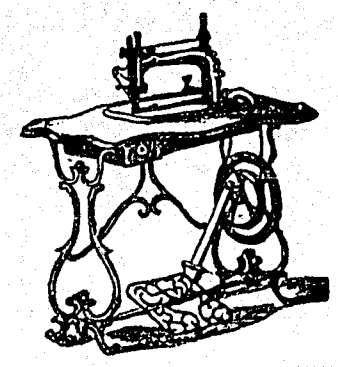

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NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned, and endorsed "Tenders for Richelieu River Works," will be received at this office until noon of Saturday, the 27th September instant, for the construction of the following works, viz:—

Supporting Piers and Guide Booms in the Richelieu River above the Railway Bridge at Beloeil.

AND FOR THE

Extension of the Mooring Pier at the lower entrance of the Chambly Canal;

AND ALSO FOR THE

Erection of two houses for Lock and Bridge-keepers on the Chambly Canal.

Each work to form a separate contract.

Plans and Specifications of the respective works can be seen at the Lachine Canal Office, Montreal, on and after Tuesday, the 16th inst., where printed forms of Tender and other information can be obtained.

The signatures of two solvent and responsible persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract, must be attached to each Tender.

The Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN,
Secretary.

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 13th Sept., 1873. 8-13 3f

NOTICE TO CONTRACTORS.

SEALED "TENDERS" addressed to the undersigned, and endorsed "Tender for Workshops," will be received at this office until THURSDAY, the EIGHTEENTH day of SEPTEMBER instant, at Noon, for the erection and completion of Workshops on the Public Grounds, Ottawa.

Plans and Specifications can be seen at this Office on and after Wednesday, the 10th instant.

The signatures of two solvent and responsible persons, willing to become sureties for the due fulfilment of the contract, must be attached to each Tender.

The Department will not be bound to accept the lowest or any Tender.

By order,

F. BRAUN,
Secretary.

Department of Public Works,
Ottawa, 6th Sept., 1873. 8-12 2f

R R R.
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Cures the worst Pains
In from 1 to 20 Minutes.
NOT ONE HOUR

After reading this advertisement need any one suffer with pain.

RADWAY'S READY RELIEF IS A CURE FOR EVERY PAIN.

IT WAS THE FIRST AND IS

THE ONLY PAIN REMEDY

That instantly stops the excruciating pains, allays Inflammations, and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs, by one application.

IN FROM ONE TO TWENTY MINUTES,

no matter how violent or excruciating the pain the Rheumatic, Bed-ridden, Infirm, Crippled, Nervous, Neuralgic, or prostrated with disease may suffer,

RADWAY'S READY RELIEF
WILL AFFORD INSTANT EASE.

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The application of the *Ready Relief* to the part or parts where the pain or difficulty exists will afford ease and comfort.

Twenty drops in half a tumbler of water will in a few moments cure Cramps, Spasms, Sour Stomach, Heartburn, Sick Headache, Diarrhœa Dysentery, Colic, Wind in the Bowels, and all Internal Pains.

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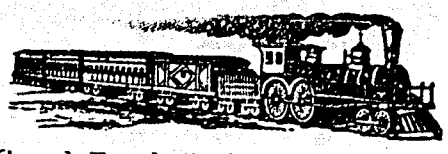

Grand Trunk Railway Company of Canada.

1873. Summer Arrangements. 1873.

Pullman Palace, Parlor and Handsome New Ordinary Cars on all Through Day Trains, and Palace Sleeping Cars on all Through Night Trains over the whole Line.

TRAINS now leave Montreal as follows:—

GOING WEST.

Day Mail for Prescott, Ogdensburgh, Ottawa, Brockville, Kingston, Belleville, Toronto, Guelph, London, Brantford, Goderich, Buffalo, Detroit, Chicago and all points West, at	8.00 a.m.
Night Express " "	9.00 p.m.
Mixed Train for Toronto, stopping at all Stations	6.00 a.m.
Passenger Train for Brockville and all intermediate Stations	6.00 p.m.

Trains leave Montreal for Lachine at 7 a.m., 9 a.m., 12 noon, 3 p.m., 5 p.m., and 6.30 p.m.

Trains leave Lachine for Montreal at 8 a.m., 10.00 a.m., 1 p.m., 3.30 p.m., 5.30 p.m., and 7 p.m.

The 3.00 p.m. Train runs through to Province Line.

GOING EAST.

Accommodation Train for Island Pond and intermediate stations	7.00 a.m.
Mail Train for Island Pond and intermediate stations	4.00 p.m.
Night train for Island Pond, White Mountains, Portland, and Boston	10.00 p.m.
Night mail train for Quebec, stopping at St. Hyacinthe and St. Hilaire	11.00 p.m.

GOING SOUTH.

Train for Rouses' Point connecting with steamers on Lake Champlain	6.00 a.m.
Train for Boston *via* South Eastern Counties Jonction R. R.	7.30 a.m.
Express for Boston *via* Vermont Central Railroad, at	8.45 a.m.
Mail Train for St. John's and Rouse's Point, connecting with trains on the Stanstead, Shefford and Chambly, and South Eastern Counties Junction Railway, and steamers on Lake Champlain	3.15 p.m.
Express for New York and Boston, *via* Vermont Central, at	3.45 p.m.

As the punctuality of the trains depends on connections with other lines, the Company will not be responsible for trains not arriving at or leaving any station at the hours named.

The steamer "FALMOUTH" leaves Portland every Tuesday, at 5.30 p.m., for Halifax, N.S.

The Steamship "CHASE" also runs between Portland and Halifax.

The International Company's Steamers, also running in connection with the Grand Trunk Railway, leave Portland every Monday and Thursday at 6.00 p.m. for St. John, N.B., &c.

BAGGAGE CHECKED THROUGH.

Through Tickets issued at the Company's principal stations.

For further information, and time of Arrival and Departure of all Trains at the terminal and way stations, apply at the Ticket Office, Bonaventure Depot, or at No. 143 St. James Street.

C. J. BRYDGES,
Managing Director.

Montreal, May 23, 1873. 7-15 zz

Grand Trunk Railway

ON AND AFTER MONDAY NEXT, 19th instant, an Accommodation Train for MONTREAL and Intermediate Stations will leave RICHMOND at 5.20 A.M., arriving at MONTREAL at 9.10 A.M.

Returning, will leave MONTREAL at 5.15 P.M. arriving at Richmond at 9 P.M.

C. J. Brydges,
7-21 tf MANAGING DIRECTOR.

Reduction in Freight Rates.

THE GRAND TRUNK RAILWAY WILL continue to send out, daily, THROUGH CARS for CHICAGO, MILWAUKEE, ST. PAUL, and other Western points, at reduced rates from the winter tariff.

Shippers can get full information by applying to Mr. BURNS, Agent G. T. R., Chaboillez Square, or at the Office of the General Freight Agent.

C. J. BRYDGES,
MANAGING DIRECTOR.

P. S. STEVENSON,
General Freight Agent. 7-21 tf

CERTIFICATE FROM MR. ALFRED KNUCKLE, American House, St. Joseph Street:—

MONTREAL, March 7th, 1872.

DEAR SIR,—I was afflicted during the beginning of this winter with a most severe COLD, attended with incessant COUGHING and DIFFICULTY OF BREATHING, which reduced me so low that many persons supposed I could never recover. I tried a great many things, which were given me both by my doctors and friends; but did not receive any benefit from anything until I commenced using your "HOARHOUND AND CHERRY BALSAM," which seemed to give me relief immediately. I continued using it until I was completely cured, and now I believe I am as well as I ever was in my life. I would gladly recommend it to any person suffering from a similar complaint. Almost anybody who knows me can certify to the above. ALFRED KNUCKLE.

MR. RICHMOND SPENCER, Chemist, corner of McGill and Notre Dame Streets.

PROSPECTUS
OF A
NEW, GENERAL, AND DETAIL MAP
OF THE
WHOLE DOMINION OF CANADA,
FROM
NEWFOUNDLAND
TO
VANCOUVER ISLAND.
WITH THE
Northern and Western States,
BY
J. JOHNSTON, C.E., MONTREAL.

TO BE PUBLISHED IN THE EARLY PART OF 1873,

BY

GEO. E. DESBARATS.

Size of Map, about 7 ft. x 5 ft. Extending (East and West) from Newfoundland to Manitoba and (North and South) from Hudson's Bay to latitude of New York, drawn on a scale of 25 miles to the inch, and compiled from the latest Astronomical Observations, Official Surveys, and Records of the Departments of Crown Lands, as well as from County Maps, Local and Railway Surveys. From Manitoba to Vancouver Island will be delineated on a scale of 50 miles to the inch. This arrangement of the Map admits of the old Provinces of Upper and Lower Canada, New Brunswick and Nova Scotia being mapped on a scale large enough to shew *accurately all bonâ fide surveys*. The Great N. W. Territory and British Columbia—where comparatively little has been done in the way of *actual survey*—a smaller scale answers every purpose. The whole Map is thus kept within the dimensions best adapted for general office use.

The following are some of the most important details, which have been collated with great care, from the latest Official Plans and Reports:—Recent Explorations and Surveys in the "N. W. Territory;" New Boundary Lines; Electoral Districts and Divisions; New Townships and Mining Locations; all New Railways; Canals and Colonization Roads; the "Free Grant Lands" and New Settlements; Elevations of the Inland Waters and Mountainous regions above the Sea—marked in feet—and the correct delineation of all prominent Topographical features.

In connection with the General and Detail Map there will be TWO SUPPLEMENTARY OR COMMERCIAL MAPS exhibiting the relative geographical position of the Dominion and other countries, shewing the great Routes of Travel both by Land and Water; shortest lines of communication: Telegraph lines in operation and projected; distances, &c., &c., with much other new and valuable information.

The explored route for the *Canadian Pacific Railway* with its *connections*—East and West—with accompanying Profile, will be accurately laid down from data supplied by the Government Engineer; also, the Route of the *Northern Pacific Railway* (United States), of which a correct plan of the actual location, specially prepared for this Map, has been sent to Mr. Johnston by the Chief Engineer.

☞ *ALL ADDITIONS AND CORRECTIONS WILL BE MADE TO DATE OF PUBLICATION.*

Mr. Johnston has been engaged on the compilation and drawing, unremittingly, for a period of nearly four years. Neither labour nor expense has been economised in the endeavour to gain for this great Geographical and Topographical work the merit of being the STANDARD MAP OF CANADA for many years to come.

☞ The manuscript has been submitted to the following eminent authorities, receiving their unqualified approval and recommendation—

ANDREW RUSSELL, Esq., Geographer to the Dominion Government.
LIEUT.-COL. DENNIS, Surveyor-General.
THOS. DEVINE, Esq., F.R.G.S., Surveyor-in-Chief, Ontario.
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