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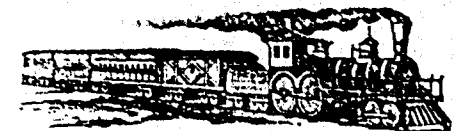
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ON AND AFTER MONDAY NEXT, the 29th instant, Trains will leave Montreal as follows:—

- Accommodation Train for Island Pond and intermediate stations at 7.00 a. m.
Day Mail Train for Island Pond and intermediate stations at 2.00 p. m.
Night Mail Train for Quebec, Island Pond, Portland, and Boston at 10.30 p. m.

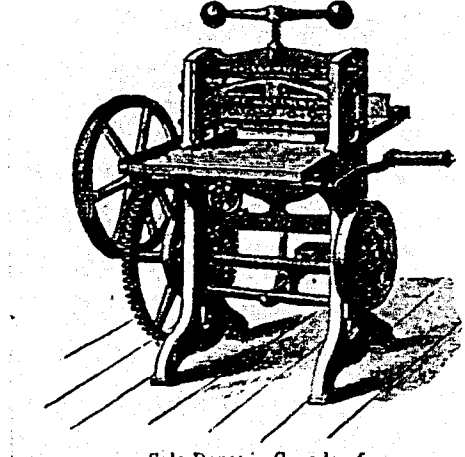
Pullman's Palace Parlour and Sleeping Cars on all day and night trains. Baggage checked through. C. J. BRYDGES, Managing Director.

Montreal October 25.



WANTED—TEN RESPECTABLE YOUNG MEN and Three YOUNG LADIES, to qualify as Telegraph Operators. For particulars see advertisement of Dominion Telegraph Institute.

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Brockville & Ottawa Railways.



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ON AND AFTER MONDAY, OCT. 30, 1871.

TRAINS WILL RUN AS FOLLOWS:—

LEAVE BROCKVILLE. EXPRESS at 7.30 A.M., arriving at Ottawa at 12.30 P.M., and at Sand Point at 1.30 P.M.

LEAVE OTTAWA. THROUGH WESTERN EXPRESS at 10.00 A.M., arriving at Brockville at 1.50 P.M., and connecting with Grand Trunk Day Express going East and West.

ARRIVE AT SAND POINT at 1.30 P.M., 7.35 P.M., and 9.15 P.M.

LEAVE SAND POINT at 5.30 A.M., 9.10 A.M., and 3.45 P.M.

Trains on Canada Central and Perth Branch make certain connections with all Trains on B. and O. Railway.

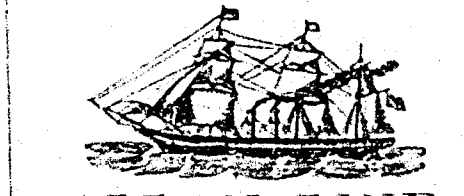
Certain connections made with Grand Trunk trains, Mail Line, and Union Forwarding Company's Steamers.

MORNING EXPRESS leaves Sand Point at 10 A.M., after arrival of Steamer from Pembroke, Portage du Fort, &c.

Freight loaded with despatch. The B. & O. & C. C. Railways being of the same gauge as the Grand Trunk, car-loads will go through on Grand Trunk cars without transhipment.

H. ABBOTT, Manager. Brockville, 26th Sept., 1871.

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Table listing ship names, tonnage, and commanders. Includes POLYNESIAN (4,100), SARMATIAN (3,000), CIRCASSIAN (3,000), CASPIAN (3,250), SCANDINAVIAN (3,000), PRUSSIAN (3,000), AUSTRIAN (2,750), NESTORIAN (2,750), MORAVIAN (2,650), PERUVIAN (2,650), GERMANY (2,250), HIBERNIAN (2,150), NOVA SCOTIAN (2,250), NORTH AMERICAN (3,750), CARTHAGIAN (2,100), OTTAWA (1,875), ST. DAVID (1,650), ST. ANDREW (1,425), ST. PATRICK (1,275), NORWAY (1,300), SWEDEN (1,750).

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are intended to sail between the Clyde and Portland at intervals during the season of winter navigation.

An experienced Surgeon carried on each vessel. Berths not secured until paid for. For Freight, or other particulars, apply in Portland to J. L. FARMER, or HUGH and ANDREW ALLAN, in Quebec to ALLAN, RAY & Co., in Havre to JOHN M. GERRIE, 21 Quai D'Orleans; in Paris to GUYARD BOUSSARD, 25 Quai Voltaire; in Antwerp to ANN. SCHURZ & Co., in Rotterdam to G. P. ITTRES & Zoon; in Hamburg to W. GIBSON & Hoon; in Belfast to CHARLEY & MALCOLM; in London to MONTGOMERIE & GREENHOSE, 17 Gracechurch Street; in Glasgow to JAMES & ALEX. ALLAN, 70 Great Clyde Street; in Liverpool to ALLAN BROS., James Street; or to H. & A. ALLAN, corner of Youville and Common Streets, Montreal.

THE DOMINION TELEGRAPH INSTITUTE.

89 ST. JAMES STREET, MONTREAL, P. Q.

GEORGE E. DESBARATS, Proprietor.

Established for the purpose of qualifying Operators for the new Telegraph Lines now building throughout the Dominion and the United States.

This Institution having been established three years, may now be considered a permanent College. Its rapid growth and prosperity are due to the demands of the Telegraph community, and the great success which has attended the Proprietor's system.

The rapid development and usefulness of the Electric Telegraph, and the consequent ever increasing demand for First-Class Operators renders the opening of Colleges for instruction a positive necessity. Telegraphic Superintendents view the movement as one made in the right direction.

The prospects for Young Men and Ladies to study the system of Telegraphy could not be better than at present, and we call upon all who wish to engage in a pleasant and lucrative employment to qualify themselves as Operators on the Lines of Telegraphy. Graduates on leaving the Institute are presented with a diploma of proficiency, which will enable them to act immediately as vacancies occur throughout the Dominion of Canada and the United States.

THE DUTIES OF AN OPERATOR.

There is no trade or profession which requires so small an amount of labour, and at the same time where the employee has the same amount of freedom and independence, being at all times master of the instrument over which he presides, generally in an office by themselves, without either foreman or master, merely to take and despatch messages. The usual hours of attendance required is from 10 to 12 hours per day, less the usual hours for meals. Operators are not required to work on Sundays. The Institute is fitted up in a most complete and practical manner, with all the usual fixtures, &c., of a regular Telegraph office on a large scale.

A life has been constructed on which students of this Institute will have actual practice, when sufficiently advanced. In case of a broken communication, the repairs will be conducted by a Professor of Telegraphy, under the eyes of the students, so that a really practical knowledge may be attained in every branch of the Science of Telegraphic Communication.

EDUCATION—FRENCH, ITALIAN, and SPANISH LESSONS given by a well educated and native French Teacher. Apply to P. P. LEGGO, Professor, 275, MONTREAL STREET, Room No. 14, 1st story. Terms very moderate.

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OFFICE OF THE "CANADIAN ILLUSTRATED NEWS," MONTREAL, 10th July, 1871.

MY FRIENDS and the PUBLIC are hereby requested to take notice that although Mr. W. ROBERTS carries on his business under the name of ROBERTS, REINHOLD & CO., I have no connection with his firm, and have had none whatever for more than two years.

(Signed) R. REINHOLD. Printed and published by GEORGE E. DESBARATS, 1, Place d'Armes Hill, and 319, St. Antoine street, Montreal.