it did any damage in other parts we cannot say, but the oldest inhabitants in this part of the country—and some of them are nearly ninety years of age—never experienced the like before. Mr. Matheson's loss may be estimated at \$400.—Com. to Patriot.

RAILWAY GUIDE.—Chisholm's International Railway and Steamboat Guide for June, to hand is replete as usual for this useful book with all necessary information for the travelling community.

BREAKFAST—EPPE'S COCOA—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Eppe has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—Civil Service Gazette. Made simply with Boiling Water or Milk. Sold by Grocers in Packets only, labelled "James Eppe & Co., Homoeopathic Chemists, 48, Threadneedle Street, and 170, Piccadilly; Works, Euston Road and Camden Town, London." Manufacture of COCOA.—"We will now give an account of the process adopted by Messrs. James Eppe & Co., manufacturers of dietetic articles, at their works in Euston Road, London."—See article in Cassell's Household Guide.

Birth.

At Sunny Bank Cottage, Lower Lachine Road, on the 8th instant, Mrs. James McShane, of a daughter.

Died.

On Sunday, 13th instant, Anne Eliza, wife of R. Devlin, Esq., M.P., aged 41 years.—R.I.P.

In this City on the 9th inst., of Inflammation of the Lungs, James Herbert a native of the County Limerick, aged 58 years. May his soul rest in peace. Amen.

At 492 Anderson street, on the 11th inst., at 5 a.m., Mary Libby McDonald, the beloved wife of John G. Young.—R.I.P.

At Ottawa, on the 5th instant, Mrs. Johanna Morrissey, beloved wife of Angus McDougald.—R.I.P.

At Quillia, Ont., on the 3rd inst., Mary M. Collins, the beloved wife of Thomas Mulcahy, aged 35 years.—R.I.P.

AGENTS.

The undermentioned gentlemen have kindly consented to act as Agents in their respective localities, for the True Witness.—

Alliston, Ont.—Mr. P. D. Kelly, Notary Public. For Waterville, P. Q., and neighborhood—Mr. T. McGovern.

Parish of Mount St. Patrick.—Mr. Patrick Fitzgerald. Ste. Brigid.—Mr. W. Donnelly. Souris, P.E.I.—Mr. James Moynagh, jr. Sarnia, and the County of Lambton.—Mr. John Mahoney.

Brockville.—Mr. Richard Evans. Eriksville.—Mr. Patrick Walsh, P.M. Tamworth.—Mr. Andrew Prout.

Roblin.—Mr. Andrew Donovan. Tweed.—Mr. Patrick Consey. Madoc.—Mr. Richard Connell.

Marmora.—Mr. Michael Connors. Kalladar.—Mr. James Armstrong.

BERNETT'S COCOAINE.—A PERFECT DRESSING FOR THE HAIR.—The Cocaine holds in a liquid form, a large proportion of deodorized Cocaine-Oil, prepared expressly for this purpose. No other compound possesses the peculiar properties which so exactly suit the various conditions of the human hair. A single application renders the hair (no matter how stiff and dry) soft and glossy for several days. It is conceded by all who have used it, to be the best and cheapest Hair Dressing in the World.

REMITTANCES RECEIVED.

Tamworth, D.K. \$1.25; Ste. Justine de Newton, Rev. J. M. M., 1; Ste. Brigid de Saint, P.W. 1; Laymouth, J.G. 2; Annapolis, Rev. M. B. 3; Ste. Martine, Rev. M. B. 4; Loughboro, L.O. 1; Caman, J.M. 2; Toronto, Mrs. E. 2; L'Assomption, Rev. J.T.G. 6; Sandwich, Rev. F.M. 2.

Per Rev. J. C. Perth.—Humbolt, O. M.P. 2; Glen Tay, J.M. 1; Lunenburg, D.F. 2.

Per Dr. M. J. A. Quebec.—P.A. 2.

Per Dr. D. Hamilton.—F.R. 2; J.R. 2.

Per Rev. J. J. Denham.—M. M.C. 2.

MONTREAL WHOLESALE MARKETS.—(Gazette)

Flour & 100 lb. of 196 lb. — Follards	\$2.75	\$3.00
Superior Extra	4.70	4.85
Fancy	4.35	4.48
Spring Extra	4.15	4.35
Superfine	3.95	4.00
Extra Superfine	4.50	4.60
Fine	3.65	3.70
Strong Bakers	4.20	4.30
Middlings	3.30	3.35
U. C. bag flour, per 100 lbs.	2.05	0.90
City bags (delivered)	2.15	2.20
Wheat	1.07	0.00
Oatmeal per bushel of 200 lbs.	5.80	5.90
Corn, per bushel of 12 lbs.	0.49	0.50
Oats	0.49	0.50
Pense, Spot	1.02	0.00
do do do	1.03	1.04
Barley, per bushel of 48 lbs.	0.85	0.90
Lard, per lb.	0.16	0.16
Cheese, per lb.	0.12	0.13
do do do Finest new	0.10	0.10
Pork—New Mess.	21.00	21.50
Thin Mess.	20.00	20.50
Ashe—Pots.	5.07	5.12
First.	0.00	0.00
Pears—First.	6.70	6.70
Butter—Market dull; rates are 15c to 15c, according to quality. New at 15c to 21c.		

TORONTO FARMERS' MARKET.—(Globe)