

OUR PHILOSOPHER

VISITS A CONVENTION OF THE BRETHREN.

AN ELOQUENT VINDICATION OF CONDUCTORS AND MOTORMEN—THEIR TRIALS AND TROUBLES LAID BARE.

Three of us—Bel, Bessie and myself—went for a car drive to Back River, one day last week, and we enjoyed our trip so much that we decided to engage the services of an itinerant reporter and have our adventures duly chronicled for the benefit of posterity, more especially as it is so much the fashion nowadays to publish all sorts of happenings, great or small. The only thing that troubled us was the fear that after going to the expense of obtaining a professional's services in order that our report might be creditably prepared for the press, we would find no one to read it; but Bel encouraged us by recalling all the Pink Pill and Safe Cure advertisements we had been decoyed into reading by the interesting character of the heading that announced them; so we immediately formed a committee on ways and means and proceeded to lay the matter before our Knight of the Staff, and to impress him with the importance of putting a conspicuous and catching label on his work. But, like most men, when you offer a valuable suggestion to aid them, he threw up the job and told us we had better do it ourselves, for we seemed to know all about it, and decamped.

Well, for a few minutes our hopes seemed to dissolve into thin air, and a melancholy cast of care overspread our lengthening visages, as the thought developed in our minds "that our names would not be in the paper after all."

It had been a thorn in our hearts all summer, as we read the ever-lengthening lists of summer visitors at the different resorts, that our euphonious names were not among them, and our principal reason for undertaking this journey to Back River was that we might be able to tell our friends that we had been away this summer. Besides, Bel had made a brilliant suggestion, namely, that we call our trip "The Philosopher's Convention," and discuss whatever matters of importance should crop up on our journey, and thus add a degree of importance to an expedition which would otherwise be a very commonplace affair.

But, now all these rosy visions were vanishing with the retreating figure of our irate scribe, when, yielding to the despairing appeals of my companions, I modestly consented to perform the required scribbling, and endeavor to give as clear and concise an account of the Philosopher's Convention as an amateur could.

Well, to begin!—the day was an ideal one and we left our respective homes with joyous hearts and earnest promises that if we did not come back we would write. Of course we did not permit our joyousness to effervesce, as it would have ruined our reputations as deep thinkers. So we just kept it within decorous bounds and composed our countenances into a calm, "this-rock-shall-fly-as-soon-as-I" style of expression, and proceeded solemnly on our journey. Bessie thought we should have spectacles, but Bel reminded her that we were not poets, and therefore could dispense with the glasses, though she admitted they might make us look intellectual.

When we arrived at the ticket office there was the usual feminine scramble for the privilege of purchasing the necessary pasteboards. Bessie wanted to pay, Bel wanted to pay, and I wanted to pay, and everybody forgot their philosophical dignity in trying to put their money through the goals, while the genial ticket agent refereed the three-cornered match. Bel was the winner, and Bessie and I meekly escorted the heroine to the front seat of the car, and took our places on either side of her. Soon we were flying through the northern limits of the city, where the rows of houses gradually diminish in size and grandeur as they stretch out their long ragged arms to grasp the green smiling country, and draw it to the city's heart. Bel thought it was time to begin the business of the day and moved that we at least prepare a subject for future discussion. Bessie had one ready to hand. She thought we should begin by being practical, and proposed for our consideration:

"Street Car Conductors and Motormen; A Much-abused Class."

We seconded her motion, but were unanimous in our wish that she would express her opinions, while we would endeavor to form ours. Bessie agreed and spoke as follows:—

"A great many people seemed to think that a certain amount of abuse and fault-finding was the daily due of the street-car conductor and motor man, and of people who were ordinarily and just in their demeanor would, on the slightest provocation, proceed to hurl their share of complaint and abuse and swell the pile of opprobrious epithets that must ultimately crush his spirit and annihilate him. This fact, for it was a fact, was not within the scope of the S.P.C.A., as that active organization would have long ago taken steps to bring about a more kindly spirit between these men and the public that looks upon them as its natural enemies. It is, however, a subject that should occupy the minds of all thinking women, especially those who are struggling for reforms. Their sex was especially indebted to the street car conductors and motormen for never-failing courtesy. It is no uncommon thing to see a conductor jump off his car ten or twelve times during a trip to aid a feeble old lady in her ascent, or to assist a man with five or six sturdy cherubs, a parcel, a basket, and four or five parcels, to alight safely. And yet an eye witness to all this self-sacrifice and politeness will launch out a lengthy tirade of abuse and gesticulation if the same conductor would bring her half-a-block beyond her particular corner. Let us consider for a moment the ordeal that was inflicted on the conductor and motorman who found themselves, unexpectedly, proprietors of a travelling day-nursery. Now, reverse the picture, continued our orator, waxing eloquent, and imagine a conductor imposing a like responsibility on a passenger. Why the daily press would be ringing from ocean to ocean with the injustice, the carelessness, etc., of the official, and the law-courts would be busy with suits for damages against "the soulless corporation" that employed him. Bessie declared that in her estimation the street-car conductors and motormen were a long-suffering body, and deserved a little politeness and sympathy from the public in return for the services they bestowed indiscriminately on the civil and uncivil.

We did not applaud Bessie, but we smiled benignly on her maiden effort as she composed her perturbed feelings and fanned down her righteous indignation, but the motorman twanged his bell so vigorously that the cattle, fields away, whisked their tails and careered madly, as if sniffing danger. Bel looked as if she had something to say, so I let her have the floor, though it was really my turn. She was very timid about it, and we wondered, because Bel is an independent, clever sort of girl. However, she told us she knew what Bessie said was true, but some conductors were not a bit nice. Why, one had refused her a "transfer" one day when she was returning home from Maisonneuve with a jar of mineral water. It was not a very pleasant thing, she said, to have your honesty doubted before a car full of people who were on the alert for something to break the monotony of staring in each other's faces. "Oh! You were in a closed car?" broke in Bessie. "Well, the cork must have come out and the odorous water put him in bad humor. Forgive him, dear!" "You nasty little thing!" said Bel, "you do not know its medicinal qualities or you would not talk so silly."

"No, dear, I do not; but I know how it smells."

"Order, order," I cried, "what has Maisonneuve mineral water to do with our discussion on street car conductors and motormen? You are getting off the track."

"No, we are not," said Bel, who was still a little ruffled. "It is a favorite beverage with all the conductors and motormen on that line, and shows the necessity there is for the disposal of drinking fountains at convenient points for the use of the street car men, who often during long runs in the hot summer days had to refresh themselves with a tin dipper or painful of water obtained through the mercy of some street urchin, or with a glass of spruce beer from some wayside barrel."

Bessie agreed that their drinking of the mineral water was proof positive of excessive thirst, and in a civilized community such suffering should not be heard of.

I was now called upon for my address, but it seemed to me all had been said that there was to say on the subject, and I felt very much like the gentleman in England, who, after being invited to speak at a temperance meeting, was relegated to a back seat and ignored because more prominent orators had meanwhile been secured. When the clock pointed to 11 p.m. and a weary audience was yawning for its various beds, the chairman, stepping forward, said: "Mr. John Smith will now give us his address!" Mr. John Smith appeared and curtly said: "My address is 19 Hewson Square, Appleton, London, England," and retired.

I felt very much like John Smith, but then I reflected that I was on an electric car flying through the outskirts of a city and John Smith was on a London platform and could walk off with all the hauteur necessary for a good effect, whereas my exit would be minus dignity and plus broken bones; so, after wise deliberation, I concluded that I would veil my disappointment and proceed with my little tale, which is as follows:—

"Ladies"—(I should have added and gentleman, for the motorman was listening)—"Ladies, your exhaustive studies of our first subject has left me but a barren waste to traverse, a stubble field to explore. However, I will not inflict upon you my theories, but will confine myself to the relation of an incident which came under my observation and which illustrates the extreme watchfulness and expertness that is expected from a motorman, and, I might add, the confidence that is placed in his powers of perception, from the daily proofs he gives of his alertness in avoiding danger. "So much for preamble; now for my story! One evening during the past week five or six young ladies and one young gentleman—

(Cries of oh! it was at the seaside?) "As I was saying, one evening last week five or six young ladies and one young gentleman, forming two distinct parties, were waiting in Mount Royal Vale, about 10 p.m., for a Park and Island car—"

Bel—"Well, I would have belonged to the gentleman's party, no matter what his politics were."

"Well, indeed I think you might at least show sufficient politeness to listen, even if the first chapter is not very interesting," I answer.

Bel, the irrepressible, breaks in again with, "Why, you foolish dear, its just because it is interesting that we are anxious to discuss it as you proceed. But go on, we will be as silent as angels with their harp unstrung."

"Well, I continued, "we were waiting for a car in Mount Royal Vale at 10 p.m." "Excuse me, but I would like to know why you were so far from home at that late hour?" chimed Bessie. "Would you? Well, we had been at the bazaar. May I proceed?" "Oh, yes! It is getting quite interesting." This from both. "I proceed:— "While standing there in the moonlight our attention was attracted to a large, dark object lying very close to the track. One decided that it was a rock, another "a log of course," but the gentleman made a closer investigation which resulted in the disclosure of the fact that it was a man with his head pillowed on the rail, in the deep, heavy stupor of intoxication. The car was flashing around the curve and a minute or two

more might have witnessed a tragedy but for the timely and providential arrival of the gentleman and his party. The morning bulletins would have announced another death by the electric car, and worthy citizens reading their evening paper would have found material for pronouncing on the stupidity and wanton recklessness of motormen and the danger to life and limb from the presence of electric cars."

This story ended the first subject taken up by the Philosopher's Convention, but many others were handled in as able a manner, and perhaps at some future date—but I will make no rash promises.

K. DOLORES.



A Minister's Experience. 6
CINCINNATI, Ohio, Jan. 1894.
It is about six years since I felt that something was out of order, although I didn't know it except that I looked pale and thin; a sort of numbness affected me so that I couldn't speak properly, my eyesight was also impaired by sparks apparently moving in the eyes so that I couldn't read, but after I took Pastor Koenig's Nerve Tonic all these symptoms disappeared. I feel fresh and well again. May God bless Rev. E. HAUN, Pastor, Koenig.

Thanks to the Almighty.
Toronto, Iowa, Feb. 1894.
My wife had headache sixteen years, and I falling sickness seven years and could not sleep. Pastor Koenig's Nerve Tonic helped at once; my wife has had no more headache since; and I am cured entirely. Thanks to the Almighty God for the Tonic.
JOHN WILCE.

FREE A Valuable Book on Nervous Diseases and a sample bottle to any 22¢. Poor patients also get the medicine free.
The remedy has been prepared by the Rev. Father Koenig, of Fort Wayne, Ind. since 1856, and is now under his direction by the
KOEINIG MED. CO., Chicago, Ill.
49 S. Franklin Street.
Sold by Druggists at 25¢ per Bottle, 6 for \$2. Large Size, \$1.75. 6 Bottles for \$9.
For sale in Montreal by MATHOLETT & NELSON, 1605 Notre Dame Street, and by E. B. McGALE, 212 Notre Dame Street.

CANADA'S Great St. Lawrence Valley EXHIBITION

Three Rivers, P.Q. SEPTEMBER 14 to 19, 1896 Agricultural and Industrial. \$10,000 IN PRIZES! Open to the Industry of the Country.

Four days RACES: 15th, 16th, 17th and 18th of September: \$1,000.00 in Prizes. Complete Programme of Attractions: Balcon Ascensions with Parachute every day. Trampac, Acrobats, etc., etc. Twenty thousand dollars have been expended in new buildings. New Grand Stand, with a capacity of 5,000 people. The Dominion Government will send complete Exhibits from the Ottawa Experimental Farm.
For Prize Lists, and other information, apply to P. E. PAXNETON, J. A. FRIGON, President, Secretary-Treasurer.

A SESSION OF THE COURT OF QUEEN'S BENCH (Crown Side), holding criminal jurisdiction in and for the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY OF MONTREAL, on TUESDAY, the FIRST DAY OF SEPTEMBER NEXT, at TEN o'clock in the forenoon.

In consequence, I give PUBLIC NOTICE to all who intend to proceed against any prisoners now in the Common Gaol of the said District, and all others, that they must be present then and there; and I also give notice to all Justices of the Peace, Coroners and Peace Officers, in and for the said District, that they must be present, then and there, with their Records, Rolls, Indictments, and other Documents, in order to do those things which belong to them in their respective capacities.

J. ARTHUR FRANCHERE, Deputy Sheriff. SHERIFF'S OFFICE, Montreal, 22nd August, 1896.

Advertisement for S. L. FURBER & CO. BILLIARD, POOL AND BOWLING ALLEY. COLUMBIA ELECTRIC CUSHIONS. Are the Cheapest and the Best. Manufacturers, also Importers, of Billiard Material; Second-hand Tables, good as new. Prices from \$100 to \$200 each. ST. DENIS ST. 6th MONTREAL.

Advertisement for Thompson's Pure Bedding. 415 ST. JAMES STREET. Institutions Supplied, at Special Rates, with Combination Iron Beds, Mattresses and Pillows. SEND FOR PRICES. THE THOMPSON MATTRESS CO. DANIEL FURLONG, WHOLESALE AND RETAIL DEALER IN CHOICE BEEF, VEAL, MUTTON & PORK. Special rates for charitable institutions. 64 PRINCE ARTHUR STREET TELEPHONE 6474.

The National Dress Cutting Academy, 88 ST. DENIS STREET, MONTREAL. COURSES OF CUTTING AND SEWING, Under the direction of MRS. E. L. ETHIER. Lately a Pupil of the Superior and Professional Schools of ABEL GOUBAUD, of the City of Paris—the Leading House of the whole World for Fashions and Dress Cutting. OUR COURSES COMPRISE Pattern Drawing, Cutting, Joining, Rectifying, Moulding, Transforming, Trimming Skirts and Cloaks. These courses, as may be surmised, are not only for Seamstresses, but for ladies and young girls, to whom we most specially recommend them. In order to proceed safely and give the kind of teaching suitable to each one, our courses are divided into two series, as follows: 1st Course for ladies and girls. 2nd For Seamstresses. Let us add that when the course is finished, we do all in our power to place our pupils in a special establishment where they can command a good salary. The names are registered at Mrs. E. L. Ethier's model-pattern parlors. Concessions are made for persons of the same family; the conditions are discussed and settled when the name is registered and according to cases.

A Great Opportunity for Cash Purchasers TO SAVE MONEY JUST NOW In our Carpet Department.

Handsome TAPESTRY CARPETS, 38c, 45c, 56c, 62c. All new designs. Two special lines of BRUSSELS CARPETS, in the latest colorings, at 75c and 85c—worth 95c and \$1.10. Extra special line of ANIMSTER CARPETS, regular \$1.50 goods, for \$1.20. Positively the best value in Canada, the quality of ENGLISH OILCLOTH we are now selling at 25c, worth 35c. We are now offering a Fine Nottingham Lace Curtain, White or Ecru, 3 1/2 yds. long, new patterns, worth \$2.50, for \$1.75. The biggest and choicest lot of 36 inch Art Muslins in the city, regular 30c, now 19c yard.

For the Best Value in Carpets, Curtains or Oilcloths, visit HAMILTON'S St. Catherine and Peel Streets, Montreal.

FOR A C.M.B.A. Piano OR A C.M.B.A. Sewing Machine GO TO A. R. ARCHAMBAULT, 708 ST. LAWRENCE STREET. Where you can buy at C.M.B.A. Prices and Conditions.

SCOTTISH UNION AND NATIONAL INSURANCE CO. OF EDINBURGH, SCOTLAND. Assets Exceed Investments in Canada: Forty Million Dollars. \$1,783,487.83. MONTREAL OFFICE, 117 St. Francois Xavier St. WALTER KAVANAGH, Chief Agent. Losses Settled and Paid Without Reference to Home Office.

BICYCLES, SOILED AND SLIGHTLY USED. \$25.00, \$30.00, \$40.00, \$50.00. NEW—\$50.00, \$60.00, \$70.00, \$80.00. Just what others ask \$100.00 for. You can't mistake this is the place to buy. Family Carriages. \$75.00, \$80.00, \$90.00, \$100.00 to \$250.00. Express Waggon. \$40.00, \$50.00, \$60.00. Very Heavy, \$100.00. Carts. \$16.00, \$20.00, \$25.00, \$30.00, \$40.00, \$50.00. Open Buggies. \$50.00, \$55.00, \$60.00. Covered, \$60.00, \$65.00, \$70.00. Specials. Rubber Tires and Ball Bearings, \$175.00. Beautiful Occors Phaetons. \$100, \$110, \$120. All L. Asher Trimmed.

Farm Implements. MOWERS, \$36.00. RAKES, 16.00. REAPERS, 50.00. Every man his own agent. Send your Cash and Order and save all Discounts and Commissions. R. J. LATIMER, 592 St. Paul St., Montreal.

The Live Stock Markets.

LIVERPOOL, August 24.—There was a weaker feeling in the cattle market and prices declined 10, which was due to heavier supplies and a slower trade. Choice Steers sold at 11 1/2c and Canadian at 10 1/2c. Sheep were also weak and values are quoted 1c lower on the market at 10c to 11c.

A private cable from London reported trade worse and quoted choice Canadian cattle at 10 1/2c.

A private cable from Liverpool stated that the market was weaker and quoted choice Canadian steers at 10c to 10 1/2c. Messrs. John Olde & Son, live stock salemen of London, Eng., write Wm. Cunningham, live stock agent, of the Board of Trade, as follows:—Although the supplies at Deptford to-day were much shorter, yet the prices ruled lower, as there was very little demand; good States cattle made from 5 1/2d to 5 1/4d, South American 4 1/2d to 5d. There were 1,250 head of cattle for sale, of which 1,000 came from the States and 250 from South America. The small number of sheep on offer at Deptford, viz., 790 from South America, attracted but few buyers, and no sales were effected.

MONTREAL, August 24.—Since our last report of the export live stock trade the markets abroad have taken a turn for the worse, and all cables to hand to-day were of a weak and discouraging character to shippers, they noting a decline in prices for Canadian cattle of 1/4c per lb. since this day week, which means that recent shipments gone forward will hardly let out on account of the higher prices paid here and in the country for the stock. Some of the recent purchases in the Toronto market cost shippers 1/4c laid down here, while the top price paid on spot for the same class of cattle has been 4c. The exports last week show a decrease of 1,118 head of cattle and 1,786 of sheep, as compared with the previous week. In ocean freights there has been no change. The demand for space is good, and rates rule steady at 45c to Liverpool and Glasgow, and 40c to London.

At the East End Abattoir market the offerings of live stock were 600 cattle, 250 sheep, 250 lambs, 250 calves, and 10 fat hogs. Notwithstanding the heavier receipts of cattle and the recent decline in prices of 1/4c per lb. in the Toronto market, the tone of the market here, if anything, was firmer, and higher prices were realized, but no general advance took place. The attendance of local buyers was large and as the weather was cool a good demand was experienced and the indications were at an early hour that a clearance would be made. There was considerable improvement in the quality of the stock offered and this helped the market to some extent. In the export line trade was rather quiet, and only a few small lots were picked up at 31c, but for really prime heaves 4c would be paid. In a local way as high as 31c was paid for a few choice steers, but the bulk of the sales of good cattle were made at 31c to 31 1/2c, while inferior sold at 24c to 3c, and common to inferior at 1 1/2c to 2 1/2c per lb. live weight. There were only 250 sheep offered, and as the demand was good for export account, more than half of them were picked up at 80c to 31c per lb., the bulk at the inside figure, while butchers paid from \$2 25 to \$3 each. There was also a good demand for lambs, and good to choice sold at \$3 to \$4 each, and common to inferior at \$1.50 to \$2.50 each. Calves met with a fair sale at prices ranging from \$2 to \$8 each, as to size and quality. Heavy hogs sold at \$3.50 to \$3.60 per 100 lbs., live weight. The receipts of cattle at the Point St. Charles market were ten loads. The demand from local dealers was very limited; in fact, none of them seemed to want any and no sales were made, consequently holders shipped them to the above market. There were 350 hogs offered, for which the demand was slow, but prices ruled steady. A few small lots of choice light weights sold at \$3.90 to \$4, while heavy grades were offered at \$3.60 to \$3.65 per 100 lbs., live weight.

PATENTS ON PLOWS.

The following statistics are prepared specially for this paper by Messrs. Marion and Laberge, Civil Engineers and Experts in all matters pertaining to patents, No. 188 St. James, Montreal. In the class of plows 10, 312 patents have been granted by the U.S. Patent Office. A notable evolution in tilling the soil, over the primitive mode of employing a shovel blade, is the use of disks that penetrate the earth and resolve in contact therewith. In the breaking of prairie land cutting disks are adapted to break up at one operation a wide strip of ground. One hundred and ninety-one patents have been issued for steam plows. Another important type, which has received considerable attention since 1870, employs a gang of plows arranged to plow back and forth, without turning like the well known hillside plow. U.S. Patent No. 801,806, July 1, 1884, and Ray No. 598,949, April 2, 1895, show such machine designed for horse-power, while Sack's No. 386,162, July 17, 1888, is a heavier machine for use with steam power. Electricity is beginning to be employed in the art of tillage, as is shown in patent to Roberts, No. 509,551. No. 509,551, November 28, 1893. This is analogous to steam plows in its heavy mudshank construction, designed for plowing level tracks of level ground.

HIGH RATE OF INTEREST.

Right Rev. Thomas McGovern, D.D. bishop of the diocese of Harrisburg, reported to have said in a recent interview that the western farmers are paying 10 to 15 per cent. for money. Many of these people have bought land for \$5000 on which they have paid \$8000. They are paying 10 to 15 per cent. on the mortgage of \$2000, which is not only the actual value of the property, but the result is that in a short time the farmer will lose their property and be driven from their homes, like the tenant farmers of Ireland, and lose all the money they have paid on them.

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