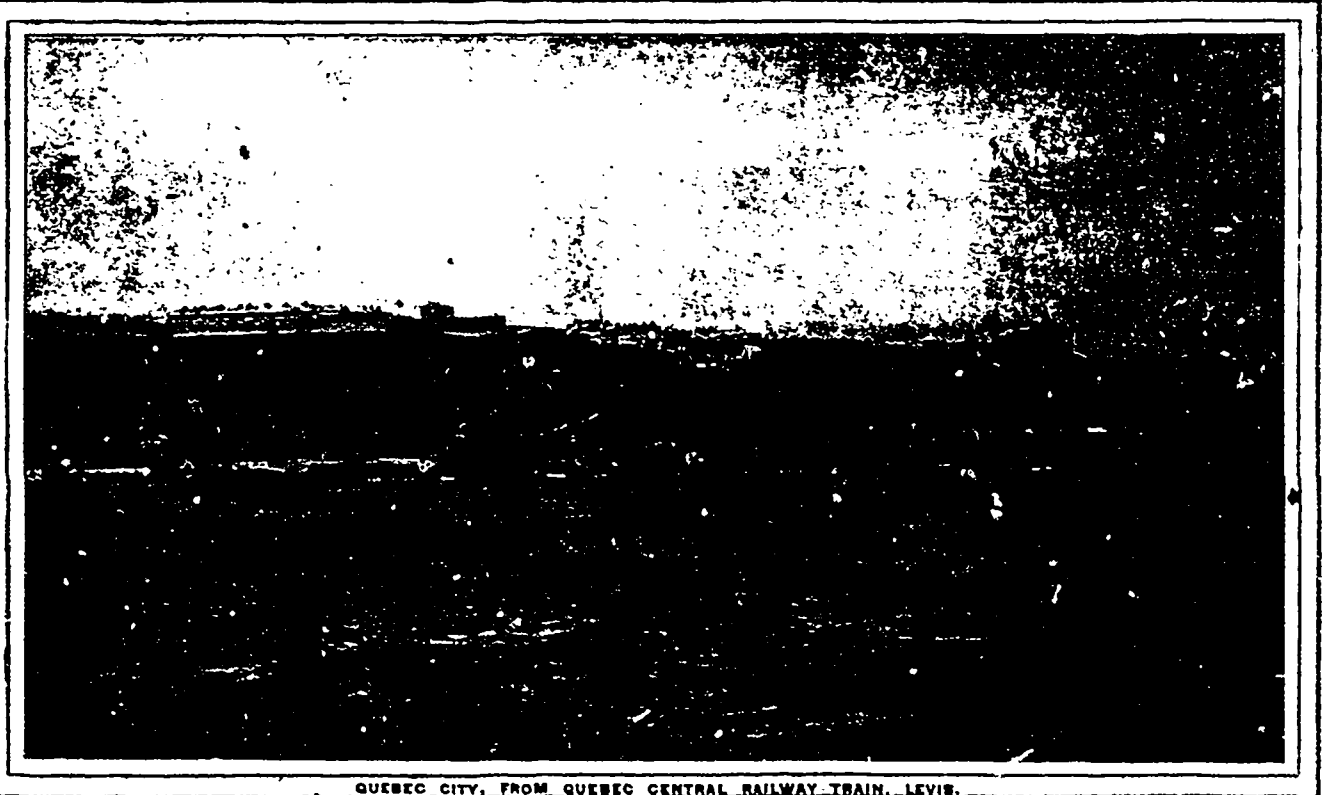


POP 67
P-167
FS

DECEMBER.
1894.

PICTURESQUE

Quebec.



QUEBEC CITY, FROM QUEBEC CENTRAL RAILWAY TRAIN, LEVIE.

OF THE
AN OFFICIAL ORGAN OF THE
QUEBEC CENTRAL RY
AND
QUEBEC & LAKE ST. JOHN RY COMPANIES

THEY WERE ALL DEAD.

'One of the best stories I ever heard,' said John Thomas to the St. Louis 'Globe-Democrat's' corridor man, 'is vouched for by Captain Rivers, of the Fort Worth and Denver Railway. A Russian Hobrow came to this country and established a dry goods and notion business. He was so successful that he sent for his younger brother and started to educate him in the business. The boy was slower to learn the ways of the world than his brothers had been, and the latter sometimes grow impatient. One day he said:—

'Now, shust wait und see how I do. Dere vas a lady.'

'The lady asked to see some silk, which was shown, a piece at \$2 a yard.

'But I saw some like it a few days ago for \$1.50,' she said.

'I do. I don't id, madam; but dot vas some days ago. I vas selling dese goods at dot price until yesterday, ven ve got vord dat all do silkvorms in China vas dead, und dot goods vill cost us more as two dollars now.'

The lady was satisfied and purchased the silk.

'Now, you see how dot vas done. Dere vas a lady now; you wait on her,' he said to his brother.

The lady entered and asked for tape. The young man was all attention, and the desired article was speedily produced.

'How much?' the lady asked.

'Ten cents a yard.'

'Why, I saw some for eight cents.'

'I don't doubt id, madam, but dot vas some dime ago. Shust to day ve heard all de tape worms vas dead, und dere would be no more tape less as twenty cents a yard.'

There are 965 street railway companies in the United States, representing a capital of \$648,330,755. This sum is divided among the various systems as follows: Six hundred and six electric railways, \$423,493,210; 359 horse, steam and cable railways, \$224,837,536.

The Ticket Seller's Trick.

He "worked off" a Canadian Dime and some Pennies on a Man who was a Kicker.

'Well, well! that's the slickest trick of making a passenger take pennies for change I've seen the ticket agents resort to!' said a man at the Park elevated station, as he ruefully surveyed a Canadian dime which had just been handed him by the ticket seller.

'Those fellows are obliged to work off their pennies on the public as best they can, and resort to all kinds of dodges to do this, but this is the cutest scheme yet.'

'A passenger who hands the agent a dime for a single ticket is almost sure to receive the change in copper cents. Every man knows what a nuisance pennies are in his pocket.'

'If he wants a dime or a nickel he is sure to fish out a penny, unless he brings up a handful of change at once. When I have a pile of coppers shoved through the little hole at the ticket window I always shove it back and demand another ticket.'

'Of course the agent has to give me the ticket and 'ake the pennies back, usually with a half subdued grunt of resentment at the failure of his ruse. I usually feel tickled with myself for getting the better of the

agent, but I was floored this time.

'I gave him an American dime and demanded a ticket. I got it and the five pennies besides. I poked the copper pile back and asked for another ticket. I didn't get it, but instead this Canadian dime shot through the hole in the window, accompanied by a remark that the road did not take foreign money.'

'I have been in the habit for years of looking at the date of coins, for I was once an ardent collector of rare pieces of money, and did not forget to examine the American 10-cent piece which I handed the ticket man.'

'It was the only dime I had, and I watched him shove it to his right, while I also watched him reach over to his left hand and get the Canadian piece which he insisted was the one I had given him.'

'What could I say? His word was as good as mine, and I could stand and argue the matter all day and have my labor for my pains, so I had to take the disputed dime and hand over a quarter in payment for my ticket and two piles of pennies to boot. But I'll get square with some other agent or my name isn't—'

The reporter will never know what the man's name is, for the roar of the approaching train drowned the speaker's voice as its owner disappeared through the iron gate. — (New York Tribune.)

ROYAL PULP & PAPER CO.,

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ARTISTIC · RAILWAY · PRINTING

Estimates cheerfully given.

Wife—How did you get along while I was away?

Husband—I kept house for about ten days, and then I went to a hotel.

'A hotel? Why didn't you go on keeping house?'

'Couldn't. All the dishes were dirty.'

'The girl that marries for money usually has a look on her face after marriage that indicates that she is having trouble collecting her salary.'

A. L. GRINDROD & CO.,

— MANUFACTURERS OF —

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VARNISHES & JAPANS

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Five Silver and One Gold Medals awarded.

PER
P-164



Picturesque Quebec,

AN ILLUSTRATED MONTHLY JOURNAL PRINTED AND PUBLISHED EVERY MONTH BY G. H. BRADFORD, AT SHERBROOKE, P.Q.

The Official Organ of the Quebec Central and Quebec & Lake St. John Railways.

No less than 5,000 copies of this Journal are distributed each month by the Quebec Central and Quebec & Lake St. John Railway Companies and on all connecting roads. Also, will be given out at all HOTELS, and will be MAILED REGULARLY to all subscribers for one dollar a year postage free.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Address all communications to PICTURESQUE QUEBEC, care QUEBEC CENTRAL RAILWAY COMPANY, Sherbrooke P.Q.

All notices in local column and changes in advertising cards for this publication must be sent in on or before the 15th of each month, as we go to press on the 20th for the following month.

Vol. I. DECEMBER, 1894. No. 5.

QUEBEC CENTRAL RAILROAD.

GENERAL OFFICES LOCATED AT SHERBROOKE.

FRANK GRUNDY,	General Manager.
A. STEELZ,	Superintendent.
J. H. WALSH,	General Freight and Passenger Agent.
A. H. ANDERSON,	Cashier.
T. J. MAGUIRE,	Accountant.
E. BERRYMAN,	Chief Engineer.
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E. BEAUDET,	1st Vice-President.
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J. G. SCOTT,	Secretary and Manager.
ALEX. HARDY,	General Passenger Agent.
R. M. STOCKING,	City Ticket Agent.
E. A. HOARE,	Chief Engineer.

Time-Tables of the above roads, as well as all connections, will be found in these columns.

Population of principal cities, also stage connections.

Distances to different points. Rates of Fare to all Stations.

Rates of Fare to all Southern and Western points, including principal cities of New England. All changes in Railroad matters

A Map showing Railroad lines and connections. Special information.

People are beginning to see the value of this paper to advertise their goods in as will be seen by our enlarging to 20 pages this issue, and we shall endeavor in the future as in the five months we have been before you to improve it each month. If you want to reach the masses use the columns of PICTURESQUE QUEBEC. Through the winter months we shall give you interesting reading matter collected from some of our old citizens. You must remember that each one of these papers are seen and READ by a great many different people as we take great pains to place them where they will be seen by the largest number of READERS each issue.

In this issue will be found descriptive reading matter taken from an interview with Mr. Moe, one of our old citizens, also a half-tone Picture of the gentleman who so kindly favored us with the article of reminiscence.

We had a great many calls for copies of our November issue, that is what we are after. When we get it so that people will call for it we are satisfied. We have set the ball a rolling and we shall keep on rolling it.

Every one says that the November issue was the best one we have put out. How is it with you, friend?

If you read the columns of this paper you can not help reading the advertisements. We do not expect every one who receives a copy of this paper will read every card, but they are as apt to read yours as any.

Keep your name and business before the people, you must remember people cannot remember more than 24 hours at a time, therefore keep at them.

Forty miles of the Tring and Megantic branch of the Quebec Central Railway is now complete and ready for inspection. The contractors are rushing forward work on the remaining 20 miles and expect to have rails laid into Lake Megantic by the middle of this month and will then be discontinued for the remainder of the winter, to be resumed again in the early spring, and the line fully completed by the month of July next.

When the Tring and Megantic branch is in operation the total mileage of the Quebec Central Railway will be as follows:—

Quebec to Sherbrooke	143 miles
Beauce Jct. to St. Francis	15 "
Tring Jct. to Lake Megantic.....	60 "
Total	218 miles.

We would call your attention to our representative business firms, whose cards appear in the columns of this paper. Any one purchasing will do well to call on them and promote home industries.

To Friends of the Quebec Central and Quebec and Lake St. John Railways:

Your attention is called to the fact that "Picturesque Quebec" will be mailed regularly to any address for one year on receipt of One Dollar, it being understood that the subscription list is so many copies being issued each month over the five thousand.

You must remember the expense of mailing to the many who request them compels us to make this charge. It will be worth a dollar a year to you. Don't wait. We have already received a large number of names. Send in your subscriptions and show us that you appreciate what we are doing to boom this beautiful Province of Quebec:

● GRIFFITH'S DRUG STORE ●

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Don't forget the place, - 121 Wellington St., Sherbrooke

TRUTH AND POETRY COMBINED.

For advertising business of every style and kind
 In the PICTURESQUE QUEBEC you space can surely find.
 For a neat, attractive journal we quote the lowest rate,
 And a large amount we guarantee to freely circulate.
 We give the running time of the Q. C. R., which does from Sherbrooke run,
 And little spicy reading—to read it will be fun.
 We advertise the rates of fares on Q. C. R. to all the stations,
 And give the distance, as well as the population.
 We tell you where you will find the BEST HOTELS for feed,
 And lots of other matter 'twill do you good to read.
 In Sherbrooke, care of Q. C. R., our office you can find,
 Where we prove to all we have a sheet that don't get left behind.
 For information and jokes you can take your pick,
 We will allow no flies to linger on PICTURESQUE QUEBEC.

The Oldest Inhabitant.

FEW—VERY FEW—of our younger readers who are residents of a city or village can realize the aspect, 100 years ago, of the country where Sherbrooke is situated. It was one dense forest. The main communication to what constitutes the States of Maine, Vermont, and New Hampshire was by the St. Francis and Massawippi rivers. There were no roads; it was unbroken forest.

In the year 1796 six brothers of the name of Hyatt, of the town of Arlington, Vt., came to Canada and settled on part of the tract now known as the Township of Ascot. They obtained the co-operation of various associates and extensive grants of land were made to them by the Government. At that time the site of the present city of Sherbrooke was known as the "Lower or Big Forks."

Here three settlements were made, one by David Moo, one by Gilbert Hyatt, and one by Samuel Terrill.

David Moo came from Half Moon Point, New York, about the same time as the Hyatt brothers, and cleared a few acres in the forest at the place now known as Milby; but he soon removed to Sherbrooke and settled on what is now the Lennoxville Road. The remains of an old frame barn are yet to be seen on that road, with the date 1800 cut upon it, and this barn was built by David Moo.

He had married Betsy Fuller before he settled here and he made a homestead, cleared a farm, and raised a family. His children were Abraham—who died in 1875; Ira, who died about 18 years ago; Hiram, who was born on the 18th July, 1807, at the homestead on the Lennoxville road; Sowell, born in 1815, and who died a few years ago; and Elmore, born about 1820, and who still lives in Lennoxville. Besides these sons they had also four daughters; Mary, who married Mr. Haskell; Anna, who married Levi Pratt; Maria, who married Mr. Whitaker; and Jane, married to Mr. Wilsey, is still living at home, though her husband is dead.

We propose in the present brief sketch to confine ourselves to the career of Hiram Moo, whose likeness heads this article, and who is still living, honored and esteemed, the oldest inhabitant of Sherbrooke.

It may well be imagined that, with only two neighbours, whose farms were situated some distance and who could only be visited by paths through the forest, Hiram Moo had little opportunity for scholastic education in his early days. The work of settling went on very slowly for it is recorded that in 1819 there were only seven log houses erected. Nevertheless the early settlers appreciated the benefits of education, and they established a district school, and secured the services of a teacher named Rufus Minor, from Peacham, Vt.

Hiram Moo attended this district school and acquired a knowledge of the elementary branches of learning. He remained at home, assisting on the farm until about 1831, when he cultivated a farm on his own account. It was situated on the Lennoxville road, just above the works of the Sherbrooke Gas and Water Company, and was part of what was since known as the Nichols farm. With farming he united the trade of a butcher and also became a bailiff, both of which occupations he followed for many years. About forty years ago he moved to his present farm on the Brompton road, in the Township of Orford, and has resided there continuously ever since. Although of an age few mortals attain, he is still hale, hearty, and vigorous, and frequently rides into Sherbrooke to transact business. We may be permitted to express the hope that he will continue to retain his faculties and that years of happiness are still before him.

After his settlement on the Nichols farm Hiram Moo took to himself a wife. In 1836 he was married to Jane Way, of Peacham, Vt. She died on 10th April, 1842. There were three sons, issue of that marriage, David, George, and Hiram.

Hiram Moo, jr., alone survives. He was born about 1840, and is now living in Sherbrooke where he occupies the important position of High Constable.

Hiram Moo, (senior), married again in 1844 to Hannah Way, and his second wife died in 1875.

There were six children by the second marriage of whom three are now



Mr. Hiram Moo.

living, two daughters and a son. Of these one married John Ross, of Orford, one married Lewis McLeod, of the same township, and the son, Fred, is living on the homestead.

Born here, educated here, and residing here continuously, the history of Hiram Moo is intimately and inseparably connected with the history of Sherbrooke.

He remembers the visit of Sir John C. Sherbrooke to Belvidere when the place obtained its name. He was here when in 1822 the District of St. Francis was formed and Sherbrooke proclaimed its *chef lieu*. He was one of the little band of inhabitants in 1807 as he now forms one of the 10,000 people who constitute the present population. His life, though passed within the narrow limits of this section, has not been stagnant, for he has seen and has helped, and participated in the general progress. Although he has not attained immense wealth he has acquired a competency, and he can rest from his labours and look around with the proud satisfaction of feeling that it was to the exertions of his father and his father's family and to his own co-operation that Sherbrooke owes its present position. It will be readily understood that however slight the means may have been in his early years for acquiring book knowledge, yet Hiram Moo has made good use of what opportunities he had, and the fact that for thirty-one years continuously he occupied the position of Mayor of Orford testifies to the high opinion entertained of his integrity, his judgment, his impartiality, and his ability. In his social life Hiram Moo is one of the most affable of men. He is fond of relating reminiscences of his early life and as the most exciting of these events occurred while he was acting as bailiff, they naturally impressed themselves the most strongly on his memory. He had been assisting the late Eleazar Clark, Esq., then High Constable, for some four or five years, when about 1850 he was called upon to go to Barnston to arrest some counterfeiters. Barnston, at that time, bore a very bad name as the headquarters for counterfeit money. It has been said that everyone there lived by making or passing bad money; but this, of course, is an exaggeration and must merely be taken as showing the popular idea of the character of the place at that time.

High Constable Clark and Bailiffs Moe, Barber, and William Read went there about 1850 to arrest a man named Hollister. He was in bed at the time with his wife. "We arrested him," relates Mr. Hiram Moo, "when Hollister said: 'They say I made bad money, but I'm not daunted fool enough to put it where you can find it.' Moo, however, came across it; but Hollister was taken so ill that he could not be moved and he died a short time afterwards in his house.

Just before 1852, when the Grand Trunk Railway, was being built, there were a number of rough characters engaged in its construction who caused some trouble to the authorities. Some of these had obtained goods from storekeepers and refused to pay for them. Writs of summons were taken out, but when the bailiffs went to serve them they were threatened and even assaulted.

There was a settlement near Coaticook where an especially lawless class temporarily resided and great difficulty was experienced in enforcing the law.

"I had been up there early in the morning," says Hiram Moo, "with a warrant for one prisoner and in the afternoon I went up again. The bailiffs had previously been driven away and Sheriff Bowen said he would accompany a posse and see the law enforced, so in the afternoon he took Taylor, O'Connor and myself with him. There was a good deal of confusion around the shanties and I mistrusted there would be foul play. I told the sheriff there would be trouble, but he said 'No.' as he felt confident there would be no resistance. Pretty soon a pack of the railroaders appeared in sight, armed with cudgels, etc. Sheriff Bowen started; in fact we all started, and we were driven back. Sheriff Bowen, Taylor and O'Connor got into a shanty, but very soon the sheriff managed to get out and Taylor and O'Connor, as I afterwards learned, were badly beaten. So much so that they were left for dead and the shanty was set on fire to burn their bodies. I saw it was a case of each one for himself and I ran for the woods with about a hundred people after me. One long-legged chap nearly caught me. We kept step for step for some time when he threw an axe at me which just missed me and buried itself in the ground by my side. Just then my pursuer caught his foot against a log and fell and I managed to get into the woods. The crowd followed me for some half mile or so, but eventually I reached Coaticook. I tried to induce a magistrate there to send assistance to Sheriff Bowen, but he was afraid, and I managed to get a team and drove to Compton. Here I found Sheriff Bowen lying wounded and doctors dressing his wounds.

"Taylor and O'Connor were not killed after all, it turned out. A woman in the neighbourhood took pity on them and persuaded her husband to drag them out of the burning shanty and take them to Coaticook, where they remained for some time in a very precarious condition under medical care. "On our return to Sherbrooke I was sent to Quebec for assistance and reached there while the Legislature was sitting. I told my tale and was sent on to Montreal with a requisition for troops. Col. Moore was instructed to send some, and Major Johnson and some fifty men of H. M. 20th Regiment marched to Coaticook. A. G. Woodward, Esq., was a Justice of the Peace and accompanied the troops. The local militia of Barnston was also called out and the place where the rioters lived was surrounded. About 100 of them

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EDWARD MOBBS,

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Go to THOMPSON & McLEAN**
Wholesale and Retail.
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Hand-cut Files, Rasps, &c.
All kinds of Files re-cut and warranted. Freight
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AND IT IS SO.**

THE BEST is the Genuine

**COOK'S FRIEND
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N. T. DUSSAULT. L. H. ST. JEAN.
ESTABLISHED 1864.

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Merchant Tailors,

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**WHEN IN SHERBROOKE
AND WANT A**

GOOD SMOKE

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113 Wellington Street.

G. H. PRESBY,

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Fine Photographs a specialty.
Copying of all kinds done to order.
111 Wellington street, Sherbrooke.

SHERBROOKE

Steam Laundry

48 Factory Street, Sherbrooke.

W. B. NEIL, PROPRIETOR.

Highest grade of work guaranteed.

"were driven into a glade. The troops formed square and wore armed with ball cartridge. Wm. Road and another bailiff then went amongst the rioters and picked out those who had been most prominent. About eighteen prisoners were arrested and taken to Sherbrooke and three of them were afterwards convicted and sent to the Penitentiary, and I went to Kingston with them and delivered them up at the prison there."

Such are some of the events this aged pioneer delights to relate and his eye glitters as he recalls to mind the events of his youthful days.

He is now old; but it is a green old age and we can truly say a happy one - for he is happy in his family, well to do in circumstances, honored and esteemed by his neighbours and acquaintances, and his name will live and his memory be revered as one of the founders of the Queen City of the Eastern Townships.

Judgment in Favor of the Quebec Central R'y.

Information has been received by cable from England to Mr. Grundy, General Manager of the Q. C. R'y., that judgment has been rendered in favor of the company, with costs, by the Privy Council, in the case of Robertson v. Irvine, Q.C.R. Co. intervening.

The case was to decide the possession of forty-six Q.C.R. bonds, worth about \$25,000, which were claimed by Mr. Robertson under a contract between himself and the Co. in April, 1887. These bonds were the residue of a large number deposited with the Hon. Geo. Irvine of Quebec, in trust to be delivered to Mr. Robertson upon the production by him of valid discharges of certain debts and liabilities of the Company and of the Contractors, Messrs. Bowen and Woodward.

Mr. Robertson claimed that he had fulfilled the contract and paid the debts referred to, and was consequently entitled to the bonds.

The Company contended that Mr. Robertson has not paid all of the said debts and that a large number of those which had been discharged had been paid out of the earnings of the road, by money belonging to the Co. This was admitted by Mr. Robertson, who claimed, however, that he was entitled to use the earnings of the road, while in his possession, for this purpose.

It was established that the amount used by him out of the earnings of the road for the purpose of paying these debts was about equal to the value of the bonds now in dispute.

Mr. Justice Brooks, in the Superior Court at Sherbrooke, maintained the contention of the Company, and declared that Mr. Robertson was not entitled to the bonds. This decision was reversed by the Court of Queen's Bench at Montreal, but, as stated above, the case was taken to the Privy Council in England, who have given judgment in favor of the Railway Co. with costs.

Dairymen's Convention.

The Annual Convention of the Dairymen's Association, of the Province of Quebec, was held at St. Joseph, Beauce, on December 4th, 5th and 6th. Special trains service was arranged by the Quebec Central Railway, for the accommodation of members attending the Convention, and a large number were present.

Several important papers on the cheese and butter industry were read, and great interest was taken in the discussions of the various subjects by the farmers of Beauce and adjoining townships.

The increase in the quantity of cheese and butter manufactured in the counties of Wolfe, Compton, Megantic, Beauce and Dorchester is remarkable. All this district is traversed by the Quebec Central Railway and the traffic department report that the revenue received from this source shows a marked increase; the service given by the Railway Company is good, and everything possible is done to have the shipments reach the wholesale markets of Quebec and Montreal with good despatch.

The great bulk of the cheese and butter manufactured in this district is exported to England, either in the ports of Quebec or Montreal.

It is estimated that the amount of cash received by the farmers of Beauce County alone, for cheese exported during last summer, will aggregate over \$300,000.

A good joke was recently played on the girls of a certain American town; by the young men there. The boys had been rather remiss in their attentions to the young ladies, and had been "staggering" it to the theatre, parties, etc., until the girls got tired of being left out in the cold, and decided to show their independence. Consequently, eight of the girls hired a box at the theatre and made a very charming theatre party. The play was "Wanted a Husband," and the girls sat serene through it all, never dreaming that the wicked boys had taken one of the largest glaring posters, "Wanted a Husband," and fastened it around the box so that the audience might read.

Quebec Central Railway.

QUEBEC TO SHERBROOKE.

By no other route can the tourist and traveller reach so many delightful summer resorts, and certainly no other affords such varied and picturesque scenery as that traversed by the Quebec Central Railway and its connections. The beautiful lakes and rivers of the Eastern Townships on the line of this railway, and the no less beautiful scenery on the lines of its connections, will beguile the weary traveller from present thought and care, and fill 'Memory's Hall' with many impressions to which he will gladly revert in less sunny moments.

Leaving Quebec by ferry, the tourist will enjoy a most charming view of ye ancient city, so famous in song and story. Rev. Geo. M. Grant, in 'Picturesque Canada,' describes it thus:—

'Passing slowly across from shore to shore, the striking features of the city and its surroundings came gradually into view, in a manner doubly enchanting if it happens to be a soft, misty summer morning. At first, the dim huge mass of the rock and citadel—seemingly one grand fortification—absorbs the attention, then the details come out, one after another. The firm lines of rampart and bastion, the shelving outlines of the rock, Dufferin Terrace with its light pavillions, the slope of Mountain Hill, the Grand Battery, the conspicuous pile of Laval University, the dark, serried mass of houses clustering along the foot of the rocks, and rising up the gentler incline into which these fall away, the busy quays, the boats steaming in and out from their wharves, all impress the stranger with the most distinctive aspects of Quebec.'

Dr. Prosper Bender, of Boston, in his 'Old and New Canada,' sketches the scene from the windows of the Chateau St. Louis—which was destroyed by fire in January, 1834, and occupied the site of the present Durham Terrace—as follows:—



'The commanding views of the St. Lawrence from the Chateau and environs have been appreciated ever since the earliest days. The French and English governors, however inviting the pleasures of the table, could offer their guests a more exquisite treat in the contemplation of the noble panorama visible from that exalted position. . . . The great mountain fortress, the citadel and stronghold of British power in America, on the right, and the majestic St. Lawrence, stretching with a magnificent sweep between its lofty banks, on

its seaward course, formed a splendid spectacle.

'Especially attractive would be Point Levi heights, covered by an almost unbroken forest. Their summits, which even overtop Cape Diamond, were occupied by Wolfe and his troops in 1759, and from thence the city was bombarded; and again in 1776, they were held by Arnold with his New England volunteers.



BULL'S HEAD FALLS, NEAR D'ISRAELI.

'Looking north, the eye would be fascinated by the graceful bay formed by the river to meet the descending waters of the St. Charles, which here mingle with its ample tide; to the north-east, a line of white cottages, then as now, traced the shore to the great Montmorenci cataract; and beyond to Chateau Richer and Ste. Anne, the dwellings of the more adventurous settlers might be

described. Still further to the north, forming a remote background, appeared the mountains, their blue tops merging with the deeper azure of the sky, while on the bosom of the great river proudly reposed the beautiful island of Orleans, richly wooded from shore to centre. To all these scenes was attached an historic interest, created by the records of Indian encounters and of French and English hostilities.'

Howells, in 'A Chance Acquaintance,' is so happy in his description of Old Stadacona that we take pleasure in transcribing it here:—

'The sun shone with a warm, yellow light on the Upper Town, with its girdle of gray wall, and on the red flag that drowsed above the citadel, and was a friendly lustre on the tinned roofs of the Lower Town; while away off to the south, and east, and west, wandered the purple hills and farm-lit plains in such dewy shadow and fulfilment as would have been enough to make the heaviest heart glad.'

We have by this time reached the railway terminus at Point Levis, opposite Quebec, and take our seat and berth in one of the elegant Parlor or Sleeping Cars which run through without change between Quebec and Boston, Mass., Quebec and Springfield, Mass., and Quebec and Portland, Me., this being the only railway out of Quebec that gives such excellent accommodations to the travelling public. From the cars we behold Quebec and the majestic river St. Lawrence from another point of view, and we again have recourse to Howells to depict it:—

'As you leave Quebec, with its mural crowned and castled rock, and pass along the shores of the stately river, presently the snowy fall of Montmorenci, far back in the purple hollow, leaps perpetual avalanche into the abyss, and then you are abreast of the Isle of Orleans, whose low shores, with their expanses of farm land, and their groves of pine and oak, are still as lovely as when the wild grape festooned the primitive forests, and won from the easy rapture of old Cartier the name of Isle of Bacchus.

'For miles farther down the river, either shore is bright and populous with the continuous villages of the habitants, each clustering about its slim-spired church, in its shallow vale by the water's edge, or lifted in more eminent picturesqueness upon some gentle height. The banks, nowhere lofty or abrupt, are such as in a southern land some majestic river might flow between, wide, slumbrous, open to all the heaven and the long day till the very set of sun. But no starry palm glasses its crest in the clear, cold green from these low brinks; the pale birch, alondor and delicately fair, mirrors here the wintry whiteness of its boughs; and this is the sad great river of the awful North.'

The whole scene, from Cap Rouge in the south-west to Cap Tourment in the north-east, is indescribably grand and beautiful, and one wishes to linger by the way, but the train moves on, and leaving the river we soon reach Harlaka Junction, the transfer station of the Intercolonial Railway, for passengers to or from Riviero du Loup, Cacouna, Halifax, and all points in the Maritime Provinces.

Lunch from the well-appointed buffet is now indulged in, and, while enjoying the good things of life, glimpses of St. Henri Junction, and several small Canadian villages, cottages with red-painted roofs, and the over-recurring village church with its tin-covered roof and spire, vary the prospect and enhance our delight.

After passing Scott's Station, we enter the valley of the Chaudiere river, noted for its gold mines, and the route by which Benedict Arno'd reached Quebec, over one hundred years ago, after a march of unparalleled hardship and suffering. In the quiet pastoral beauty of this peaceful scene, in the smiling grain-laden fields, rich meadows, and picturesque slopes of this sunny region, we see nothing likely to recall the daring, hazardous march of 1775. Starting with about 1,000 men, passing up the Kennebec river into Lake Megantic and thence down the Chaudiere, Arnold reached Point Levis on the 10th November, 1775, with about 700 men, having lost the remainder by sickness, death, and desertion. Their sufferings on the march were extreme. They were obliged to eat their dogs, and even their moccasins and buckskin brooches, arriving at their destination in a famished and pitiful condition.

The crossing of the St. Lawrence in boats; the landing at Wolfe's Cove, and scaling of the heights of Abraham, where years before Wolfe had accomplished the same feat; the junction with Montgomery; and the disastrous attempt and failure to capture Quebec, resulting in the death of Montgomery and the wounding of Arnold, our space will not permit us to give at length. A short sketch from Dr. Bender's interesting book, already quoted from, 'Old and New Canada,' must suffice:—

(To be continued.)



QUEBEC.

(CONTINUED)

Which way shall we take? We have left behind us Dufferin Terrace and the Place d'Armes. In front is the palace of the Cardinal, and further on the Grand Battery and Laval University. On our left are the site of the old Jesuit Barracks, the Basilica of Quebec and some of the oldest residences in Canada. On the right, and close to us, is the Post Office Building, in the northern facade of which is the figure of a rather tame-looking stone dog, gnawing a bone. And thereby hangs a tale. Not to the dog alone, but to its entire surroundings. This is how it happened. And it came to pass under the French regime, that the proprietor of the old house that formerly stood upon the site of the Post Office, was named Nicholas Jacquin Philibert. Now Philibert had some disagreement, some say with Pierre Legardeau, Sieur de Ropontigny, an officer who had been quartered in his house;—according to other writers, with Bigot, the Intendant or Lord-Lieutenant himself. To revenge himself he placed this tablet in the front of his house, with the accompanying lines:

Je suis un chien qui ronge l'os,
En le rongant je prends mon repos,
Un temps viendra qui n'est pas venu,
Que je mordray qui n'aura mordu.

which may be translated as follows:

I am a dog gnawing a bone,
While I gnaw I take my repose,
The time will come, though not yet,
When I will bite him who now bites me.

Wildier versions state that Philibert was assassinated by Legardeau, and that Philibert's brother or son, pursued the assassin to Europe, and later to Pondicherry, East Indies, and slew him. Le Moine has an interesting chapter on *Le Chien d'Or* (1) which took its name from the facts that the sculptured figure of the dog seems always to have been, as now, in gilt.

F. Kirby of Niagara, has woven around the warp of this tragic story, a marvellous romance of the time of Bigot, and introduced into it many of the leading characters that figured in Quebec, nearly a century and a half ago. (2)

B. R. H. Princess Louise, when in Canada, assured Mr Kirby of the pleasure with which Queen Victoria had read his interesting historical novel. Before, and for a long time after the siege of 1759, when Quebec fell into the hands of the British, the old building was used as a coffee house, while from 1775 to 1800, it was known as Freemasons' Hall, and the lodges in Quebec held their meetings there. The proprietor of the house in 1782, was Miles Prentice, himself a Freemason and formerly a sergeant in the 78th regiment under Wolfe. He had either a daughter or a niece of remarkable beauty and in the bloom of youth.

The immortal Nelson, then the youthful commander of the "Albemarle" a frigate of 26 guns, conveyed some merchantsmen to Quebec in 1782, and was one of the habitués of Prentice's Hotel.

The future admiror of Lady Hamilton was so smitten with the young lady that he offered her marriage. His friends, however, succeeded in withdrawing him from the sway of a passion which threatened to destroy his career, and Miss Prentice became, later, the wife of a distinguished officer, Major Mathews, Governor of Chelsea Hospital, England. In the pages of "L'Album du Touriste," (1) is a reference to a sound cowhiding, which the Duke of Clarence, afterwards William IV, received in this neighborhood, at the hand of an irritated father, whose daughter, the Duke was in the act of following too closely.

Feast the eye for a few minutes upon the magnificent scene of river and island, and shipping and opposite shore that forms the picture here spread out before us! And yet it is one of a hundred equally beautiful views to be had from various points of the heights of Quebec. That vacant space on the opposite side of the streets, surrounded by iron railings is

The site of the Old Parliament House.

The building which was here destroyed by fire in April 1883, served as the studio of the artists of Confederation. Within its walls was moulded the form of that constitution which united in one Dominion, the scattered North American colonies comprised between the Atlantic and Pacific Oceans, while securing to the people of each, their own Provincial autonomy and self-government in local affairs. This parliament house was constructed in 1859 and 1860, at a cost of over \$60,000, to replace the former one, also destroyed by fire. On a portion of this site was the first cemetery used by the early French settlers, and in a corner of this cemetery is supposed to have been the tomb of Samuel de Champlain, founder of Quebec.

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MAJOR RICHARDSON commenced his business career at the West Concord Hotel at the age of 21 years, running the hotel and a stage line from Concord to Lancaster, N.H., and has continually been in the hotel business ever since. Among the well-known hotels he has been owner of are West Concord Hotel, West Concord, Vt.; American House, Lancaster, N.H.; Littleton House, Littleton, N.H.; Stewart House, Island Pond, Vt.; West End Hotel, Orlando, Florida; Willard House, Stratford, N.H., and the present owner of Parkor House, Woodsville N.H., and Sherbrooke House, Sherbrooke, P.Q. Both of last named houses Mr. Richardson has refitted and refurnished throughout in the last year, having put in steam, electric light hot and cold water baths, hair mattresses and in fact every modern convenience money can procure to make a strictly first-class hotel. New china, crockery, glass and silverware, table linens, everything new. Every room repainted and papered, new carpets and furniture. The parlors of the Sherbrooke House are very commanding and attractive, being furnished with Brussels carpeting and velvet furnishings, with large plate glass mirrors, Mr. Richardson having been in the hotel business long enough to know what a travelling public want and he caters to their wishes. Mr Richardson is also very largely interested in timber lands in the Eastern Townships and now has several valuable tracts placed in his hands for sale. He is one of the most generous open hearted men who makes friends wherever he goes, being generous to a fault and well liked by all who have the pleasure of meeting him, a very liberal and earnest worker in all he becomes connected with. At the present time he gives his personal attention to the Sherbrooke House, Sherbrooke, P.Q., everything is under his direct supervision, and he is bound to maintain it to the highest standard. Put the Sherbrooke House on your list.



A. W. COLBY.

A. W. COLBY, better known as Bert, one of the efficient staff of the Sherbrooke House, Sherbrooke, P.Q., and one of the youngest hotel men in Canada, born in Hatley, P.Q., in 1869, graduated at Johnson Academy, Johnson, Vt., in the year 1885, and commenced his hotel career at the Colledge House, Lennoxville, P.Q., remaining there till 1889 then the Grand Central Hotel of Sherbrooke till 1893, when an opportunity presented itself where he could show his ability as a hotel man more successfully under the employ of Mr. W. A. Richardson of the Sherbrooke House, Sherbrooke, P.Q., where he now is. Mr. Colby is a right jolly good fellow and has a host of friends.

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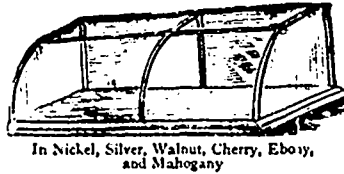
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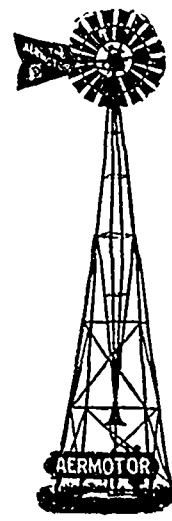
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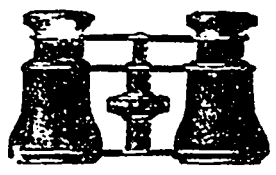
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"Very well," replied the cold blooded citizen, "so long as you pay what you owe me, I don't object to you owing what you pay me."
Mrs. Jones—Do you know, dear, that you promised to buy me a sealskin sack for a Christmas present?
Mr. Jones—Why, no, dear; I had forgotten that. When was it?
Mrs. Jones—About three weeks ago.
Mr. Jones—Oh, yes, I remember now, but that was before the gas bill came in.

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There are upward of 1,200,000 freight cars owned and operated by the railroads of the United States and Canada.

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After Nov. 30 free passes on Russian railroads were entirely abolished; even railroad officers and employes are now required to pay their fares.
The biggest carload of shingles ever shipped east was sent out of Washington state a few days ago. It contained 46,000 shingles, beating the previous record by 30%.

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"What do 'occupied' mean, mamma?"
"It means that the chair is full."
Then the little girl mused awhile and said:
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Susie—Oh, Mamma, I'll never disobey you again!
Mamma—Why, Susie, what have you done?
Susie—Well, I drank my milk at lunch and then I ate—a pickle: and the milk acid to the pickle. Get out; and the pickle said I won't; and they are having an awful time.

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LOCAL COLUMN.

Notices in this column 25 cents a line each insertion and not less than three lines inserted. All matter must be sent in not later than the 15th of each month. See this page of this paper.

HAVE you bought all your Christmas Presents?

If not, it would be well to look over the columns of this paper.

The swordfish does not use its terrible weapon as a dagger, but as a flail.

Be in the swim and have the very latest out in Photography 'The Platino' only at Finley's Studio, late Blanchard's, Sherbrooke, P. Q.

Students of nature have never been able to explain the chameleon's change of color.

J. A. BLAIS' cigars, of Lewis, P. Q., are taking the cake. He uses the best of tobacco and turns out fine goods. They are having a great sale. Try them and you will smoke no others. Favorite brands: *Old Andy, Robin Hood, Navatia* and the *Le Grand Chef*.

The octopus is said to be the homeliest animal in the world.

THE Hotel Victoria, Quebec, is catching all the travel. They set a good table. Located in most central part of the city and is bound to be the most popular of any hotel in Quebec. Everyone speaks of it with a great deal of praise.

Of 60 women employed in banks all except one are either widows or married women.

If you want a suit of clothes made up in the latest style and workmanship, go to Henry Veilleux, Sherbrooke, he will guarantee a fit and give you perfect satisfaction or no pay. He will also make you a fur lined overcoat to order as cheap as a ready-made one. Moral:—Don't be a ready-made man.

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Now is the time for bad kofs. Now is the time to try **MATHEW'S SYRUP OF TAR AND COD LIVER OIL**, it will cure it. Sold by drug stores. Call for it and take no other.

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When anyone asks you who is your tailor, tell them **DUNCAN**, of Sherbrooke.

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SEE R. J. Sporing's announcement for Christmas Goods. He manufactures jewelry of every description on his premises and is enabled to give you the Bottom Prices. No middle man's profit when you trade with him. He will please you.

The railroad running from Ismid, near Constantinople, to Angora, is built entirely of iron; bridges, ties, telegraph poles, and all. Three hundred miles long, it has 1200 bridges, 16 tunnels, and is the only railroad in the interior of Asiatic Turkey.

MR. J. S. SNOW, Richmond, P. Q., of the St. Jacob's Hotel, has a nice house and merits a good share of the travelling public. When you are in Richmond give him a call, he will make you feel at home and use you first rate. He runs a free bus to all trains. Make no mistake when you go to Richmond.

There is a dealer in men's shoes who has sticking out of each pair of shoes in the window of his store three new one dollar bills. An accompanying announcement reads: "Three of a kind take a pair." A young man undertook to beat the game the other day.

"You sell shoes according to the rules of poker, don't you?" he enquired.
 "We do," replied the clerk.
 "Well, I wear size 9; wrap me up two pairs of them."
 He received the shoes and handed over \$3.
 "Excuse me," said the clerk, "but those shoes come to \$6."
 "That's all right," replied the young man, "three of a kind beat two pair."
 "I know that," said the clerk, "but they don't beat four nines."—*Que and Leather Reporter.*

RATES FROM QUEBEC TO POINTS IN NEW ENGLAND STATES.

QUEBEC TO	Un Limited		Limited	
	1st Class	2d Class	1st Class	2d Class
Amesbury, Mass	\$10 50	89 25		
Athol, Mass	10 25	9 45		
Auburn, Me	8 50	7 50		
Augusta, Me	10 35	9 25		
Ayer Junction, Mass	10 25	9 05		
Bancor, Me	12 50	11 50		
Bar Harbor, Me		12 50		
Bellows Falls, Vt	9 25	8 50		
Biddeford, via Portland, Me	9 00	8 00		
Boston	11 00	9 25		
Brattleboro, Vt	9 05	8 80		
Bridgeport, Ct	12 00	10 00		
Brockton, Mass	11 95	10 20		
Burlington, Vt		9 70		
Chicopee Falls, Mass	10 45	9 70		
Claremont Jct. via Windsor, N.H.	8 65	7 90		
Concord, via Wells River, N.H.	9 90	8 50		
Concord Junc., Mass	10 60	9 10		
Conway Junc., via Portland, Me.	9 75	8 75		
Cottage City, via O. d. Colony, N.R. and steamer, Mass.	13 65	11 90		
Dover, N.H.	9 90	8 75		
Essex Junc.	7 90	6 90		
Fabyans, N.H.	12 20	10 45		
Fair River, Mass	10 25	9 05		
Fitchburg, Mass	10 10	9 10		
Gardner, Me	10 25	9 20		
Gardner, Mass	8 70	7 70		
Greenfield, N.H.	10 00	9 25		
Greenville, N.H.	10 85	9 65		
Hartford, Ct	11 00	10 00		
Haverhill, Mass	10 50	8 75		
Haverhill, N.H.	7 35	6 90		
Holyoke, Mass	10 25	9 50		
Keene, via Bellows Falls, N.H.	9 00	8 45		
Lebanon, N.H.	9 10	8 05		
Lake Village, N.H.	9 00	7 95		
Lancaster, N.H.	6 90	5 50		
Lawrence, Mass	10 50	8 75		
Leiston, Me	8 50	7 50		
Lowell, Mass	10 50	8 75		
Lyndonville, Vt	6 25	5 20		
Manchester, N.H.	10 00	8 50		
Meriden, Ct	11 35	10 00		
Millers Falls, Mass	10 20	9 45		
Nashua Junc., N.H.	10 25	8 50		
New Bedford, Mass	12 35	10 80		
New Britain, Ct	11 30	10 00		
Newburyport, Mass	10 50	9 25		
New Haven, Ct	11 75	10 00		
New London, Ct	11 50	10 00		
Newport, R.I.	12 70	10 95		
Newport, Vt	5 15	4 10		
New York, N.Y.	12 00	10 00		
North Adams, Mass	10 80	10 25		
Old Orchard Beach, via Portland, Me.	8 85	7 85		
Portland, Me	8 50	7 50		
Providence, R.I.	12 00	10 25		
Rochester, via Not. Con. or P. & R. N.H.	9 75	7 50		
St. Albans, Vt		6 50	5 45	
St. Johnsbury, Vt	6 50	5 45		
Salmon Falls, N.H.	9 75	8 75		
Shelburne Falls, Mass	10 35	9 00		
Providence, R.I.	11 65	10 65		
Springfield, Mass	10 90	9 75		
Waltham, Mass	11 00	9 25		
Waterbury, Ct	11 85	10 00		
Waterville, Me	10 80	9 80		
Wells River, Vt	7 10	6 05		
White River Junc., Vt	8 30	7 25		
Williamette, Ct	11 50	10 00		
Woodville, N.H.	7 10	6 05		
Worcester, Mass	10 80	9 75		

QUEBEC CENTRAL RAILWAY.

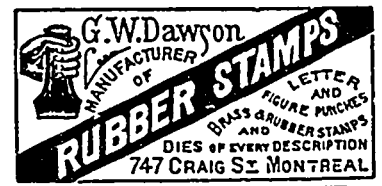
LOCAL PASSENGER TARIFF FROM SHERBROOKE.

-TO-	Miles	SUSSE		RETURNS	
		1st Cl.	2d Cl.	1st Cl.	2d Cl.
Lennoxville	4	0 15	0 10	0 25	0 15
Asot	10	0 25	0 20	0 50	0 40
East Angus	10	0 25	0 20	0 50	0 40
Dundas Junction	10	0 25	0 20	0 50	0 40
Dods	10	0 25	0 20	0 50	0 40
Dorwell	10	0 25	0 20	0 50	0 40
Marbleton	10	0 25	0 20	0 50	0 40
Wedon	10	0 25	0 20	0 50	0 40
Lake Wedon	10	0 25	0 20	0 50	0 40
Osathy	10	0 25	0 20	0 50	0 40
D'Isis 1	10	0 25	0 20	0 50	0 40
Coleville	10	0 25	0 20	0 50	0 40
Black Lake	10	0 25	0 20	0 50	0 40
Tedford Mines	10	0 25	0 20	0 50	0 40
Raberton	10	0 25	0 20	0 50	0 40
Broughton	10	0 25	0 20	0 50	0 40
Tring	10	0 25	0 20	0 50	0 40
St. Frederic	10	0 25	0 20	0 50	0 40
Beauce Junction	10	0 25	0 20	0 50	0 40
Beauce	10	0 25	0 20	0 50	0 40
Scotia	10	0 25	0 20	0 50	0 40
St. Hedeine	10	0 25	0 20	0 50	0 40
St. Anselme	10	0 25	0 20	0 50	0 40
St. Henry Village	10	0 25	0 20	0 50	0 40
St. Henry Junction	10	0 25	0 20	0 50	0 40
Harlak Junction	10	0 25	0 20	0 50	0 40
Lewis	10	0 25	0 20	0 50	0 40
Quebec	10	0 25	0 20	0 50	0 40
CHATELAIN VALLEY					
St. Joseph	100	3 25	2 45	5 55	4 10
La Rocher	112	3 75	2 80	6 25	4 35
St. Francois	115	3 85	2 70	6 40	4 50

Half-Fare will be charged for Children between the ages of six and twelve.

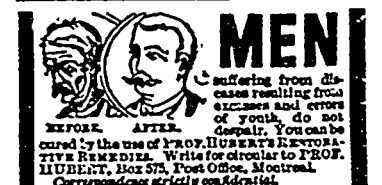
A. MORENCY, GILDER.

Mouldings, Mirror Plates, Photographic Stock and Fancy Picture Frames and Plush Works, Wholesale and Retail. 123 Wellington street, SHERBROOKE.



HENRY VEILLEUX, FASHIONABLE TAILOR,

Repairing and Cleaning done at short notice. 175 Wellington St., Sherbrooke, Que.



CODERE THE JEWELER

Dryclean in Diamonds, Gold and Silver Watches. Corner of King and Wellington Streets, Opposite the Continental Hotel, SHERBROOKE, P. Q.

GEO. AYER, DEALER IN Marble and Granite Headstones

And all kinds of Monumental Work, Posts, Curbing, etc. I am handling the popular Granites that are in use in this country. Office and Works, Opposite the Market, SHERBROOKE, P. Q.

S. TWOSE, UNDERTAKER and Furniture Manufacturer,

97 WELLINGTON ST., - SHERBROOKE. Our establishment is the oldest in Sherbrooke, and visitors are invited to call and see our stock of Furniture. The most complete in the city.

When in Sherbrooke CALL FOR THE E. BATT CABMAN.

Sherbrooke Telephone connection. Bell Tel. No. 52 Orders for any part of the city attended to. 47 First-class Hacks

W. H. FLIGG, 65 SPARKS ST., OTTAWA.

1724 NOTRE DAME ST., MONTREAL. GENERAL AGENT FOR

SMITH Premier TYPEWRITER

RIBBONS, CARBON PAPERS, OILS, ERASERS, ETC.

JOBBER AND MANUFACTURERS' AGENT For Typewriter Supplies, Inks, Mucilage, "Kellipac" Letter Files, Cabinets, Desk, Binding Cases, etc., etc. N.B.—All makes of Typewriters cleaned and repaired. Second-hand machines bought, sold and to rent.

GAME LAWS.
PROVINCE OF QUEBEC.

FISHING.—Salmon (angling) from August 13 to February 1; the same (Restigouche River) Aug. 15 to May 1. Speckled trout (*Salmo fontinalis*) brook or river trout, from October 1 to January 1. Quinaniche, from September 15 to December 1. Large grey trout and lunge from October 15 to December 1. Pickerel (*dore*) from April 15 to May 15. Bass and maskinonge from April 15 to June 15. Whitefish, from November 10 to December 1.

N.B.—Angling by hand (with hook and line) is the only means permitted to be used for taking fish. (No person who is not domiciled in the province of Quebec can at any time fish in the lakes or rivers of this province, not actually under lease, without having previously obtained a permit from the Commissioner of Crown Lands. Such permit is valuable for a fishing season, and is not transferable.)

HUNTING.—Caribou, from February 1 to September 1. Deer, from January 1 to October 1.

N.B.—The hunting of moose, caribou, or deer, with dogs or by means of snares, traps, etc., is prohibited. No person (white man or Indian) has a right, during one season's hunting, to kill or take alive—unless he has previously obtained a permit from the Commissioner of Crown Lands for that purpose—more than 3 caribou and 4 deer. After the first ten days of the close season, all railroads and steam boat companies and public carriers are forbidden to carry the whole or any part (except the skin) of any moose, caribou, or deer without being authorized thereto by the Commissioner of Crown Lands.

Beaver, mink, otter, martin, pekan, from April 1 to November 1. Muskrat (only in the counties of Maskinonge, Yamaska, Richelieu, and Berthier), from May 1 to April 1 following. Woodcock, snipe, partridge of any kind, from February 1 to September 1. Black duck, teal, wild duck of any kind (except sheldrake and gull) from May to September 1. (And at any time of the year, between one hour after sunset and one hour before sunrise, and also to keep exposed during such prohibited hours, lures or decoys, etc.; guns of larger bore than No. 5 prohibited). Birds known as perchers, such as swallows, king-birds, warblers, fly-catchers, wood peckers, whip-poor-wills, finches (song sparrows, redbirds, indigo birds, etc.), cow-buntings, tit-mice, goldfinches, grays (robins, wood-thrushes, etc.), kinglets, bobolinks, grackles, grass-leaks, humming-birds, cuckoos, owls, etc., except eagles, falcons, hawks, and other birds of the *Falconidae*, wild pigeons, kingfisher, crows, ravens, wax-wings (tree-toots), shrikes, jays, magpies, sparrows, and starlings, from May 1 to September 1. To take nests or eggs of wild duck, teal, wild goose, or swan is prohibited.

N.B.—Fine of \$2 to \$100, or imprisonment in default of payment. No person who is not domiciled in the province of Quebec, nor in that of Ontario, can at any time hunt in this province without having previously obtained a license to that effect from the Commissioner of Crown Lands. Such permit is not transferable. The export of deer, wild turkeys, quail, and partridge in carcasses or parts thereof from the Dominion at any time is prohibited. Penalty, \$100 and forfeiture.

A. CARRIER & FILS,
IMPORTATEURS DE

Groceries, Vins et Spiritueux,
Fer, Clous, Vitres, Peintures, etc.
Fleur, Grains et Provisions,
121 Rue Commerciale, LEVIS, P. Q.

The best place in the Province of Quebec to buy Harness is at

HENRY VERREAU'S,
SADDLER,

73, 75 and 77 Commercial Street, - - - LEVIS,
Manufacturer of all kinds of Light, Single and Double Harness, Working Harness, Saddles, Bridles, etc. Also, always in stock, Whips, Valises, Straps, Covers. An assortment of Sleigh Bells, and everything in this branch of trade.

Wholesale and Retail.
Terms very moderate.

QUEBEC GINGER ALE & SODA WATER WORKS

A. CRAWFORD, Jr.

MANUFACTURER OF
"Superior" Ginger Ale, Soda Water,
Cream Soda, Champagne Cider,
Ginger Beer, etc.
AND ALL KINDS OF BEVERAGES.

DISTANCES

to Quebec and Lake St. John Railway.

The principal points in the Lake St. John and Saguenay districts, their population and approximate distance from Chambord Junction are as follows:

TO THE WEST.	MILES.	POPULATION.
St. Louis	1	100
Roberval	13	200
St. Prime	22	100
St. Felicien	31	100
St. Methode	36	30
Normandin and Athabasca	49	400
Peribonca	50	20
Mistassini (Trappists)	53	100
TO THE EAST.		
St. Jerome	9	200
St. Gedeon	17	100
St. Bruno	20	50
St. Joseph d'Alma	23	100
Helbertville	19	50
St. Cyrille	23	100
Riviere des Sables	43	100
Chicoutimi	54	500
St. Alphonse	65	1200
Baguville	66	200
N. D. de la Croix	66	100
The mileage of the railway and branch lines when completed will be as follows:		
Main line	MILES.	
Quebec to Chambord Jet. completed	177	
Chambord to Roberval completed	113	
	190	
Eastern Extension to Chicoutimi and St. Alphonse (51 miles completed)	50	
La Tuque branch	30	
St. Gabriel	10	
Western extension to Temiscaming	40	
Total	700	

QUEBEC AND LAKE ST. JOHN RAILWAY.
SUBURBAN TRAINS.

Special attention is given by the Company to encourage city families to reside at the different points along the line during the summer season. Trains are run at convenient hours for business men; commutation and periodical tickets are issued at very moderate rates, entitling holders to have their furniture and supplies transported free as baggage, viz.:

COMMUTATION AND PERIODICAL TICKETS for one, two or three months, to city families living in the country in the summer, will be issued between 1st May and 31st October, at the following rates:

Between QUEBEC and	One Month	Two Months	Three Months	Ticket for 20 Single Trips
Hedleyville	3 00	5 50	7 50	2 00
Beaufort Road	4 00	7 00	9 00	2 40
Charlesbough and Charlesbough West	6 00	10 00	12 00	3 00
Indian Lorette	6 50	11 00	14 00	4 00
Valentign	7 00	12 00	16 00	6 00
St. Gabriel	7 50	13 00	18 50	7 00
St. Catherine and Lake St. Joseph	8 00	15 00	20 00	8 00
Lac Serpent	9 00	16 00	22 00	12 00
Bourg Louis and St. Raymond	12 00	20 00	28 00	18 00
Riviere a Pierre Jet Beaudet	12 00	20 00	28 00	18 00
Lake Edward	12 00	20 00	28 00	18 00

*These tickets, to be used by any member of the family named on the ticket, will be good between 1st May and 31st Oct. only. Excursion fare to Lake St. Joseph and return by train leaving at 1:30 p.m. only on Tuesday and Saturday, 50 cents. These tickets not good to go on other trains.

PARLOR AND SLEEPING CAR RATES DURING TOURIST SEASON.

1 seat between Quebec & St. Raymond, 25c.
" " " " Lake Edward, 30c.
" " " " Lake St. John, 75c.
" " " " Roberval and Chicoutimi, 50c.
One sleeping berth to any point, \$1.50
Seats and berths secured at St. M. Stocking's Office, opposite St. Louis Hotel, Quebec.

A. G. ROUTIER

Importer of English, French and American
Watches, Jewelry and Fancy Goods.

Repairing of every description neatly done.
Special Chateau Frontenac Specimen.
52 MOUNTAIN HILL, QUEBEC.

O. J. DION,

Levis, Que., opposite Depot, dealer in
Drugs, Medicines and Chemicals,
Fancy and Toilet Articles, Sponges, Brushes, Perfumery, etc. Physicians' prescriptions carefully compounded at all hours, and orders answered with care and dispatch. Our stock of Medicines is complete, warranted genuine, and of the best quality.

REAL ECONOMY.

Do you want to practice economy?
Buy the "L'Etoile,"
Stove

Which since three years has been in use at Quebec and Montreal. Economical in its use of coal, and get double the degree of heat.
References—Thibault & Freres, Montreal; O. Raymond, book-binder, Montreal; James Clark, Esq., Montreal. Made and for sale by

GEO. BROUSSEAU,
83 St. Paul street, Quebec.

BOSWELL & BEO.

Ale and Porter
BREWERS.
Anchor Brewery, Quebec.
Telephone 127.

JOSHUA THOMPSON,
WHOLESALE GROCER,

Flour, - Feed, - Grain,
AND GENERAL
PRODUCE AND COMMISSION MERCHANT,
LEVIS, Que.

If You Want a TRUNK, BAG,

or anything in line of
Saddlery or Hardware
GO TO
S. FISHER & SONS,
Importers, Wholesale and Retail,
8 Faucher st., Upper Town Quebec. Tel No. 63

A. E. Vallerand

AGENT DE MANUFACTURIER
Lampes et Appareils, Lustres,
Verreries, Poteries, Argenteries,
Huile Sunshine, Huile Charbon,
Huiles et Graisses a Machine, Suif,
Huile Noire, Coal Tar, Brais.

Specialite pour le Commerce de The.
Entrepot : 67 Rue Dalhousie,
QUEBEC

Carrier, Laine & Co.



ALSO STOVES, PLOUGHS, TEA KETTLES & CAMP OVENS
COMMERCIAL STREET, LEVIS, P.Q. NE. RAILWAY STN.

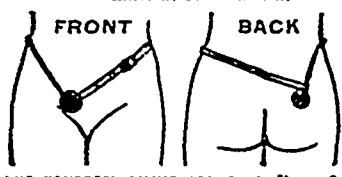
J. A. BLAIS, COTE DU PASSAGE NO. 83. **LEVIS. P.Q.**
MANUFACTURES THE BEST CIGARS TO BE FOUND IN THE EASTERN TOWNSHIP.

Brands: OLD ANDY, LE GRAND CHEF,
ROBIN HOOD, NANTICA.
Call for them. Take no other. Get prices to trade before buying.

For First-Class Work
TRY THE
AMERICAN STEAM LAUNDRY
41 Beaver Hall Hill,
Tel 436. MONTREAL
REAGNEY & LEGER, Prop.

CANADA Steam Laundry
Dye and Staining Works
G. LAFLEUR, PROPRIETOR.
17 Elgin Street, QUEBEC.
Work called for and delivered in 24 hours if required. Give me a trial.
Telephone 727.

The Silver Truss
Is the Simplest, Easiest and Most Efficient Truss known.



THE MONTREAL SILVER TRUSS CO. Room 6, 1st Floor
160 St. James St., Montreal.
A Specialist always in attendance without extra charge.

.....ESTABLISHED 1815.....

WATSON'S DUNDEE WHISKY

JAMES GUEST & CO., Montreal.

AGENTS for the Dominion of Canada.

BEST ON EARTH

OFFICES: 27 AND 29 ST. SACRAMENT STREET.

The Macfarlane Milling Co.

There are many notable industries in Sherbrooke, and one of the best known, not only in the city but all over Canada, is that of the Macfarlane Milling Company, whose elevators and mills are familiar to the grain producers of the Dominion. Not only does the company purchase the grain of the surrounding district, but it draws its supplies from Ontario, Manitoba, and even the great Northwest Territories contribute their quota to the huge mills which are controlled by the concern. It is needless to add that all the latest improvements in milling machinery have been added, from time to time, until to-day the Macfarlane Milling company's plant is second to none in the country. The company may be said to be one of Sherbrooke's oldest business enterprises. It was established twenty years ago by Mr. Malcolm Macfarlane, and for the past seven years managed by Mr. H. E. Macfarlane



L. A. DASTOUS.

and Mr. E. W. Farwell. When death carried off Mr. Macfarlane, jr, in the prime of life, and Mr. Farwell retiring, Mr. Macfarlane senior disposed of the property to the present proprietors, Mr. L. A. Dastous, representing the Hainault estate, and his son, Mr. L. E. Dastous. Both gentlemen take an active interest in managing the business which their energy and enterprise have pushed far in advance of its former proportions. Under their personal supervision trade relations have been opened up all over the Dominion and their export grain trade is large and still increasing. Mr. L. A. Dastous is a well preserved and genial gentleman of some fifty years. Born in Quebec, all his life has been spent in mercantile affairs, and the ripe experience he gained in his varied business affairs now stands him in good stead in the management of the large mills which he and his son control. For the past ten years Mr. Dastous has been a respected citizen of Sherbrooke, and well known in Montreal as the manager of the French section of the Sun Life Insurance company for the Montreal district. Mr. Dastous resigned his important position with this company last May to join his son in taking over the business of the Macfarlane Milling company, to which he now devotes all his time. Mr. Dastous is a favorite with all who come in contact with him, and his cheery laugh and pleasant manners tend not a little to make him popular with all around him. Mr. L. E. Dastous, the managing partner of the Macfarlane Milling company, and son of Mr. L. A. Dastous, is thirty years of age. He was born in the city of Quebec and received a thorough commercial training. He first attended the college at Rimouski, then the English Commercial academy of Quebec, and lastly the Seminary of Quebec. When eighteen years of age he concluded his studies and went into business for himself as general storekeeper in Rimouski. He came to Sherbrooke eight years ago and entered the employ of J. H. Gendron, wholesale flour and grain merchant, of whose business he became manager in the second year. He afterwards formed a company known as Dastous, Farwell & Co., wholesale grain shippers and millers' agents. On the death of young Mr. Macfarlane he was offered the man-



L. E. DASTOUS.

agement of the mills, which he accepted. In May last, as already stated, he and his father, Mr. L. A. Dastous, bought the plant and assumed full charge of the business. The capital invested represents fully fifty thousand dollars, and the company is one of the most prosperous in the district of St. Francis. It may be added, in passing, that owing to the modern machinery put in, and the close attention paid to the conduct of the business by the two partners that the flour which is turned out of the mills has attained a sure hold on the local Canadian market. The best known brands are "Our Glory," "Hecuba," "Luly," and "Patent Imperial." These brands are eagerly sought for on the market and have established in no small degree the reputation of the Macfarlane Milling company, of Sherbrooke, Quebec. In addition to these brands there is the Macfarlane Milling Co.'s "Strong Bakers," a flour which is acknowledged by all experts and people posted in the trade to have no superior in Canada in this particular grade. The Macfarlane Milling company are the possessors of several gold and silver medals won at the various industrial exhibitions in competition with other flour manufacturers. Their exhibit in the Sherbrooke exhibition is always looked to with interest as it has always been one of the most striking. The firm is noted for its enterprise in advertising, not only in the newspapers but also by the adoption of other modes of bringing their products before the notice of the public.



This Christmas they intend to give to every family in Sherbrooke and vicinity, a loaf of bread made from their celebrated

"Our Glory"

WHEAT FLOUR

a brand of which they are justly proud.

This flour is made of the best Manitoba hard wheat which is the highest grade patent flour on this continent. Although but recently put upon the market it has already achieved wide popularity, and those who have once tried it prefer it to other brands and are sure to repeat their order.

POPULATION OF TOWNS AND VILLAGES

Situated on the line of the Quebec Central Railway and outlying districts.

Sherbrooke	10000
Ascot	250
East Angus	600
Marbleton, including Dudwell	2300
do stage to South Ham	300
Woodon	1735
Lake Woodon	450
do stage to St. Gabriel de Stratford	800
Garthby	700
do stage to North Ham	1100
do do Stratford	1100
D'Irrell	1600
do stage to Lambton	1700
do do St. Sebastien	850
do do St. Thomas	800
do do St. Julien, Wolfstown	1200
do do St. Samuel	725
Coleraine	60
do stage to St. Fortunat, Wolfstown	1000
do do New Ireland	600
Black Lake	1100
do stage to St. Adrians	800
Theford Mines	3000
Robertson	80
do stage to North Theford	1150
do do Kinnear's Mill	80
do do Leeds Village	80
Broughton	1670
do stage to East Broughton	450
do do Sacro Coeur de Marie	500
Tring	90
do stage to St. Victor	3025
do do St. Ephrem	2275
do do St. Evariste Forsytho	1750
St. Frederic	1670
do stage to St. Severen	850
Beauce Junction	400
do stage St. Agnes	1900
St. Mary	900
do stage to St. Elzear	1000
Scotts	400
do stage to St. Bernard	3000
do do St. Patrick	1000
St. Henedine	1000
do stage to St. Marguerite	1180
do do St. Edouard of Frampton	1800
St. Anselme	1865
do stage to Standon	1800
St. Henry Village	200
do do St. Lambert	150
St. Henry Junction	100
St. Joseph	3000
do stage to Cranbourne	1005
do do St. Germain	1255
St. Francis	2610
do stage to St. George	3500
do do St. Come de Kennebec	1725
do do St. Martin	850
do do Melgermette	610
do do Shenley	1730
do do Forsyth	1180
do do St. Prospero	670
Levis	10000
Quebec	75000

STATION AGENTS,

QUEBEC CENTRAL R'Y CO.

Sherbrooke	H. Davidson.
Ascot	Jas. Lepsey.
East Angus	E. G. Charnock.
Dudwell Jct.	W. J. Learmonth.
Dudwell	J. Reid.
Marbleton	F. G. Stacey.
Woodon	Jos. Lemieux.
Lake Woodon	L. A. Beaubien.
Garthby	C. H. Tanguay.
D'Irrell	J. O. Berube.
Coleraine	J. Gillanders.
Black Lake	D. Wilson.
Theford Mines	J. H. Lessard.
Robertson	D. P. McHarg.
Broughton	P. Doyle.
Tring	E. A. Legendre.
St. Frederic	E. F. Gousse.
Beauce Jct.	C. H. Bilodeau.
St. Joseph	L. Giard.
St. Francis	N. Dancose.
St. Mary	A. Lemieux.
Scotts	Ed. Thérberge.
St. Henedine	C. Gagne.
St. Anselme	J. N. Gregoire.
St. Henry Village	J. C. O. Turgeon.
St. Henry Jct.	J. A. Chabot.
Harlaka Jct.	Jos. Lavoié.
Levis	A. Laverdine.
Quebec	George Addie.

IF YOU HAVE A BAD COUGH PLEASE TRY A BOTTLE OF
Syrup of Tar and Cod Liver Oil.
 It is pleasant to take, and you know that Tar and Cod Liver Oil are the best remedies for Coughs and Colds. Sold by most drug stores, or will be sent on receipt of price, see J. L. MATHIEU, Chemist and Druggist, Sherbrooke and Windsor Mills.

Whore ignorance is bliss it is folly to know that you are a fool.

'Well, if that ain't mean!' exclaimed the prisoner. 'Every one o' the stories in this paper they've gimme to read is 'to be continued.' An me to be hung next week.'

Ho (suspiciously)—Has any other fellow ever kissed you, Marguerite?
 She—No, Horatio. Why do you ask?

Ho—Because you were self-possessed enough to scream.

To the port laundry maid
 His bill he'd not paid,
 'What wouldst thou,' he cried,
 'tell to me?'

And he straightway hid,
 When she quickly replied,
 'I am washing and waiting for thee.'

'Nothing can make a woman so superlatively happy as to have a baby of her own to kiss,' exclaimed Mrs. McBride rapturously, as she fondled her first-born.

'My dear,' replied her husband pityingly, 'you can never know the unutterable joy of being 'next' in a crowded barber shop on Saturday night.'

E. G. WIGGETT,

-- The Shoerist, --

167 Wellington St., Sherbrooke, Q.

R. G. BERRY,
VETERINARY SURGEON

AND DENTIST,
 11 & 13 Water St., Sherbrooke, Que.

A. W. TRACY, D.V.S., ASSISTANT.

LOUIS DUPUY
 & CO.,

WATCHMAKERS - - -
 - - - AND JEWELERS
 SHERBROOKE, Que.
 Silverware and Spectacles a specialty.

WHEN IN SHERBROOKE GO TO THE

Victoria Restaurant
 Meals at all hours. Special Dinners and Game Suppers. Oysters in all styles.
 127 Wellington Street.

W. H. WIGGETT,

MANUFACTURER OF
Ginger Ale, Soda Water, Cider, &c.
 Bottler and dealer in Ales and Porter,
 AGENT FOR THE ABENAKIS WATER,
 SHERBROOKE, QUE.

Printing Stamps =

= Seals & Stencils

WALTON & CO., SHERBROOKE, P. O.,

Make all kinds of Stamps for Bank, Railroad and Office use. Every Bank and Public Office is the Dominion uses Walton's Stamps. Agents wanted.

A. H. FOSS,

22 WELLINGTON SQUARE, - - SHERBROOKE.
FISHING TACKLE, SPORTING GOODS,
SILVERWARE, CHINA AND GLASSWARE, &c.

Sherbrooke Carriage Factory,
MANUFACTURER OF—
— FINE SLEIGHS

In stock and made to order.
 Work done with promptness and despatch
P. BIRON, Proprietor,
 East Sherbrooke, Que.

F. H. ANDREWS & SON,
 DEALERS IN
LUBRICATING OILS

HOSE AND BELTING OF ALL KINDS,
 And General Mill Supplies,
 64 St. PAUL STREET, - QUEBEC.

Files and Rasps

"Beaver Brand," warranted. Manufactured by
THE - BEAVER - FILE - WORKS - COMPANY,
 LEVIS, Que.
 Send for Price List.

R. SAMPSON,
Plumber, Gas Fitter, Tinsmith, &c.

Hot Air, Hot Water and Steam Heating. Agent for the "Pleasant Home" and "Hilborn" Furnaces,
 63 Wellington St., - SHERBROOKE.

WHO'S Your Tailor?
DUNCAN

WILL YOU TRY US THIS YEAR?
 167-171 Wellington St., SHERBROOKE.

MAKE your Friends glad this Christmas BY GIVING THEM ONE OF YOUR PHOTOS.

THE ONLY PLACE TO GET THEM IS AT THE ÉLITE STUDIO.
W. B. FINLEY, H. T. BLANCHARD, Sherbrooke.

THE BLIND MAN & GEO. LONG

Contractor and Manufacturer of
 SASH, DOORS, BLINDS, FURNITURE, HOUSE FINISH, ETC. WINDOW and DOOR SCREENS
 SHERBROOKE, QUE.

Livery, Board and Feed Stable,
 MEADOW STREET, SHERBROOKE, P. Q.

First-class Single and Double Rigs to let on reasonable terms. Have a nice driving horse especially suited to ladies' use
 Bell Telephone No. 261,
 Sherbrooke Telephone connection. **J. C. HARKNESS, Proprietor.**

W. A. MOREHOUSE & CO.,

PRINTERS AND PUBLISHERS
 SHERBROOKE, QUE., CANADA.
 All classes of Commercial Printing done to order on short notice, including forms required for Railways, Mines, and Municipal use.
 PUBLISHERS OF
"THE SHERBROOKE EXAMINER,"
 subscription \$1.00 per year. An especially desirable medium for advertisers.

W. H. FULLER & CO.
 WHOLESALE AND RETAIL
GROCERIES

Fine Groceries a specialty. Telephone No. 46. SHERBROOKE, Que.

TELEPHONE 6057
E. LETHIER & CO.
 Importers and M'rs of
Billiards & Billiard Goods
 Do all kinds of repairing.
 Secondhand Tables, \$100 to \$200 each.
 83 ST. DENIS ST., MONTREAL.

Two ladies were sitting by an open window while the choir was practicing in a neighboring church. 'How loudly they sing to-night!' said one. 'Yes,' returned the other, thinking of the crickets in the grass; 'and it is said they do it with their hind legs.'

'Twas the shade of Columbus
 Who muttered this rhyme:
 'It's luck that I struck it
 Ero quarantine time.'

First Tramp—Say, Bill, yer look all broken up; yer must have slept too long.

Second Tramp—Yer see, I dreamt I was workin', and I was afraid to wake up for fear it might be true.

The first is called the index finger, but when a man takes throo or so it's an index of his opinion that season has grown too cold for beer.

AN INCIDENT IN CAMP.

He was a brave militiaman;
A soldier born was he
And bound to grow—in peace, you
know—
A general to be.
His ways were so magnetic-like,
He drew all men to him,
And once in a year he drew too near
The sparkling wine cup's brim.
And so it was that August night
When the boys were all in camp;
The corks popped out, and there's no
doubt
The stuff behind was damp.
For when our soldier-boy went home
At something after three,
With many a grope he tried to open
The tent-flap with a key.

'Which weeds are the easiest to
kill?' asked young Flickers of farmer
Sassafras, as he watched that good
man at his work.

'Widows' weeds,' replied the farmer.
'You have only to say 'Wilt
thou,' and they wilt.'

The hot-headedness of women—
some women—is at least accounted for.
Hairpins are heated to a temperature
of 400 degrees in the process of man-
ufacture.

Globetrotter—'I know you must
have enjoyed the mountain passes of
dear old Switzerland.'

Miss Goldcoin—'Dear me, we didn't
have a single pass. Papa paid for
everything.'

'Where are you going, my pretty
maid?'

'I am going a-milking, sir,' she said.
'May I go with you, my pretty maid?'
'Yes; you can work the pump,' she
said.

'Miss Blimms is so shy a creature,
don't you think?'

'Yes. She inherits that trait from
her father.'

'I was not aware of that.'

'You would be if you had ever play-
ed poker with him.'

'Bridget,' said Mrs. Hardcastle to
her new maid-of-all-work, 'there is a
basketful of clothes in the closet which
you must soak early in the morning.'
'Indeed, mum, if it is in such strait-
ened circumstances that you be, it's a
mighty achlim show that I hov fur mo
wagos.'

HOW TO TELL AGES.

There is a good deal of amusement in the following magical
table of figures. It will tell you to tell how old the young
lady is, and how old the young man is, and how old the
her to tell you in which column or column her age is contained,
and add together the figures at the top of the columns in which
her age is found, and you will find that the number is in the first and
her age to be, you will find that the number is in the first and
dith columns; add the first figures of these two columns.

1	2	4	8	16	32
3	6	12	24	48	96
5	10	20	40	80	160
7	14	28	56	112	224
9	18	36	72	144	288
11	22	44	88	176	352
13	26	52	104	208	416
15	30	60	120	240	480
17	34	68	136	272	544
19	38	76	152	304	608
21	42	84	168	336	672
23	46	92	184	368	736
25	50	100	200	400	800
27	54	108	216	432	864
29	58	116	232	464	928
31	62	124	248	496	992
33	66	132	264	528	1056
35	70	140	280	560	1120
37	74	148	296	592	1184
39	78	156	312	624	1248
41	82	164	328	656	1312
43	86	172	344	688	1376
45	90	180	360	720	1440
47	94	188	376	752	1504
49	98	196	392	784	1568
51	102	204	408	816	1632
53	106	212	424	848	1696
55	110	220	440	880	1760
57	114	228	456	912	1824
59	118	236	472	944	1888
61	122	244	488	976	1952
63	126	252	504	1008	2016
65	130	260	520	1040	2080
67	134	268	536	1072	2144
69	138	276	552	1104	2208
71	142	284	568	1136	2272
73	146	292	584	1168	2336
75	150	300	600	1200	2400
77	154	308	616	1232	2464
79	158	316	632	1264	2528
81	162	324	648	1296	2592
83	166	332	664	1328	2656
85	170	340	680	1360	2720
87	174	348	696	1392	2784
89	178	356	712	1424	2848
91	182	364	728	1456	2912
93	186	372	744	1488	2976
95	190	380	760	1520	3040
97	194	388	776	1552	3104
99	198	396	792	1584	3168

The gentleman so often mentioned
in novels, who riveted people with his
gaze, has now obtained permanent em-
ployment at a boiler manufactory.

The constan^t drop of water
Wears away the hardest stone;
The constant drop of liquor
Wears away the moral tons
Of mankind, and you'd better
Let the wretched stuff alone.

HOTEL DIRECTORY.

SHERBROOKE, P.Q.
—ALBION HOTEL—
Corner King and Wellington Streets, Sher-
brooke, Que.
W. M. CLARK, PROPRIETOR.
MONTREAL HOUSE,
PRECOURT & GAUTHIER, - Props.
OFF. UNION DEPOT. Meals at all hours.
AMERICAN HOUSE,
OPPOSITE G.T.R. DEPOT,
COLLINS & McDONALD, Props.
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ST. LAWRENCE HOTEL,
Near the Railways and Ferry,
—LEVIS.—
W. LAWLOR, Prop. Terms Moderate.
TERMINUS HOTEL,
LEVIS FERRYBOAT.
Liquors and Cigars of the best brands.
Meals at all hours.
P. Hunt, Mgr. J. B. Caron, Prop.

COOKSHIRE, P.Q.
COOKSHIRE HOTEL
ALDEN LEARNED Prop. First-class accommo-
dation for the travelling public. Charges moderate.
Good sample rooms. Luggage conveyed to and
from the Stat on free. First-class livery attached.
RICHMOND, P.Q.

ST. JACOB'S HOTEL
J. S. SNOW, - PROPRIETOR.
MAIN STREET, RICHMOND, QUE.
Large Rooms, newly furnished and first-class in
every respect. Centrally located. First-class
Sample Rooms and Livery in connection.
FREE BUS to all Trains.
ST. JOHNS, P.Q.

UNITED STATES HOTEL,
ST. JOHNS, QUE. J. U. CARTIER, Prop.
Board and Table Board at reasonable rates.
Sales, Laying and Livery attached. Free Bus to
all trains. Rate, \$1.00 per day.

'Ye'z had better not do any worrak,'
says he,
'Till ye'z j'no the union, Moike,'
So I pawned me coat and Sunday
shoes,
And I ji ned the union and paid me
dues—
Thin he ordered me out on stroike.

He could draw anything on earth,
But, sir, he met his death
Because, at forty years from birth,
He couldn't draw his breath.

Visitor—Is that your litte son in
the room whistling. 'I Want to be a
Soldier of the Cross?'
Fond Mother (making for the door)
—Yes; he's trying to drown out the
sound of the key turning in the pantry
lock.

The gentleman so often mentioned
in novels, who riveted people with his
gaze, has now obtained permanent em-
ployment at a boiler manufactory.

The constan^t drop of water
Wears away the hardest stone;
The constant drop of liquor
Wears away the moral tons
Of mankind, and you'd better
Let the wretched stuff alone.

LEADING HOTELS.

CARDS OF HOTELS
ON LINE OF
QUEBEC CENTRAL AND QUEBEC & LAKE ST JOHN R'YS.
SHERBROOKE HOUSE,
SHERBROOKE, P. Q.,
W. A. RICHARDSON & Co., PROPRIETORS.
House open for all night trains. Free carriage to and from C. P. R. Station.
Entirely re-furnished throughout. Steam Heat, Electric Light, Electric Bells, Bath-
rooms. Opposite Union Depot.
Good Sample Rooms on Ground Floor.

Mr. Richardson was formerly of White Mountains and Florida Hotels,
MAGOG HOUSE
Sherbrooke, Que.
HENRY H. INGRAM - PROPRIETOR.
Nicely Situated opposite the Bank
and Post Office.
Lighted with Electricity and
Heated with Steam.



CONTINENTAL HOTEL,
Cor. KING and WELLINGTON Streets
CAMIRAND & DUPONT, - PROPS.
SHERBROOKE, P.Q.



HOTEL VICTORIA,
Quebec.
Now open to the
Public.
Centrally Located.
Large Airy Rooms.
Newly Furnished
Throughout.
BENJ. TRUDEL, THOS. E. SHALLOW,
(Of the Florence Hotel.) Proprietor. Manager.

RACE PREJUDICE.
I grinda do org. and I plays do fid,
And I sella do ripas bannan,
No stela, no rob, I nevera did,
But I work like do honestag man.
I buy me dé monk, wid do lecta red hat,
And I tie 'im a string by do neck,
I graba my 'og and I t'inka mo dat
I makea do mon by do peck.
I play do tune from 'Il Trovatore'
And 'Tom by his mudder ho
stick.
And do monk' he climb up to the sec-
onda story,
Whero do lecto gal gib 'om do
nick'.
I worka tree day and makea four dol'.
And feel mo so rich like do King,
When sacro diavle, ostrito crystal,
Do Irish kid cutta do string.
Like, what you call 'em? ah, yes, do
blue streak,
Do monk' break away and was
hid,
I had 'em no mo' and I go busta dat
week,
Dat's why I hate do Irisha kid

'I must keep this deed quiet,' as
the murderer said while planting his
victim.
Ho—'I don't see as much of you in
town as I did at the sea-shore.'
She (blushing)—'Well, I should
hopo not.'
Ho'll build a fire in the kitchen stove
Each morn at the break of day,
But he won't put the studs in his
wife's clean shirt,
Because ho ain't built that way.
A man may have a jolly good time,
And feel his oats all day;
But he hates liko ain to feel his horns,
Because they ain't built that way.
Pat—'Plwara's mo galluses?'
Mary Ann—'Shuro an' Oi have
them on. It's the sthoylo Oi have to
kape up, Patsy.'
Pat—'Well, ye'z hand them over.
Oi have something of more importance
than the sthoylo to kape up.'
'I hear Harkins was struck by light-
ning down on the Jersey coast last
week.' 'Ye' 'I wonder what they
charged him for it?'

QUEBEC & LAKE ST. JOHN RY.—Winter Arrangements.

On and after MONDAY, 17th SEPTEMBER, 1894, Trains will run as follows:
 READ UP. HEAD DOWN.

READ UP.			HEAD DOWN.				
No. 2	No. 4	No. 6	STATIONS	Miles.	No. 1	No. 3	No. 5
Through Express Monday, Wednesday, Friday.	Local Mail Daily except Sunday	Express Tuesday, Thursday, Saturday.			Through Express Monday, Wednesday, Friday.	Local Mail Daily except Sunday	Express Tuesday, Thursday, Saturday.
7:30 A.M.	8:00 A.M.	6:40 P.M.	AR.....Quebec.....LV	0	7:30 A.M.	8:00 P.M.	7:30 A.M.
8:25	8:55	6:40	.....Headleyville Jet.....	1	7:35	8:05	7:30
8:52	9:22	6:40	.....Charlevoix Jet.....	2	7:42	8:12	7:35
9:22	9:52	6:40	.....Charlevoix Jet.....	3	7:52	8:22	7:40
9:52	10:22	6:40	.....Loretto Junction.....	4	8:00	8:30	7:50
10:22	10:52	6:40	.....Loretto Junction.....	5	8:10	8:40	8:00
10:52	11:22	6:40	.....Valcartier.....	6	8:20	8:50	8:10
11:22	11:52	6:40	.....St. Gabriel.....	7	8:30	9:00	8:20
11:52	12:22	6:40	.....St. Catherine.....	8	8:42	9:12	8:30
12:22	12:52	6:40	.....St. Catherine.....	9	8:54	9:24	8:40
12:52	1:22	6:40	.....Lako Sargent.....	10	9:06	9:36	8:50
1:22	1:52	6:40	.....Lourville.....	11	9:18	9:48	9:00
1:52	2:22	6:40	.....St. Raymond.....	12	9:30	10:00	9:10
2:22	2:52	6:40	.....St. Raymond.....	13	9:42	10:12	9:20
2:52	3:22	6:40	.....Allen's Mill.....	14	9:54	10:24	9:30
3:22	3:52	6:40	.....Portulais.....	15	10:06	10:36	9:40
3:52	4:22	6:40	.....Riviere a Pierre Jet.....	16	10:18	10:48	9:50
4:22	4:52	6:40	.....Talbot.....	17	10:30	11:00	10:00
4:52	5:22	6:40	.....Laurentides.....	18	10:42	11:12	10:10
5:22	5:52	6:40	.....Miguick.....	19	10:54	11:24	10:20
5:52	6:22	6:40	.....Beaudot.....	20	11:06	11:36	10:30
6:22	6:52	6:40	.....Stadacona.....	21	11:18	11:48	10:40
6:52	7:22	6:40	.....Skroder's Mill.....	22	11:30	12:00	10:50
7:22	7:52	6:40	.....Lako Edward.....	23	11:42	12:12	11:00
7:52	8:22	6:40	.....Kikikink.....	24	11:54	12:24	11:10
8:22	8:52	6:40	.....Lako Gros Vidons.....	25	12:06	12:36	11:20
8:52	9:22	6:40	.....Lako Houchotte.....	26	12:18	12:48	11:30
9:22	9:52	6:40	.....Dablon.....	27	12:30	13:00	11:40
9:52	10:22	6:40	.....O'Donnell's Siding.....	28	12:42	13:12	11:50
10:22	10:52	6:40	.....DeQuon.....	29	12:54	13:24	12:00
10:52	11:22	6:40	.....Chamber's Justice.....	30	13:06	13:36	12:10
11:22	11:52	6:40	.....Oulatchouan Falls.....	31	13:18	13:48	12:20
11:52	12:22	6:40	.....Ebernal.....	32	13:30	14:00	12:30
12:22	12:52	6:40	.....Chicoutimi.....	33	13:42	14:12	12:40
12:52	1:22	6:40	.....Chicoutimi.....	34	13:54	14:24	12:50
1:22	1:52	6:40	.....Chicoutimi.....	35	14:06	14:36	13:00
1:52	2:22	6:40	.....Chicoutimi.....	36	14:18	14:48	13:10
2:22	2:52	6:40	.....Chicoutimi.....	37	14:30	15:00	13:20
2:52	3:22	6:40	.....Chicoutimi.....	38	14:42	15:12	13:30
3:22	3:52	6:40	.....Chicoutimi.....	39	14:54	15:24	13:40
3:52	4:22	6:40	.....Chicoutimi.....	40	15:06	15:36	13:50
4:22	4:52	6:40	.....Chicoutimi.....	41	15:18	15:48	14:00
4:52	5:22	6:40	.....Chicoutimi.....	42	15:30	16:00	14:10
5:22	5:52	6:40	.....Chicoutimi.....	43	15:42	16:12	14:20
5:52	6:22	6:40	.....Chicoutimi.....	44	15:54	16:24	14:30
6:22	6:52	6:40	.....Chicoutimi.....	45	16:06	16:36	14:40
6:52	7:22	6:40	.....Chicoutimi.....	46	16:18	16:48	14:50
7:22	7:52	6:40	.....Chicoutimi.....	47	16:30	17:00	15:00
7:52	8:22	6:40	.....Chicoutimi.....	48	16:42	17:12	15:10
8:22	8:52	6:40	.....Chicoutimi.....	49	16:54	17:24	15:20
8:52	9:22	6:40	.....Chicoutimi.....	50	17:06	17:36	15:30
9:22	9:52	6:40	.....Chicoutimi.....	51	17:18	17:48	15:40
9:52	10:22	6:40	.....Chicoutimi.....	52	17:30	18:00	15:50
10:22	10:52	6:40	.....Chicoutimi.....	53	17:42	18:12	16:00
10:52	11:22	6:40	.....Chicoutimi.....	54	17:54	18:24	16:10
11:22	11:52	6:40	.....Chicoutimi.....	55	18:06	18:36	16:20
11:52	12:22	6:40	.....Chicoutimi.....	56	18:18	18:48	16:30
12:22	12:52	6:40	.....Chicoutimi.....	57	18:30	19:00	16:40
12:52	1:22	6:40	.....Chicoutimi.....	58	18:42	19:12	16:50
1:22	1:52	6:40	.....Chicoutimi.....	59	18:54	19:24	17:00
1:52	2:22	6:40	.....Chicoutimi.....	60	19:06	19:36	17:10
2:22	2:52	6:40	.....Chicoutimi.....	61	19:18	19:48	17:20
2:52	3:22	6:40	.....Chicoutimi.....	62	19:30	20:00	17:30
3:22	3:52	6:40	.....Chicoutimi.....	63	19:42	20:12	17:40
3:52	4:22	6:40	.....Chicoutimi.....	64	19:54	20:24	17:50
4:22	4:52	6:40	.....Chicoutimi.....	65	20:06	20:36	18:00
4:52	5:22	6:40	.....Chicoutimi.....	66	20:18	20:48	18:10
5:22	5:52	6:40	.....Chicoutimi.....	67	20:30	21:00	18:20
5:52	6:22	6:40	.....Chicoutimi.....	68	20:42	21:12	18:30
6:22	6:52	6:40	.....Chicoutimi.....	69	20:54	21:24	18:40
6:52	7:22	6:40	.....Chicoutimi.....	70	21:06	21:36	18:50
7:22	7:52	6:40	.....Chicoutimi.....	71	21:18	21:48	19:00
7:52	8:22	6:40	.....Chicoutimi.....	72	21:30	22:00	19:10
8:22	8:52	6:40	.....Chicoutimi.....	73	21:42	22:12	19:20
8:52	9:22	6:40	.....Chicoutimi.....	74	21:54	22:24	19:30
9:22	9:52	6:40	.....Chicoutimi.....	75	22:06	22:36	19:40
9:52	10:22	6:40	.....Chicoutimi.....	76	22:18	22:48	19:50
10:22	10:52	6:40	.....Chicoutimi.....	77	22:30	23:00	20:00
10:52	11:22	6:40	.....Chicoutimi.....	78	22:42	23:12	20:10
11:22	11:52	6:40	.....Chicoutimi.....	79	22:54	23:24	20:20
11:52	12:22	6:40	.....Chicoutimi.....	80	23:06	23:36	20:30
12:22	12:52	6:40	.....Chicoutimi.....	81	23:18	23:48	20:40
12:52	1:22	6:40	.....Chicoutimi.....	82	23:30	24:00	20:50
1:22	1:52	6:40	.....Chicoutimi.....	83	23:42	24:12	21:00
1:52	2:22	6:40	.....Chicoutimi.....	84	23:54	24:24	21:10
2:22	2:52	6:40	.....Chicoutimi.....	85	24:06	24:36	21:20
2:52	3:22	6:40	.....Chicoutimi.....	86	24:18	24:48	21:30
3:22	3:52	6:40	.....Chicoutimi.....	87	24:30	25:00	21:40
3:52	4:22	6:40	.....Chicoutimi.....	88	24:42	25:12	21:50
4:22	4:52	6:40	.....Chicoutimi.....	89	24:54	25:24	22:00
4:52	5:22	6:40	.....Chicoutimi.....	90	25:06	25:36	22:10
5:22	5:52	6:40	.....Chicoutimi.....	91	25:18	25:48	22:20
5:52	6:22	6:40	.....Chicoutimi.....	92	25:30	26:00	22:30
6:22	6:52	6:40	.....Chicoutimi.....	93	25:42	26:12	22:40
6:52	7:22	6:40	.....Chicoutimi.....	94	25:54	26:24	22:50
7:22	7:52	6:40	.....Chicoutimi.....	95	26:06	26:36	23:00
7:52	8:22	6:40	.....Chicoutimi.....	96	26:18	26:48	23:10
8:22	8:52	6:40	.....Chicoutimi.....	97	26:30	27:00	23:20
8:52	9:22	6:40	.....Chicoutimi.....	98	26:42	27:12	23:30
9:22	9:52	6:40	.....Chicoutimi.....	99	26:54	27:24	23:40
9:52	10:22	6:40	.....Chicoutimi.....	100	27:06	27:36	23:50
10:22	10:52	6:40	.....Chicoutimi.....	101	27:18	27:48	24:00
10:52	11:22	6:40	.....Chicoutimi.....	102	27:30	28:00	24:10
11:22	11:52	6:40	.....Chicoutimi.....	103	27:42	28:12	24:20
11:52	12:22	6:40	.....Chicoutimi.....	104	27:54	28:24	24:30
12:22	12:52	6:40	.....Chicoutimi.....	105	28:06	28:36	24:40
12:52	1:22	6:40	.....Chicoutimi.....	106	28:18	28:48	24:50
1:22	1:52	6:40	.....Chicoutimi.....	107	28:30	29:00	25:00
1:52	2:22	6:40	.....Chicoutimi.....	108	28:42	29:12	25:10
2:22	2:52	6:40	.....Chicoutimi.....	109	28:54	29:24	25:20
2:52	3:22	6:40	.....Chicoutimi.....	110	29:06	29:36	25:30
3:22	3:52	6:40	.....Chicoutimi.....	111	29:18	29:48	25:40
3:52	4:22	6:40	.....Chicoutimi.....	112	29:30	30:00	25:50
4:22	4:52	6:40	.....Chicoutimi.....	113	29:42	30:12	26:00
4:52	5:22	6:40	.....Chicoutimi.....	114	29:54	30:24	26:10
5:22	5:52	6:40	.....Chicoutimi.....	115	30:06	30:36	26:20
5:52	6:22	6:40	.....Chicoutimi.....	116	30:18	30:48	26:30
6:22	6:52	6:40	.....Chicoutimi.....	117	30:30	31:00	26:40
6:52	7:22	6:40	.....Chicoutimi.....	118	30:42	31:12	26:50
7:22	7:52	6:40	.....Chicoutimi.....	119	30:54	31:24	27:00
7:52	8:22	6:40	.....Chicoutimi.....	120	31:06	31:36	27:10
8:22	8:52	6:40	.....Chicoutimi.....	121	31:18	31:48	27:20
8:52	9:22	6:40	.....Chicoutimi.....	122	31:30	32:00	27:30
9:22	9:52	6:40	.....Chicoutimi.....	123	31:42	32:12	27:40
9:52	10:22	6:40	.....Chicoutimi.....	124	31:54	32:24	27:50
10:22	10:52	6:40	.....Chicoutimi.....	125	32:06	32:36	28:00
10:52	11:22	6:40	.....Chicoutimi.....	126	32:18	32:48	28:10
11:22	11:52	6:40	.....Chicoutimi.....	127	32:30	33:00	28:20
11:52	12:22	6:40	.....Chicoutimi.....	128	32:42	33:12	28:30
12:22	12:52	6:40	.....Chicoutimi.....	129	32:54	33:24	28:40
12:52	1:22	6:40	.....Chicoutimi.....	130	33:06	33:36	28:50
1:22	1:52	6:40	.....Chicoutimi.....	131	33:18	33:48	29:00

QUEBEC

SPRINGFIELD AND NEW YORK.

HEAD UP.		HEAD DOWN.	
Station	Time	Station	Time
Quebec	7:00	Quebec	7:00
St. Charles J.	7:10	St. Charles J.	7:10
St. Michel	7:20	St. Michel	7:20
St. Joseph	7:30	St. Joseph	7:30
St. Francis	7:40	St. Francis	7:40
St. Anne	7:50	St. Anne	7:50
St. Louis	8:00	St. Louis	8:00
St. George	8:10	St. George	8:10
St. John	8:20	St. John	8:20
St. James	8:30	St. James	8:30
St. Peter	8:40	St. Peter	8:40
St. Paul	8:50	St. Paul	8:50
St. David	9:00	St. David	9:00
St. Elizabeth	9:10	St. Elizabeth	9:10
St. Rose	9:20	St. Rose	9:20
St. Thome	9:30	St. Thome	9:30
St. Agathe	9:40	St. Agathe	9:40
St. Eustache	9:50	St. Eustache	9:50
St. Valere	10:00	St. Valere	10:00
St. Basile	10:10	St. Basile	10:10
St. Jean	10:20	St. Jean	10:20
St. Pierre	10:30	St. Pierre	10:30
St. Martin	10:40	St. Martin	10:40
St. Ignace	10:50	St. Ignace	10:50
St. Germain	11:00	St. Germain	11:00
St. Raphael	11:10	St. Raphael	11:10
St. Laurent	11:20	St. Laurent	11:20
St. Maurice	11:30	St. Maurice	11:30
St. Remy	11:40	St. Remy	11:40
St. Denis	11:50	St. Denis	11:50
St. Nicaise	12:00	St. Nicaise	12:00
St. Simeon	12:10	St. Simeon	12:10
St. Yves	12:20	St. Yves	12:20
St. Eloi	12:30	St. Eloi	12:30
St. Eloi	12:40	St. Eloi	12:40
St. Eloi	12:50	St. Eloi	12:50
St. Eloi	1:00	St. Eloi	1:00
St. Eloi	1:10	St. Eloi	1:10
St. Eloi	1:20	St. Eloi	1:20
St. Eloi	1:30	St. Eloi	1:30
St. Eloi	1:40	St. Eloi	1:40
St. Eloi	1:50	St. Eloi	1:50
St. Eloi	2:00	St. Eloi	2:00

This is the only line running Palace Sleeping Cars between Quebec and Springfield without change, connecting at Springfield with sleeping cars to and from New York. Express train leaving Quebec on Saturdays only runs as far as Springfield on Sunday morning. Express train leaving New York on Saturdays only runs as far as Newport on Sunday morning.

A Hint to Smokers.

On the front of a Montreal Electric Car
The "man about town" lit a fresh cigar,
And smoked contented with all the world
While the rings of smoke around him curled,
Till a whiff of wind through the door jar
Blow the wreaths of smoke back into the car,
And into a fair face just inside—
A face which Venus might claim with pride,
He felt the offence and with due respect
Bowed low and asked, "so you object!"
"O! not at all," and she smiled as she spoke,
"I love the scent of such fragrant smoke
And I much would like to spread the fame
Of cigar so fine if I know the name."
The "man about town" bowed again as he spoke,
"It is the *Wackstone* brand, which I always smoke,"
And she wrote down in a dainty hand,
"The man I marry must smoke that brand,"
And it happened true as she wrote it down
For she afterward married the "man about town."

THE WIZARDEST WIZARD OF ALL.

(FROM WINDHAM FIELD IN LIFE.)

I ain't bankin' much on wizards what invents them
phenygraphs.
'N' I ain't dead stuck on them old ducks as found
the telegyraphs.
Bobby Fulton don't impress me, nor am I a wond'rin'
much
At Ben Franklin, Doctor Pasteur, Tommy Edison 'n
such;
But the wonderfulest feller, 'n' the one I makes most
of,
Is the cuss as what discovered cold pertaters squelches
love!
How he done it, when he done it, is a thing I never
seed.
How he set about a 'findin' it, 'n' then persood the
deed
'Till he saw that he was wrastlin' with a bustin' big
idoc,
Is the alfred bloomin' mystry as is flobber-gastin'
mo—
For we can't deny the the'y fits ter Nater' like a
glove.
That them cold pertaters works like all perssed at
curin' love!
Are it true, sir? Ain't I proved it? Why, when Sary
married mo
I just loved that purty damsel like the sardine loves
the sea
Why, the biscuits that gal cooked me when I came
around ter court
Uster set mer hoart a pitypat, 'n' made mer pulses
snort—
But terday wo never speaks of love—no, sir! wo allors
shun it;
'N' its nothin' more than cold pertaters three times a
day as dofs it!

CHEEK.

THAT'S A 'SLANG' WORD, BUT IT SUITS THE CASE.

"Madam," he insinuated, as he rapidly unrolled before the screen door a package of something, "I have here some of the most wonderful fly-paper you ever saw. Every square inch of it is warranted to attract as many flies as can stand upon a square inch, reckoned to be, madam, in neighborhood of thirty-two, without uncomfortable crowding. That would make on a sheet of this size, which contains 500 squares, 16,000 flies. Think of that, madam! And only the ridiculous price of a nickel!"

"I don't care for any of it," replied the lady coldly.

"In case you keep boarders," he continued, unrolling a larger piece, "here is a sheet containing 1,500 squares. That means 48,000 flies saved from falling into the soup or the batter, madam, and ought to raise the price of board perceptibly."

"I do not keep boarders and do not want any of your fly-paper," said the lady, in a freezing tone. The fly-paper man began to roll up his package.

"You will not take any to-day, madam? It is the last time I will be in the city. I expect to pass on to the great Eastern metropolises by to-morrow, and the fly season has only just begun."

"You need not stay here on my porch any longer. If you do I will set the dog on you," and the lady drew herself up haughtily and began to close the other door.

"Just a moment, madam," put in the fly paper peddler. "It is an extremely hot day, but the coolness of the atmosphere in this neighborhood is so refreshing that I have enjoyed it more than if I had sold you two nickels' worth of the incomparable Magnetizer and Fly sticker. It has been like a drink of iced milk to a thirsty Arab in the great Sahara."

And as the door slammed he walked serenely down the steps.

HEAVY WEIGHTS

The sword of Henry the Pious, Duke of Silesia, was six feet long and weighed thirty pounds.

The armor of horse and rider in the fourteenth century frequently weighed as much as 400 pounds.

Probably the heaviest rudder on record is that made for the torpedo boat Vulcan. It was forged in a single piece, and weighs 22 tons.

The bones of the head of some large prehistoric animal were taken out of the ground at Ruby Creek, Wash., last week at a depth of 250 feet.

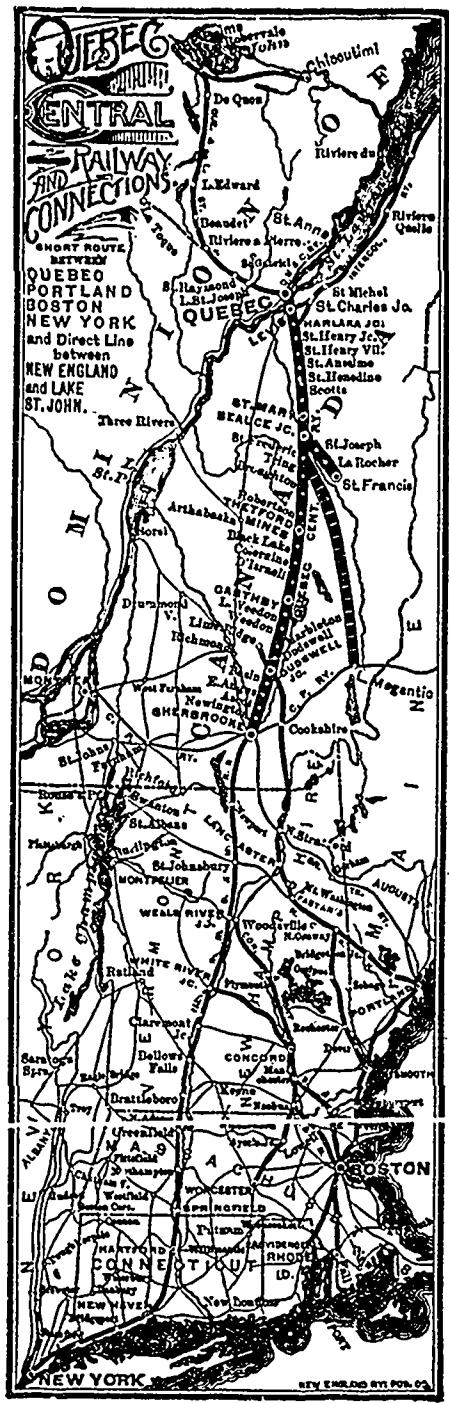
The most powerful and heaviest gun in the world weighs 135 tons, is 60 ft. in length and has a 13 1-4 inch bore. Its range is 11 miles, with a projectile weighing 1,800 pounds.

There was a sign upon a fence,
The sign was 'P's nt.'
And everybody that went by,
Sinner and saint,
Put out a finger and touched the fence,
And onward sped;
And, as they wiped their finger tips,
'It is,' they said.

Householder—I want you to send a man up to my house to take out the motor.

Gasman—What for?
Householder—I am going away for three months.

Gasman—Oh, don't worry about the motor. It won't get rusty.



CONCERNING LOCOMOTIVES.

The cash value of a locomotive averages \$10,000, and there are now in use on the railroads of the United States about 35,000 locomotives, representing a total investment of \$350,000,000. The Pennsylvania railroad stands at the head of the list with 1,625 locomotives. The New York Central is not far behind with 1,200 locomotives. The Erie railroad has 664; the Louisville and Nashville, 532; the Union Pacific, 1,066, the Delaware, Lackawanna and Western, 564; the Chicago, Milwaukee and St. Paul, 798; the Chicago and North Western, 858, the Northern Pacific, 649; the Baltimore and Ohio, 860, and the Atchison, Topeka and Santa Fe, 1,002.

Tailor—I hear that you have been paying what you owe to my rivals in business, but you still owe me for two overcoats! I don't think that's fair treatment.
Student—Who says that? Show me the man that dares say I have paid any of my bills!

A Ghanuto woman who put an ad in the paper asking for "two young men boarders without any bad habits" has now applied for a yearly rate.

Time-Tables Quebec Central Ry. and Connections.

TAKING EFFECT OCTOBER 1, 1894.

LOCAL TIME-TABLE.

READ UP.		LOCAL TIME-TABLE.		READ DOWN.	
No. 2 Express	No. 4 Mixed	STATIONS.	No. 1 Express	No. 5 Mixed	No. 3 Mixed
7:00	3:16	AR. SHERBROOKE. Lv.	8:00	8:10	
7:17	3:16	Nowington	8:23	8:30	
7:10	3:16	Ascot	8:40	9:00	
7:50	3:16	East Angus	9:15	10:40	
6:32	3:25	Ar. Dudswell Jct. Ar.	9:18	11:00	
6:38	3:25	Dudswell	9:24	11:15	
6:58	3:25	Marbleton	9:43	11:45	
6:45	3:25	Weedon	9:57	12:10	
6:58	3:25	Lake Weedon	10:08	12:40	
6:45	3:25	Garrison	10:20	1:15	
6:35	3:25	D'Amnell	10:33	1:10	
6:58	3:25	Coleraine	10:50	2:10	
6:45	3:25	Black Lake	11:00	2:35	
6:58	3:25	Theftford Minos.	11:13	3:00	
6:45	3:25	Robertson	11:25	3:30	
6:58	3:25	Broughton	11:45	4:10	
6:45	3:25	Tring	12:05	5:00	
6:58	3:25	St. Frederic	12:25	6:00	
6:45	3:25	Beauce Jct. Ar	12:50	7:00	
6:58	3:25	St. Francis	1:00	8:00	
6:45	3:25	St. Joseph	1:07	9:00	
6:58	3:25	Beauce Jct. Lv	1:22	10:00	
6:45	3:25	St. Mary	1:32	11:00	
6:58	3:25	Scotts	1:42	12:00	
6:45	3:25	St. Henedino	1:52	1:00	
6:58	3:25	St. Anselme	2:02	2:00	
6:45	3:25	St. Henry Village	2:12	3:00	
6:58	3:25	St. Henry Jct.	2:22	4:00	
6:45	3:25	Harlakia Jct.	2:32	5:00	
6:58	3:25	Louis	2:42	6:00	
6:45	3:25	Quebec	2:52	7:00	

Pullman Palace Car and through coaches on Express train, Quebec to Boston, connecting with Pullman cars at Sherbrooke for Springfield. Pullman Palace Car and through coaches on Express train Boston to Sherbrooke, connecting with Pullman Palace car Sherbrooke to Quebec, also Pullman Palace Car Springfield to Quebec without charge. All Trains run daily, Sundays excepted. Express Train from Quebec on Saturdays, only runs to Springfield on Sunday mornings. Express Train leaving Boston and New York on Saturday evenings, only runs as far as Newport Sunday mornings.

SOLID TRAINS EVERY DAY BETWEEN BOSTON, + NEWPORT + AND + QUEBEC,

Trains leave Union Station, Causeway Street, Boston, and Quebec Central Railway Station, Louis.

READ UP.		STATIONS.		READ DOWN.	
Boston Express	Quebec Express	STATIONS.	Passenger	Passenger	
8:30	2:30	Ar. New York	2:30	2:30	
8:48	2:30	Newport	2:33	2:33	
1:18	2:30	Fall River	3:30	3:30	
1:00	2:30	New Bedford	4:31	4:31	
11:40	2:30	Taunton	5:40	5:40	
7:30	7:30	Lv. Boston	6:59	6:59	
11:55	11:55	Ar. New York	7:55	7:55	
10:38	10:38	Newport	8:56	8:56	
10:30	10:30	Fall River	9:57	9:57	
9:45	9:45	New Bedford	10:58	10:58	
10:55	10:55	Taunton	11:59	11:59	
9:58	9:58	Providence	12:59	12:59	
9:38	9:38	Mansfield	1:59	1:59	
7:40	7:40	So. Framingham	2:59	2:59	
12:21	12:21	Lv. Lowell	3:59	3:59	
11:00	11:00	Ar. Norwich	4:59	4:59	
11:55	11:55	Boston	5:59	5:59	
10:55	10:55	Salmon	6:59	6:59	
9:25	9:25	Lawrence	7:59	7:59	
7:55	7:55	Lowell	8:59	8:59	
7:10	7:10	Nashua Jct. Ar	9:59	9:59	
8:12	8:12	Ar. Boston	10:59	10:59	
8:49	8:49	Salmon	11:59	11:59	
7:18	7:18	Lawrence	12:59	12:59	
6:50	6:50	Nashua Jct.	1:59	1:59	
6:40	6:40	Nashua	2:59	2:59	
5:40	5:40	Manchester	3:59	3:59	
4:40	4:40	Concord	4:59	4:59	
3:56	3:56	Plymouth	5:59	5:59	
2:48	2:48	Haverhill	6:59	6:59	
2:20	2:20	Lv. Wells River	7:59	7:59	
5:50	5:50	Ar. Concord	8:59	8:59	
5:12	5:12	Franklin	9:59	9:59	
3:25	3:25	Lv. White River Jct. Ar	10:59	10:59	
2:55	2:55	Ar. White River Jct. Lv	11:59	11:59	
1:25	1:25	Wells River	12:59	12:59	
12:30	12:30	St. Johnsbury	1:59	1:59	
10:40	10:40	Newport	2:59	2:59	
10:15	10:15	Ar. Newport	3:59	3:59	
10:00	10:00	Stanstead	4:59	4:59	
8:30	8:30	Lv. Sherbrooke	5:59	5:59	
7:50	7:50	Ar. Sherbrooke	6:59	6:59	
6:50	6:50	Lv. Dudswell Jct. Ar	7:59	7:59	
6:35	6:35	Ar. Dudswell Jct. Lv	8:59	8:59	
6:10	6:10	Lv. Beauce Jct. Ar	9:59	9:59	
6:15	6:15	Ar. Beauce Jct. Lv	10:59	10:59	
6:15	6:15	St. Mary	11:59	11:59	
6:15	6:15	Harlakia Jct.	12:59	12:59	
2:00	2:00	Louis	1:59	1:59	
1:30	1:30	Lv. Quebec	2:59	2:59	

a. Steamer from New York. b. Breakfast, 15 minutes allowed at Dudswell Jct. c. Supper. d. Connects with Intercolonial Railway. The Quebec Express is a solid train, Boston to Quebec via White River Jct and Sherbrooke. Passengers from Boston to Quebec take Sleeping Car at White River Junction. Trains run daily, Sundays excepted.

CONDENSED TIME-TABLE BETWEEN INTERCOLONIAL RAILWAY POINTS AND NEW ENGLAND CITIES.

VIA HARLAKIA JUNCTION and QUEBEC CENTRAL RAILWAY HEAD DOWN. HEAD UP.

HEAD DOWN.		STATIONS.		HEAD UP.	
No. 2 Express	Local	STATIONS.	Local	No. 1 Express	Passenger
1:30	9:15	Lv. Campbelltown	Ar.	12:30	8:45
10:00	10:00	Metapedia	12:30	12:30	8:45
1:16	1:16	Cedar Hill	12:30	12:30	8:45
4:50	3:00	Little Metis	8:30	8:30	8:45
6:32	4:02	St. Anno	8:08	8:08	8:45
7:05	4:32	Elmstadi	8:04	8:04	8:45
8:10	5:01	Blo	8:10	8:10	8:45
8:10	5:31	Tria Pistoles	8:10	8:10	12:00
8:10	6:01	Cacouina	8:08	8:08	10:26
8:10	6:31	Elvins de Lap	8:07	8:07	8:29
8:10	7:01	St. Paschal	8:06	8:06	8:02
8:10	7:31	St. Anne	8:05	8:05	7:13
19:18	10:45	St. Francois	8:04	8:04	6:44
11:30	11:30	Montmagny	8:03	8:03	6:24
11:30	11:30	St. Michel	8:02	8:02	6:00
11:30	11:30	St. Charles	8:01	8:01	5:30
11:30	11:30	Harlakia Jct. Lv	8:00	8:00	5:00
11:30	11:30	Louis	8:00	8:00	5:00
2:00	2:00	Lv. Lewis	Ar	1:55	1:55
2:15	2:15	Harlakia Jct.	Lv	1:45	1:45
3:33	3:33	Beauce Jct.	Lv	1:35	1:35
6:35	6:35	Dudswell Jct.	Ar	9:15	9:15
6:50	6:50	Lv. Dudswell Jct.	Ar	9:00	9:00
7:50	7:50	Elmstadi	Lv	8:00	8:00
8:50	8:50	Elmstadi	Ar	7:20	7:20
10:15	10:15	Ar. Newport	Lv	5:30	5:30
12:30	12:30	St. Johnsbury	Ar	3:15	3:15
1:25	1:25	Wells River	Ar	2:35	2:35
2:55	2:55	Ar. White River Jct. Lv	Ar	12:55	12:55
2:30	2:30	Lv. Wells River	Ar	9:00	9:00
3:55	3:55	Ar. Plymouth	Ar	12:00	12:00
5:40	5:40	Concord	Ar	9:45	9:45
6:19	6:19	Manchester	Ar	8:11	8:11
7:25	7:25	Ar. Lawrence	Ar	7:00	7:00
6:50	6:50	Nashua	Ar	8:40	8:40
7:16	7:16	Lowell	Ar	8:13	8:13
8:40	8:40	Falmec	Ar	4:32	4:32
8:12	8:12	Boston	Ar	7:30	7:30
3:25	2:25	Lv. White River Jct.	Ar	12:30	12:30
4:40	4:40	Ar. Bollows Falls	Ar	11:00	11:00
5:45	5:45	South Vernon	Ar	9:00	9:00
7:10	7:10	Springfield	Ar	7:27	7:27
9:01	9:01	Meriden	Ar	6:22	6:22
11:33	11:33	Ar. New York	Lv	4:00	4:00
		Lv. Dudswell Jct.	Ar		
		Ar. Beauce Jct.	Lv		
		Ar. North Conway	Ar		
		Pertland	Ar		
		Lewisston	Ar		
		Ar. Boston	Lv		

Connections at Riviere du Loup with Temiscouata Ry. for Edmundston and St. Andrews.

America One Hundred Years Ago. Every gentleman wore a queue and powdered his hair. Imprisonment for debt was a common practice. There was not a public library in the United States. Almost all the furniture was imported from England. An old copper mine at Connecticut was used as a prison.

Superstitious Travellers. A VETERAN PASSENGER CONDUCTOR TALKS OF THE WHIMS OF TOURISTS.

No one but the experienced passenger conductor knows just how whimsical and cranky the travelling public really is. A traveller may have some peculiar fad or notion when he is on the road, but he never dreams that there are thousands of others just like him, or perhaps worse. In years of experience the conductor rubs elbows with all sorts of people, and in spite of himself becomes a mind and face reader, who takes a back seat from no one except a professional.

"Yes, travellers are superstitious and cranky," said a veteran knight of the punch, in response to a query by a reporter. "I think the average passenger conductor deals with more oddities daily than the curio collector of a freak show. As to superstition, I think there is more of it crops out on trains than anywhere else. Last week, just as the train was ready to pull out for Chicago, a well-dressed man came out of the coach on the platform, and in an agitated manner asked me what day it was.

"I told him it was Friday, and without another word he re-entered the coach and in a moment returned with his luggage, and by way of explanation stated that he never began a journey on Friday, and would wait until the next morning. That is only a sample. The much mooted unlucky thirteen is perhaps the cause of more worry and inconvenience to tourists than any other sign which they deem of ill omen. I have known passengers to begin at the head of the train to see if they could find number thirteen anywhere.

"If the engine happened to be thirteen they would resignedly wait for the next train, and if they succeeded in finding number thirteen on any of the coaches they would hold up their hands in holy horror. I have seen passengers refuse to ride in a coach which hold thirteen passengers, and if you will ask any ticket man he will tell you that of all sections in a sleeper thirteen is the most difficult to dispose of. (Exchange) from Our Home.

One railroad office at Indianapolis sells yearly 300 tickets to clergymen.

Simpson, Hall, Miller & Co.,
 —MANUFACTURERS OF—
STORING STEEL
 —AND FINE ELECTRO-PLATED WARE—
 WILLIAM ROGER'S KNIVES, FORKS & SPOONS. ASK YOUR DEALER FOR THEM.
 SHOWROOMS: MONTREAL. FACTORY: 1751 Notre Dame Street. 5, 7, 9 and 11 Roccollet St.

Strength is what
JOHNSTON'S FLUID BEEF
 Imparts
 Forms Sinew and Muscle, and gives
 Readiness to the Constitution.

Jas. W. Pyke

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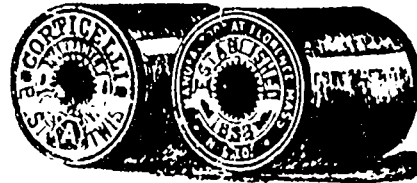
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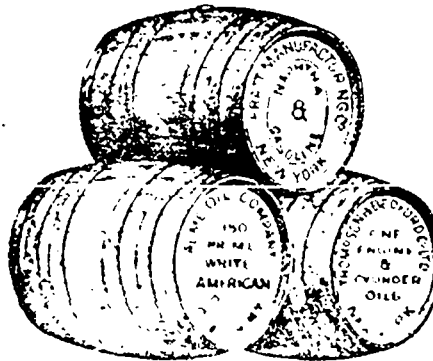
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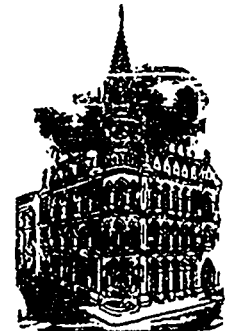
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