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The Charlottetown Herald.

NEW SERIES. CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, SEPTEMBER 23, 1885. VOL. XIV—NO. 47

CALENDAR FOR SEPTEMBER.

MOON'S CHANGES.

Last Quarter 2nd day, 1h., 2m., a.m., W.
New Moon 8th day, 4h., 31m., p. m., S. W.
First Quarter 16th day, 2h., 2m., a. m., E.
Full Moon 24th day, 3h., 42m., a. m., S. E.

D M	Day of Week.	Sun rises.	Sun sets.	Moon Rises.	Moon Sets.
		h. m.	h. m.	after'n	aftr'n
1	Tues	5 25	6 36	10 29	0 25
2	Wed	27	32	11 20	1 35
3	Thur	28	30	morn	2 36
4	Fri	29	28	0 21	3 34
5	Sat	30	26	1 29	4.35
6	Sun	32	24	2 40	5 9
7	Mon	33	22	3 55	5 49
8	Tues	34	20	5 9	6 24
9	Wed	36	18	6 19	6 47
10	Thur	37	17	7 33	7 27
11	Fri	38	15	8 42	7 59
12	Sat	39	13	9 48	8 32
13	Sun	41	11	10 51	9 7
14	Mon	42	9	11 50	9 45
15	Tues	43	7	aft 44	10 27
16	Wed	44	5	1 34	11 12
17	Thur	46	3	2 20	morn
18	Fri	47	1	3 0	0 2
19	Sat	48	5 59	3 36	0 58
20	Sun	50	57	4 10	1 51
21	Mon	51	55	4 40	2 49
22	Tues	52	53	5 9	3 50
23	Wed	53	51	5 36	4 52
24	Thur	54	49	6 6	5 55
25	Fri	55	47	6 35	7 0
26	Sat	56	45	7 8	8 6
27	Sun	6 58	43	7 45	9 14
28	Mon	0	41	8 28	10 22
29	Tues	1	39	9 17	11 27
30	Wed	6 2	5 38	10 14	aft 31

DR. P. CONROY,
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Great George Street,
CHARLOTTETOWN.
Feb. 13, 1884—1y

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BARRISTERS,
ATTORNEYS-AT-LAW, NOTARIES PUBLIC, &c.
Brown's Block, - - Charlottetown.
A. A. McLEAN, LL.B. | D. C. MARTIN.
H. C. McDONALD, B. A.
July 8, 1885—3m

DR. S. R. JENKINS,
Physician and Surgeon.
Office at Residence of Dr. Jenkins,
PRINCE STREET.
Charlottetown, Jan. 28, 1885—1y

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December 17, 1884. 1y

NOTICE.

I HEREBY NOTIFY all persons indebted to the late firm of LAWRENCE KICKHAM & Co., Souris West, Merchants, to make payment to me on or before FIRST DAY OF DECEMBER next, of all amounts due by them to said late firm; and I further notify all persons so indebted to said late firm, that all amounts unpaid after said date will be handed over to an Attorney for collection.

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A MARVELOUS STORY
TOLD IN TWO LETTERS.
FROM THE SON: "28 Cedar St., New York, Oct. 28, 1882.
"*Gentlemen:* My father resides at Glover, Vt. He has been a great sufferer from Scrofula, and the inclosed letter will tell you what a marvelous effect
Ayer's Sarsaparilla
has had in his case. I think his blood must have contained the humor for at least ten years; but it did not show, except in the form of a scrofulous sore on the wrist, until about five years ago. From a few spots which appeared at that time, it gradually spread so as to cover his entire body. I assure you he was terribly afflicted, and an object of pity, when he began using your medicine. Now, there are few men of his age who enjoy as good health as he has. I could easily name fifty persons who would testify to the facts in his case.
Yours truly, W. M. PHILLIPS."
FROM THE FATHER: "It is both a pleasure and a duty for me to state to you the benefit I have derived from the use of
Ayer's Sarsaparilla.
Six months ago I was completely covered with a terrible humor and scrofulous sores. The humor caused an incessant and intolerable itching, and the skin cracked so as to cause the blood to flow in many places whenever I moved. My sufferings were great, and my life a burden. I commenced the use of the SARSAPARILLA in April last, and have used it regularly since that time. My condition began to improve at once. The sores have all healed, and I feel perfectly well in every respect—being now able to do a good day's work, although 73 years of age. Many inquire what has wrought such a cure in my case, and I tell them, as I have here tried to tell you.
AYER'S SARSAPARILLA. Glover, Vt., Oct. 21, 1882. Yours gratefully, HIRAM PHILLIPS."
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Canadian Pacific Railway.

A HISTORY OF THE GREAT NATIONAL WORK.

(*From the Montreal Star.*)

The Canadian Pacific railway is the child of confederation. Had not the statesmen of Canada carried to completion the grand scheme of uniting in one common country the detached provinces of British North America, there would have been to-day no narrow band of steel reaching from the Atlantic to the Pacific, and drawing the entire British empire more closely together. The North-west would still be a solitude. British Columbia would be an isolated British colony. As it is, from sea to sea there is activity and enterprise and life, and what was but a few years ago a mere collection of colonies, bound together by a political tie liable to snap under any severe strain, is today one common country, whose remotest ends are brought near to one another by the magic power of steam. This work of building a great national highway without which our confederation was unstable, has taxed the intellect and the energy and the financial resources of Canada almost to the point of breaking, and now that it is within a few days of completion, it is worth while to look backward over the enterprise, mark its inception, trace its progress, and sum up the cost. The Dominion of Canada, which came into existence in 1867, was a union of the four provinces of Ontario, Quebec, New Brunswick and Nova Scotia. Great had been the triumph of the unionists, but they were not altogether satisfied, for their dreams had been of a unified nation, stretching from the Pacific to the Atlantic, and in that they had been disappointed, for the North-west territories were not as yet redeemed from the Indian and the trader, while the rocky province of British Columbia with its sparse population was still a crown colony. The inhabitants of the latter province were indeed anxious to enter into the confederation, and a memorial was in 1868 sent to the Canadian government by its inhabitants, in which the obligations, which Canada would be probably asked to incur, were noted down. One of them was that a wagon road should be constructed from Lake Superior to British Columbia within two years after the admission of the colony. Two years later, when the British Columbian delegates arrived in Ottawa to draw up the terms of union, they only asked that such a road be constructed within two years, and after that $1,000,000 be spent annually in constructing a transcontinental railway. Had these modest propositions been accepted the whole current of Canadian history might have been changed, but the Canadian government in a fit of enthusiastic liberality offered to begin within two years the construction of a transcontinental railway which should be completed by 1881. The British Columbians immediately accepted this proposition, and so Canada became bound to construct within ten years the Canadian Pacific railway, an enterprise bearing in its train the political crisis of 1873 and the tremendous national expenditures of the last five years. On that understanding British Columbia entered the confederation in 1871, but not without many protests against the terms being made by the liberals in the Dominion parliament. Immediately, surveys to ascertain the route which the proposed road should take, were begun. Explorations were made in British Columbia, from Fort Garry to the Rocky Mountains, and from the Ottawa valley along the shores of Lake Huron and Lake Superior to the Red River. In parliament, Sir George E Cartier in explaining how the government intended constructing the road, laid down two principles, which dominated all Canadian Pacific legislation for many succeeding years. The first was that the road should be built without increasing the rate of taxation, that is, that it should not become a burden on the people of Canada. The second was that the road should be constructed by a private company. But time showed the project of building a railway which the finance minister of that day, Sir Francis Hincks, estimated would cost $100,000,000, without increasing the burdens of the country, was chimerical. In those days Canadian statesmen were nearly all optimists, and they believed that liberal grants of land would enable a private company to construct the road. The length estimated at that time was 2 500 miles, and the proposed subsidy, 20,000 acres per mile for the entire distance. To aid in the construction of the road, British Columbia handed over to the Dominion Government a belt of land 20 miles wide on both sides of the railway. Mr Mackenzie, the leader of the liberal opposition, enunciated his policy in an amendment to the union resolutions, that the route should be first ascertained by careful surveys, and the road then constructed as rapidly as the financial condition of the country would warrant. It would be found unnecessary to build the greater portion of the road for thirty years, Mr McKenzie said. The house differed with him, however, and his amendment was rejected. Immediately afterwards an Englishman named Alfred Waddington, now dead, who had lived for many years in British Columbia, and had an enthusiastic faith in the project of a trans-continental railway, interested some American capitalists in the subject, and ultimately a company was formed, with Sir Hugh Allan as its president, for the purpose of constructing the road. Most of the capitalists associated with Sir Hugh were Americans, among them being J. W. McMullen, of odorous memory, Jay Cooke and W. B. Ogden. They applied for a charter under the title of

THE CANADIAN PACIFIC RAILWAY COMPANY.

A rival company of Canadian capitalists was soon afterwards formed at Toronto, under the name of the Interoceanic company, with the Hon. (now Sir) D L. Macpherson as its president, while its list of directors included the names of such well known men as the Hon. William McMaster, Hon. John Carling, Hon. J. Thibaudeau and Walter Shanly. Between these two companies there was bitter rivalry, and the friends of the Interoceanic company raised the patriotic cry until Sir Hugh Allan found it expedient to drop, at least nominally, his American associates. Both companies were incorporated with a capital of $10,000,000, and when the house opened in 1872, each used all its influence to secure the contract for itself. The government, with a general election imminent, dared not offend either powerful company by giving the preference to its rival, and they accordingly introduced resolutions giving them the power to deal with either company, or an amalgamation of the two companies, or in case an agreement could not be arrived at with a new company. The resolutions outlined the conservative railway policy. The road was to be built from some point near Lake Nipissing to the Pacific coast, and to aid in its construction the government were authorized to grant to the company undertaking it a money subsidy of $30,000,000 and a land grant not exceeding 50,000,000 acres to be given in alternate blocks twenty miles square on each side of the line. The money subsidy, it was explained by Sir George Cartier, would in all probability be recouped to the government by the proceeds, and from sales in the Northwest. Unable to effect a compromise the two companies dissolved, and a new one was formed, with Sir Hugh Allan at its head and many of the persons who had been interested in the other ventures as members. To this company the charter was given, and in the subsequent general election it was announced to the public that the difficulty had been satisfactorily solved, and that the road would be immediately constructed by a rich and powerful company. The elections resulted in a conservative victory, and everything pointed to an era of great railway development. Then the storm came and confusion reigned supreme once more. The first blow was the failure of the company to secure the support of European capitalists, as a result of which it went to pieces. Then came the charges of the Hon. Lucius Seth Huntington in the Canadian parliament, that the Canadian Pacific Railway Company had advanced large sums of money to the government to enable them to carry the elections in return for obtaining the charter. The Conservative Government fell; a reform administration took its place; a general election resulted in a sweeping liberal victory, and the Hon Alex. Mackenzie was given an opportunity to put his views on the construction of the road into execution.

THE LIBERAL POLICY.

Mr. Mackenzie, during the conservative administration, had offered an unbending opposition to the construction of the road, but on his advent to power he felt himself bound by the actions of preceding governments to carry on the work. In his address to his Lambton constituents he outlined his policy. The road was to be built, but not before the route had been determined by accurate and extensive surveys, while British Columbia was to be asked to agree to some new arrangement more in consonance with the resources of the country, than the terms of the union treaty in 1871. Soon after their accession to office, the Mackenzie government despatched an agent, J. D. Edgar, to British Columbia, to effect some compromise, as a fulfilment of the terms of 1871 was a mechanical and financial impossibility. Nearly five years had passed and the most competent engineers had been unable to determine upon a route, while the construction had not been begun. The local government felt disposed to exact the amount of its bond, while Mr. Edgar demanded considerable concessions, and thus the two governments found it impossible to effect any compromise, and the question was referred to Lord Carnarvon, the colonial secretary of the imperial government, for solution. He drew up what have ever since been known as

THE CARNARVON TERMS.

The principal provisions were that a railway should be built across the Island of Vancouver from Nanaimo to Esquimault, that the moment the necessary surveys were completed at least $2,000,000 would be annually spent in railway construction in the province, and that by December 31st, 1890, the road was to open from Lake Superior to Esquimault. The bill providing for the construction of the Island railway was thrown out of the senate, and the project was never afterwards revived. The railway act of 1874, passed by the liberal government, again stipulated for the third time that the taxation of the country should not be increased by the construction of the road. While the act agreed in this particular with the policy of the preceding administration, it differed with it in this, that it provided for the building of the road as a government work, in place of handing it over to a private company. From this act and the speeches made at the time by the liberal leaders, we can get a clear view of the railway policy of the Mackenzie administration. Perhaps its most striking characteristic was the "magnificent water-stretches" idea, of which so much was heard during the election campaign of 1878. Briefly speaking, the policy consisted in postponing the construction of portions of the Canadian Pacific railway by utilizing wherever possible the water stretches. Thus, a line was to be built connecting the Ontario and Quebec system of railways with Georgian Bay. The lakes were then to be utilized to Fort William. From this point there was to be a sort of amphibious route, partly on water and partly on land to the Red River. A railway was to be run from that point to the Saskatchewan, which was then to be utilized in reaching the Rocky Mountains. A road was to be constructed from that point to the Pacific ocean. The scheme postponed for a number of years the construction of the greater portion of the road, so that almost the entire energies of the country could be devoted to the British Columbia portion, which it was estimated would cost $35,000,000. There was also some provision enabling the government to hand over the entire work or part of it to the contractors on the following terms: Subsidy in money per mile, $10,000; 4 per cent. guarantee during 25 years on a sum per mile to be named in the tenders; land subsidy, per mile, 20,000 acres. Another prominent feature of his policy, was the extensive surveys which were made. A thorough and complete survey was in Mr. Mackenzie's eyes essential to the construction of the road and large bodies of engineers were kept at work from Nipissing to the Pacific coast. The lines from Fort William to Red River, from Winnipeg to Pembina, and from the Red River west were slowly constructed. By 1878 matters began to clear up, and preparations were made for a more vigorous prosecution of the work. After an expenditure of three millions and a half of dollars, the route was at last determined upon. Speaking in parliament, Mr. Mackenzie announced that the route which had been decided upon ran from Thunder Bay, on the western coast of Lake Superior to Selkirk, on the Red River, via Rat Portage. Leaving Selkirk, it crossed Lake Manitoba, ran in a northwesterly direction to Northcote, and then struck due west to Battleford and Edmonton, and then through the Yellowhead Pass, down the Fraser and Thompson rivers to Burrard Inlet. During this session parliament approved of a subsidy of $12,000 a mile to the Canada Central railway, in consideration of its being a connecting link between the eastern lines of railway and the Canadian Pacific railway. This grant was important, inasmuch as it formed the precedent on which Quebec based its claim for a refund of $12,000 for every mile of line it had built between Quebec and Ottawa. Immediately after the determination of the route, the government called for tenders for the construction of the line from Kamloops to Yale, and subsequently called for tenders for the building of the whole line. Then there came one of the most momentous events in the history of Canada. The conservatives returned to power. The liberals had appealed to the country for an approval of their fiscal policy and had been met with an overwhelming defeat. When the conservatives came into office again affairs stood thus: The line from Selkirk to Thunder Bay was completed with the exception of a gap of 185 miles; the line from the C. P. R. main line to Pembina was all graded and ready for the rails, and the road was built west from Selkirk one hundred miles or so, while the entire route from Callandar to Fort Moody was surveyed. Up to that date the enterprise had cost $10,203,000.

CONSERVATIVE RULE AGAIN.

For the first two years or so the conservatives carried on the work on the lines laid down by the preceding administration. The contract, for which tenders had been called for in British Columbia, was granted to Onderdonk in 1880. The rails were laid on the branch to Pembina, and work on the line from Winnipeg to Port Arthur was vigorously prosecuted. In 1879 resolutions were passed reserving 100,000,000 acres of land in the Northwest to aid in carrying out this great work. By 1880 the labor attendant on the construction of the road was so great that the government reverted to the old policy of inducing a private company to undertake the work by granting liberal bonuses. In the summer of that year Sir John Macdonald, accompanied by Sir Charles Tupper and the Hon. J. H. Pope, went to England to confer with capitalists, and in the autumn of that year it was announced that an arrangement had been arrived at for the transfer of the task of building the road to a syndicate of wealthy men. Parliament opened in December, and the exact terms of the syndicate contract were made public. By this agreement the road was divided into four sections:

(1) Callander to Port Arthur, 657 miles, to be built by the company.

(2) Port Arthur to Red River, 428 miles, to be built by the government.

(3) Red River to Savona Ferry, 1252 miles, to be built by the company; and

(4) Savona Ferry to Port Moody, 213 miles, to be built by the government, making a total of 2,555 miles from Callandar to the Pacific Ocean.

The syndicate were to receive 25,000,000 acres of land, $25,000 000 in cash, and sections 2 and 4 completed by the government and valued by the government at $30,000,000. The construction of rival roads was prohibited for twenty years; all material to be used in the construction of the road was to enter the country without paying duty; a free gift of all land required for workshops and stations was made, and the entire property of the company was exempted from taxation for twenty years. The road was to be completed by May 1st, 1891. The capitalists forming this syndicate were George Stephen and Duncan McIntyre, of Montreal; John S. Kennedy, of New York; Morton, Rose & Co., of London; Kohn, Reinach & Co., of Paris; Richard B. Angus and James J. Hill, of St. Paul. Subsequently the syndicate resolved itself into a company, and shares were sold to whoever would buy them on the market. This contract did not meet with the approval of both political parties. The liberals characterized the contract as outrageous and ruinous, and great oratorical battles were waged in the house, the contending parties showing a keen rivalry as to which had the better stock of adjectives, the one of laudation, the other of denunciation. Parliament adjourned over the Christmas holidays, but there was no cessation of strife between the parties. The battle was transferred from the parliament to the platform, and members of both parties, from Mr. Blake and Sir Charles down, addressed meetings in various parts of Canada. During this interval, also, a number of Canadian capitalists, headed by Sir W. P. Howland, formed a syndicate and submitted a new proposition to the government. They offered to build the road for $22,000,000 in cash and 22,000,000 acres of land, without the privileges of a railway monopoly or exemption from taxation. This tender was vigorously denounced in parliament by Sir John as a "fraud," and "an attempt to destroy the Canadian Pacific Railway," and an amendment in its favor was promptly negatived by a vote of 140 to 54, probably the largest majority ever secured for any measure in the Canadian parliament. All objections against the original contract were voted down, the contract was finally ratified, and on May 1st, 1881, the road passed into the hands of the company.

RAPID CONSTRUCTION OF THE ROAD.

The transfer was no sooner accomplished than the construction of the road was immediately resumed with much greater vigor than had been displayed by the Government. The company concentrated their energies on the prairie section, which was rapidly built westward from Winnipeg. The route selected by Mr. Mackenzie's engineers was rejected, and in place of running up the valley of the Saskatchewan to the Yellowhead Pass, the company ran their line nearly 200 miles south of it towards the Kicking Horse Pass, through which the road now runs. The year 1882 saw a great development of the C. P. R. The rails were laid on its prairie section at an average rate of two and two-third miles per day, and by the close of the season 450 miles were ready for trains and 600 graded. On the 19th of June the line between Port Arthur and Winnipeg was completed, and by the end of the summer there was a straight line of steel from Lake Superior to a point 450 miles west of Winnipeg. As yet, work on the line north of Lake Superior had not been vigorously prosecuted. Its starting point was Callander, an almost unknown place in the wilderness. The company recognizing the necessity of reaching the sea during this year bought the Canada Central Railway, which connected them with Ottawa and Brockville, and the Quebec, Montreal and Occidental railway, which gave them connection with the seaport of Montreal. Work was then begun on the Lake Superior section, and in his annual statement in the House in May, 1883, Sir Charles Tupper announced that 1,132 miles were completed, and that the end of 1886 would see the road open from Montreal to the Pacific Ocean. During 1883 two hundred miles of track were laid on the Lake Superior section, and nearly 400 on the section west of Winnipeg, the summit of the Rocky Mountains, 962 miles west of Winnipeg, being reached on Nov. 27, 1883. Three steamers were purchased by the company to ply on the lakes between Port Arthur and Collingwood, and the company either leased or bought a controlling interest in the Ontario and Quebec, the Credit Valley and the Toronto Grey and Bruce railways, by means of which the Canadian Pacific obtained independent communication with Toronto, Collingwood and other points in Western Ontario. By the end of 1883 the company had 2,963 miles under its control, nearly a thousand of which were of lines not included in the company's terms with the government. The tremendous energy with which the road had been built told severely upon the resources of the company. The road was so far advanced in 1883 that the two additional years would only be required to finish it, although the terms of the arrangement specified 1891 as the date at which it should be completed. The funds of the company were nearly exhausted, and the

HOSTILITY OF THE AMERICAN RAILWAYS

depreciated its stock until it could not be disposed of in the money markets. To enable the company to dispose of its shares, the Government in the autumn of 1883 guaranteed interest at 5 per cent. for ten years on the $65,000,000 worth of stock issued by the company, receiving some $14,000,000 as security for its guarantee. This did not have the results expected, and when Parliament opened in 1884 the Government submitted a proposition to grant the company a loan of $22,500,000 until 1891, taking as security a first mortgage on the entire property of the company. The payment of some $7,300,000 due the Government on the guaranteed fund was suspended for five years. This enabled the company to go on with their work, and by the end of the year the road was completed with the exception of a few gaps in the Rocky Mountains, and to the north of Lake Superior. The company again became financially embarrassed, and to enable it to secure first-class equipment for the road, the Government, during the last session of Parliament, authorized the company to issue $35,000,000 worth of first mortgage bonds, $20,000,000 worth of which were to be retained by the Government as security, and the remainder to be placed upon the market and sold. A temporary loan of $5,000,000 was also made. The bonds sold at the unexpectedly high figure of 95, and the company raised enough money to pay back the temporary loan and carry the work to completion.

THE COST OF THE ROAD.

Here is a brief resume of the construction of the work:

Section 1. From Callander to Port Arthur, built by the company, completed in May, 1885.

Section 2 From Port Arthur to Winnipeg, built by the Government, completed in June, 1882.

Section 3. From Winnipeg to Savona's Ferry to be completed during this month.

Section 4, from Savona's Ferry to Port Moody, built by the Government, completed in July, 1885.

Some comparisons between our Canadian road and the American trans-continental lines may prove interesting. Take the question of mileage:—

	Main Line. Miles.	Branches Miles.
Canadian Pacific	2,895	432
Northern Pacific	1,889	578
Union Pacific	1,922	1,128
Southern Pacific	2,115	1,936

CAPITAL.

Canadian Pacific	$ 65,000,000
Northern Pacific	100,749,464
Union Pacific	110,144,000
Southern Pacific	152,459,700

FUNDED DEBT.

Canadian Pacific	$ 35,000,000
Northern Pacific	50,122,200
Union Pacific	213,394,564
Southern Pacific	85,617,000

Thus has progressed step by step the history of this national work from its inception down to its successful completion. For a nation of but little more than 4,000,000 of a population the work was one of great magnitude, and now that it is about finished Canada may well feel satisfied at the manner in which it was done.

General News.

Notwithstanding reports to the contrary, the United States will have a surplus of over ninety million bushels of wheat for export this year.

A brick of gold weighing 54 ounces, and valued at $950, was brought to Halifax recently, being the result of about three weeks' work by six men at Cariboo.

The American Association for the Advancement of Science makes an excellent proposition that hereafter plants shall be designated by their English instead of their Latin names.

Ontario reports say that the yield of fall wheat has been very satisfactory, but the spring wheat has been almost wholly destroyed and a very unfavorable condition is reported for barley and oats.

There has been but one death from small-pox among the Irish people of Montreal, a fact that conveys the highest tribute to the sanitary condition of the homes, the cleanliness and the general use of vaccination by the race.

Notwithstanding the rain, the lighthouse keepers in the Gulf of St. Lawrence report that the tides have of late been four or five feet lower than at any time known for the past fifty years, which they suppose prognosticate of storms.

It is reported that the Government has refused to grant a pension to Mr. Cornwall, ex-secretary of the general post office, Dublin, because he refuses to continue his action for libel against William O'Brien, M. P., editor of *United Ireland*.

While sawing a stick of rock-maple at E. J. Smith's mill in Shediac the other day, a toad was found in a semi-torpid state. After some time, it became lively and hopped off. How long it had been in the tree and how it got there, &c., are mysteries.

The dullness in manufacturing circles in Montreal has given way to a marked increase of business, especially in the cigar factories and cotton mills, and confidence is felt by commercial men of a good fall trade being done before the closing of navigation.

The former students of Montreal College, the oldest seat of learning in that city, and at which a vast number of distinguished statesmen, archbishops, bishops, and clergy have graduated, held a grand re-union recently. Twelve hundred sat down to a banquet.

The total annual consumption of tea, it is now estimated, is 3 000,000,000 pounds; of coffee, 1,000,000,000 pounds; cocoa and chocolate, 1,000,000 pounds. Tea is the favorite drink of Russia, Holland and England, the last country annually importing 100,000,000 pounds, or several pounds to each man, woman and child.

At a military funeral recently held in St. Thomas, Ont., 1,700 drinks were consumed and charged to the city. The bill has formed the subject of a wrangle in the City Council, the Mayor charging one of the members with having carried home in his pocket some of the provisions supplied at the banquet to the Marquis of Lorne.

According to statistics, out of 3,577 murders committed last year in the United States, the perpetrators were punished with death in only 312 cases, and 210 of these perished by lynch law. Only one murderer in 53, therefore, is hung according to law in that great country, and one in about 15 by regular methods. Ten out of 11 escape the gallows altogether.

TO HOUSEKEEPERS.—I sell good Sugar at 5c. per lb., Raisins 8c., Currants 8c., everything else cheap. Eggs taken in exchange at highest rates—present price 14c. per dozen. Good Flour $5.00 per bbl. The best place to sell your Eggs and buy your Groceries is at my Store. Call and see.—GEORGE CARVER, Great George Street.