

# The Canadian Spectator.

VOL. II.—No. 31.

MONTREAL, SATURDAY, AUGUST 2, 1879.

\$2.00 PER ANNUM.

**ZION CHURCH, MONTREAL.**  
**REV. A. J. BRAY, Pastor.**  
 SUNDAY, 3rd AUGUST.  
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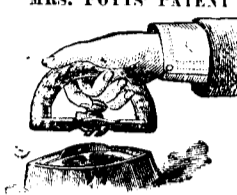
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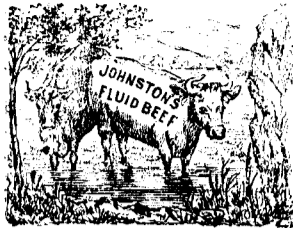
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Annual Income, over - - -	3,750,000
Claims Paid in Canada, over - - -	1,200,000
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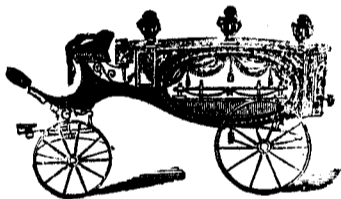
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MONTREAL, SATURDAY, AUGUST 2, 1879.

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## THE TIMES.

M. LETELLIER has lost his head at last, and the agony is over for him, and for us. The present situation is peculiar, not to say funny. We are sure at last that a Lieut.-Governor is a mere puppet of the Ottawa Cabinet—an ornament, a figure-head, which it costs ten thousand dollars per year to keep in paint and feathers. What a lot of fine talk we have indulged in about the British Constitution, the autonomy of the Provinces, &c., and it has all ended in a fizzle. The British Constitution was never involved by what M. Letellier did, and never can be by anything his successor may do. He has to serve his masters at Ottawa, and obey his masters at Quebec; and when those authorities are opposed to each other, his duty is to manipulate matters in the interests of his party. Dr. Robitaille has taken office under the distinct understanding that he is only a figure-head. If he is asked to sign a bill, he must sign it, and sanction any piece of iniquity which shall have the support of a majority in the House. How could he dismiss a Premier having a majority? That is what M. Letellier is suffering from at this hour.

WELL, the thing is not an unmitigated evil. We begin to see what a costly comedy our confederation is. These seven Provincial Governments with their paid M.P.s and Senators—what an expense they are, and what a farce they play year after year! Poor four millions of men, women and children, you are very much governed and very much taxed, and I marvel at your patience. You thought you had the right of self-government in the Provinces, but surely you know better now. These are hard times; what do you say to reducing the taxes by reducing the number of gentlemen we have to support. Confederation was brought about in order to give the French of the Province of Quebec the chance to govern themselves after the notions and customs of their ancestors; they have not succeeded very conspicuously in developing the resources of their Province and their own capacities, and now the power to try it further is taken from them. The *raison d'être* for Confederation is gone—let us try what Legislative Union will do.

BUT M. Letellier is to draw his salary up to the extent of his natural term of office, they say. That is generous; it is magnificent. But then what becomes of the resolution passed by both Houses of Parliament at Ottawa, that his "usefulness is gone"? A gentleman who draws a salary of \$10,000 per year for doing nothing can hardly be considered as useless in these days.

THE state of uneasiness into which the mercantile community seems to have fallen with regard to the banks is to be deplored and protested against, but hardly to be wondered at. It was inevitable. The banks were the last to feel the effects of the terrible depression in business, but their turn has come. Unquestionably they shared in the general work of inflation which lasted for so many years, and encouraged recklessness in speculation, but nothing could be more foolish or detrimental to the interests of the trading community than for depositors and stockholders to lose their confidence in banks and bankers. A few bankers are proved to have been incapable—a few more to have been guilty of questionable conduct; but in the main they are able and trustworthy men, who themselves have large stakes in the institutions whose affairs they direct.

IT is quite easy in these days to create distrust in any bank, and make a run upon it which would ruin it. For only a few banks could be expected to stand a general panic among depositors. As I understand the matter, it would be poor banking to keep sufficient money within a few hours call to meet all possible demands. The capital must

be put to use, or there is small chance of paying a dividend. Let us make an effort to recover our usual confidence and calmness, and all this will come right.

IT is a pity and a shame that bank stock should be quoted in the market as it is. It never should be thrown out for greedy speculators to "bear" and "bull."

A GENTLEMAN connected with a firm doing a large business in Montreal told me a day or two ago that already they had felt the good effects of the National Policy. Having asked him to put into writing the various ways in which he thought trade would be benefitted by our protective system, he sent me the following "nine reasons":—

1. Excessive importation will be stopped, thereby preventing the overcrowding of country merchants with stock they cannot dispose of.
2. The ruinously long credit system promises to be shortened, thus compelling country merchants to make their collections.
3. Credit will not be so cheap, as Importers, having to pay one-third hard cash for duties, will look where they place their goods, and the half-starved merchant who knows nothing of business will be driven to his proper place—to till the soil, or something else he understands.
4. The N. P. is doing away with the false system of having support accounts, each man now having to stand on his own merits.
5. The Yankee pedlers from across the lines, who have been draining the country of its cash, will now be driven back to where they came from.
6. It has placed us in a position to manufacture goods which have hitherto been imported, and our people are surprised that so much has been accomplished in so short a time.
7. We are keeping and employing our own people instead of sending them and our money out of the country to build up another nation's commerce at the expense of our own.
8. Country villages which had drifted into apathy are awakened by the click of hammer and shuttle, and welcome operatives who have come to make their homes among them, and whose stores will have their custom.
9. We are positively making better goods, and selling for lower prices under the N. P., than could be imported under the old tariff. No effort was made to do this until the National Policy gave us encouragement.

There they are, as drawn up by my friend, and I give them to the public for whatever they may be worth. If the ground taken can be maintained by figures, many of us will have cause to thank the parents of the great N. P. That some parts of the statement can be verified, I believe, but that some other parts exist only in hope, I also believe.

"A LAW STUDENT" takes me to task for my remarks a fortnight ago about the easy way in which lawyers are manufactured. It may be quite true, as he says, that those who have lately passed the examination for admission to practice are young men of exceptional ability and good education; and it probably is true that those who enter upon the study of the law will compare favourably with those who make choice of the medical or clerical professions—I hope that when "A Law Student" has turned to law practice he will see that such a style of arguing is not very profound; but that does not alter the fact that the way to the Bar is so easy that a little knowledge and less practice will enable a man to walk therein.

APROPOS: A gentleman made application for admission to the Bar of this Province of Quebec at the last examination. But political animus found a way of gratifying itself in the interests of justice. Said applicant had for some time—say a year or more previous to the 10th of July—been serving as a clerk in the Prothonotary's Office, although under articles of indenture to a lawyer. Said lawyer gave said applicant a certificate in the usual form; but the examiners objected to the applicant, and refused to admit him to examination on

the ground that he had not regularly attended a lawyer's office during the term of his indentures. This is by no means a solitary case, and lawyers—for their own sake and for the honour of their profession—should put an end to this loose method of admitting men to the Bar.

I have always heard that Jews were clever at getting money, but it seemed to me to be due to the fact that they are industrious, and do not try to serve two masters. My theory is gone, however; I give it up entirely. Mr. Ascher got more than five hundred thousand dollars, they say, from the Consolidated Bank as a line of discount and over draft. Mr. Ascher is a genius, and somebody at the Bank was not—whatever else he may have been.

A FRIEND sends me some clippings of what he calls "Queer things in the papers":—

The *Evening Post*, 12th July, mentions a gentleman who, wishing to boil an egg, placed his watch in the saucepan and retained the egg in his hand. The *Post* was busy on "the twelfth" and forgot to say to what country the gentleman belonged.

On the 19th July, when not quite so busy, it states that "the Goldring case, in which Messrs. J. L. Moss & Co. were mentioned, turns out to have arose from the *discontented* mutterings of a *disconsolate* habitant."

Very like the man who is said to have *wrote* respecting "the *rustic* strains of the *rural* peasantry."

The *Gazette* of 15th July, in its summary of Dr. Hingston's "able report," says, or makes the Doctor say, that "certain districts in the east and west ends of the city *enjoy* a very high death rate, whilst other districts" seem to be "enjoying comparative immunity from disease and death."

The ideas which appear to prevail in certain districts respecting enjoyment are a little peculiar, and not at all like those said to be current in the "other districts."

The *Daily Witness* of 19th July tells its readers "what it costs to be a Volunteer officer," and says that "as is usual in most cases, the largest share of the burdens fall upon the comparatively few."

Oh! Lindley Murray, Lindley Murray! Oh!

The *Daily Star* of the same date states that "trout fishing is in full blast around Quebec."

The Quebecers must be catching another kind of fish, and the *Star* probably means that smelting is in full blast.

On its third page it tells us that "the Recorder admonishes the Court idlers," and makes him say: "If the police would only spot some of you fellows and bring you before me, I'd send you down for a month at hard labour every man jack of you."

In another page it says that "the refined conversationalist avoids slang."

I KNOW one or two of our Solons at Ottawa to whom the following verse of a song, popular just now in London Music Halls, would apply most forcibly:—

"He joined our Local Parliament, and attended week by week,  
But rather than break down and fail, he never tried to speak;  
He had no fixed opinions, but would not be thought a dunce,  
So, rather than go wrong by chance, he never voted once."

Having read most of the reports in the leading English papers of the manner in which Lieut. Carey conducted himself when the Prince Imperial was killed, and taking into account the simple and beautiful manner in which the authorities in England, and those in command at the Cape have succeeded in shifting all responsibility for messes and muddles, and having read the examinations and the finding of the Court-martial, I have come to the conclusion that no one is to blame but the two poor troopers who died along with the Prince. How they could have averted the catastrophe by saving the life of the brave young Prince, no one, of course, can tell, but then they are dead, like the British sense of fair play.

A CORRESPONDENT has mixed up military rules, unmilitary sentiment, British patriotism, international goodwill, court-martial findings and newspaper criticisms, and the following is the result:—

While concurring in the opinion expressed in your issue of the 26th July, that the finding of the court-martial on Lieut. Carey was imbecile in the extreme, I cannot help thinking that your own "finding" in the matter is open to criticism. The rule of the service is that the senior combatant officer commands, and Quartermaster-General Harrison, who sent out the party, considered that Lieut. Carey was in command of the escort. The Prince, in fact, did not hold the Queen's commission as an officer. He had no rank in the army, but was a privileged guest. Lieut. Carey states: "I do not consider that I had

any authority over it [the escort] after the precise and careful instructions of Lord Chelmsford, stating, as he did, the position the Prince held and that he was invariably to be accompanied by an escort in charge of an officer." Lieut. Carey was the officer in charge of the escort attending the Prince, for there was no other commissioned officer there. Can an officer in charge of an escort be said to have no authority over it? The conclusion seems to me irresistible that Lieut. Carey was sent out in the spirit of Lord Chelmsford's orders, and was responsible for the Prince's safety. He should have brought the Prince back to camp dead or alive, or have shared his fate. If the Prince commanded the escort, was he escorting Lieut. Carey? Lieut. Carey states also in his evidence that he, and not the Prince, gave the final order to mount; after that the only order he gave was: "Let us make haste and go quickly."

Although Lieut. Carey's evidence conflicts with that of the troopers as to who gave the final order to mount, all concur in showing that Lieut. Carey led the flight. Some of the troopers caught up to him after a time, but he was first off. Such celerity is not becoming in an officer, and very rare in the British army. It is not the custom for officers to abandon even private soldiers in that manner. The records of the Victoria Cross abound in instances of the self-sacrificing courage of officers who risked their lives to rescue private soldiers of their regiments who were in deadly peril. *Noblesse oblige* is the safest motto for an officer, and it teaches him to be first in advance, and last in retreat. Granted that it is the duty of a reconnoitering party to run and not to fight, it is not the supreme duty of the officers to run first. Such celerity is contagious, and so all the escort got off before the Prince mounted. The very word "escort," which is used throughout the proceedings, shows that this was wrong, unless, indeed, the Prince was escorting Lieut. Carey—a hypothesis which has not hitherto been put forth.

The French Republicans seem disposed to take offence at the unusual honours paid to the dead Prince, and the profound sympathy of the English nation with the bereaved mother. They need not take umbrage at this. The English people are not expressing their sympathy with Imperialism, but the national conscience is uneasy, and feels that England has not been made the head of a great empire by officers who split-hairs as to responsibility in times of supreme danger.

THE last development in Ritualism is ingenious enough to have sprung from the brain of some Edison of American religious novelties. The invention takes the form of an order,—The Order of Widows. The Rev. G. C. White of Great Malvern (Eng.) appears to be the patentee, since he is the first to invite "any woman who is free to give herself for Christ's sake to work for His poor and little ones to join the Order,"—a sentence which reveals better intentions than grammar. An order of Weller's is perhaps the next idea that will germinate in the Ritualistic brain.

THE Evangelists differ from the Ritualists in their naive desecration of religion. Evangelist services, to which the Earl of Kintore and the Rev. Sholto Douglas give their aid and countenances, have just been joined by the Hon. Ion Keith Falconer, and this latter is chiefly valuable for the reason that "his reputation as a bicyclist has drawn many in who would not otherwise have come within the sound of the Gospel." Two of his "lessons from bicycling have been a great draw." The notion of bicycling to Paradise is surely the Ultima Thule of the sensationalism set in motion by harmless maniacs.

JOHN BRIGHT threatens to make our dear old John Bull roar and rave to a new tune yet. The British landed aristocracy have opened the ball once again in honour of Protection, and Bright tells them that he has made up his mind to take part in the dance. He proposes, in fact, to uproot their monopoly in the soil, and divide it among the millions, as they do in France. Two-thirds of the soil of England and Wales is owned by 10,200 persons; two-thirds of Scotland is owned by 330 persons, and two-thirds of Ireland is owned by 1,942 persons. All this our great Free Trader would change. He thunders out his challenge: "Let us have the enquiry wide and honest. Let us look this great spectre which you are afraid of fairly in the face. You cannot escape from it, and if you meet it boldly it may prove to be, perhaps, no more than a spectre. At least let us break down the monopoly that has banished so much of your labour from your farms, and that has pauperised so much of the labour which has remained. On the ruins of that monopoly, when you have broken it down, there will arise a fairer fabric, and although it is not possible that I shall live to see it, yet the time will come when you will have a million homes of comfort and independence throughout the land of England, which will attest forever the wisdom and blessedness of the new policy that you have adopted."

EDITOR.

BRITISH CONNECTION AND CANADIAN POLICY.

No. V.

I have endeavoured to show the important and fundamental difference which exists between Canada's trade relations to Great Britain on the one hand, and to the United States on the other. In a general way our manufactures are like those of the latter country, and unlike those of the former; making us customers to the people of the Mother Country, but competitors with the people of the United States. True, we have in times past been large customers to our nearest neighbours, but why? Simply because we were behind in the race of improvement, and because they were making many articles which we were not making at all, or the manufacture of which was still in its infancy with us. In consenting to the Reciprocity Treaty twenty-five years ago, they did so in the firm belief that we would remain content with the business of exporting timber, fish, and farm produce, taking in exchange American manufactured goods. And so we were content for a while, but not for long. In 1858 a Protectionist movement, led by the Hon. Isaac Buchanan, of Hamilton, resulted in a tariff expressly designed to promote home manufactures, and in 1859 Sir A. T. Galt, then Inspector General, consolidated the system in the tariff of that year for Old Canada. The attempt to manufacture for ourselves was resented by the Americans then, just as it is by some people in England now; and, partly for this reason, and partly because Englishmen built and sent out the "Alabama" to destroy American commerce, the treaty was "denounced," as they say in France, at the earliest possible moment. The late Israel T. Hatch, of Buffalo, was commissioned to report on the matter, and he reported that the only kind of reciprocity the American people would have anything to do with was the exchange of their manufactured goods for Canadian raw products. On this view it was of course pre-supposed that Canada was to stand still, to make no progress except in creating facilities for the export of lumber and farm produce, and to remain content with occupying the inferior and less advanced position. In last week's CANADIAN SPECTATOR is an article over the signature of "Progress," the writer of which appears to look at the situation of twenty-five years ago, rather than the situation of to-day. Then we were manufacturing very little for ourselves—it was before the rise of manufactures in Canada—and the American market for our produce was more necessary to us than it is now. Owing to changed circumstances, although the American market is important to us for fish, barley, and sawn lumber, with nearly all the rest of our raw produce we can now do better in Europe. For the market for our fish we pay a heavy equivalent, and, as the fruits of the new policy develop themselves, the demand from other countries will relieve us of much of the anxiety which the American market for our sawed lumber always gives us. To be sure, if we were to join the Union we would at once get this market, for both lumber and farm produce, free of the 20 per cent. toll which we have now to pay to enter it. But look at the still heavier price we would have to pay in other ways. Our rising manufactures, overwhelmed by the larger establishments of New England and New York, would be in danger of perishing. We are safest as we are. Under the National Policy, with Canada commercially independent, our own market is secure to our own manufacturers; but who dare say that such would be the case were we annexed? A few years ago, ere yet our neighbours had recovered from the disabling effects of the war, there were manufacturers amongst us who wished that they only had the chance of meeting their American competitors, with free access to the market of forty-five millions of people over the way. But, unless I am greatly mistaken, there are not many who talk that way now. The boast of our being able to "whip the Yankees" in the cheap productions of iron, cotton, woollen, leather and other goods has subsided, and we don't hear as much of it as we did a few years ago. The illusion, that because once and for rather a lengthened period the Americans could not compete, therefore they are always to stick in the mud of this disability, is passing away. Let me say, rather, it has passed away, with nine-tenths of our business men. When people talk about the vast benefit that an extended trade with the United States is to confer upon Canada, they should be a little more definite. Do they mean a free market for our raw produce, or for our manufactured goods? If the former, they have to be informed that the Americans positively will not concede it on any terms, save the exchange of their manufactured goods for our raw produce. If the latter, they had better ask themselves what market they expect for Canadian cottons and hardware in the country which boasts of Massachusetts and Pennsylvania. It would be carrying coals to Newcastle, with a vengeance, for us to offer our goods to people who are ahead of us in all branches. We might have done the thing successfully in 1869 had we been permitted, but will any man who knows whereof he speaks say that we could do it in 1879, were custom-houses abolished on both sides? We may freely admit that the open American market for our lumber and produce would be a benefit, standing by itself. But when coupled, as it inevitably must be, with the extinction of our manufactures, then we may well say: Leave us alone, we prefer to take our own chances.

We should try to realize the great change which a few years have wrought in the relative positions of Canada and the United States. When we lowered our tariff in 1866, and when we allowed American produce still to come in

free, as under the Reciprocity Treaty, while ours had to pay 20 per cent. toll to enter the American market, the proper results of this too easy-going policy of ours did not for some time appear. The truth was that the war and its consequences masked for a while the operations of almost Free Trade on one side the border, with high Protection on the other, and delayed for a number of years the legitimate effects of such a state of things, which, however, showed themselves at last. From 1861 to 1873, a period of twelve or thirteen years, the 20, 25, or 15 per cent. upon our statute book was but a trifling matter as far as trade relations with the States were concerned; the war and the resulting disturbance of production and commerce, continued for years after the war itself had ceased, conferred upon us an efficient Protection of from 50 to 100 per cent. American competition had, in fact, disappeared, except in Western States farm produce and some specialties of manufacture. But a great change showed itself in 1874, our neighbours came down to "hard pan," and began to produce very cheaply, and from that time until the present year there was a rapid increase of our importations from over the border. Under our late semi-Free Trade policy this increase kept going on to an alarming degree, alarming to the people of England as much as to ourselves, had their eyes been open to perceive it. But to the truth of the situation, their eyes were blinded, and the glamour is not yet removed, nor will it be an easy task to remove it. As Carlyle, or some of the German philosophers he is so fond of quoting might say, the deep meaning of the so-called "laws" of a false trade system is upon them, and not easily will they be brought to understand that they have for thirty years been living in a dream, which the world refuses to realise for them. The change from dearness to cheapness of production, which has been going on in the United States these six years past, is nothing short of a gigantic commercial revolution. It is not enough to say that in other countries also a revolution of the same kind has been going on; those who content themselves with this slight and superficial observation miss the real, practical point that touches Canadian interests. What has to be added is that while in other countries there was little more than the ordinary change from merely commercial inflation to commercial contraction to be considered; in the United States there was also the immense, exaggerating operations of the greatest civil war that the world has ever seen to be taken into account. In other countries a great change happened, but in none so great as in the United States. In no other country was there developed so large and widely-spread an extravagance of buying at high prices; and in no other country was the succeeding drop to low prices so great and so sweeping in its effects upon trade relations. What kind of economical "science" was it, which in all this gigantic revolution, going on at our very doors, among a wide-awake, pushing, enterprising people, of twelve times our number, saw no reason at all why we should change our policy to meet the altered circumstances of the time? There is just one way of accounting for our inaction during recent years of trial; we were "sat upon" by such a weight of English opinion, formed under circumstances very different from our own, that we were unable to think for ourselves, until stung to action by the sharp pains of adversity.

To show the way that Canadian trade was going of late years, under the old tariff, let me quote some figures which have already been published both here and in England, but which cannot be too well impressed upon our memories:—

COTTON GOODS IMPORTED INTO CANADA.

Fiscal Year.	From Great Britain.	From United States.	From Other Countries.	Total.
1873-74	\$10,295,784	\$ 933,205	\$10,878	\$11,229,875
1874-75	8,668,464	1,373,824	23,291	10,065,575
1875-76	5,326,608	2,174,169	11,616	7,512,395
1876-77	4,600,193	3,120,009	13,501	7,733,705
1877-78	4,745,292	2,318,658	14,802	7,278,505

For the five years' period next preceding—1868-69 to 1872-73—our imports of cotton goods were: From Great Britain, 93.50 per cent. of the whole; from the United States, 5.33 per cent.; and from other countries, 1.17 per cent. Comparing these proportions with the figures for the later period of five years, are we not justified in saying that a commercial revolution was going on? But let us take next our importations of hardware and manufactures of iron and steel, for six years:—

Fiscal Year.	From Great Britain.	From United States.	From Other Countries.	Total.
1872-73	\$2,416,634	\$2,208,106	\$67,618	\$4,692,559
1873-74	2,487,454	2,827,273	53,173	5,367,906
1874-75	2,265,621	2,947,090	46,300	5,259,011
1875-76	1,196,539	2,392,092	36,945	3,625,576
1876-77	942,265	2,367,970	20,349	3,330,584
1877-78	842,092	2,474,329	24,272	3,343,683

To those visionaries amongst ourselves who think that with an open frontier we would easily beat the Americans on their own ground, I put this question: If, meeting in the Canadian market on equal terms, American manufacturers beat the English in some of the most important branches, as the above figures show, what would be our chance in the struggle with our neighbours with all ports open? Let people cease their foolish talk about what the American market in general would do for us, and tell us precisely

what articles there are that we would certainly find a market for, and to better advantage than at present. Then, further, let them reflect what other branches of industry we have now, or are in a fair way of having, which under annexation or a Zollverein would be summarily extinguished. The dwindling amounts of our British imports above recorded, showing a falling off of nearly two-thirds in five years, while American imports are seen to hold their own, and even to increase, during hard times in Canada, ought further to startle those old country sleepy-heads who are dozing away in the pleasant conceit that all that is necessary for them to retain a large Canadian trade is—for Canada to avoid Protection. In the first year of the series the imports from Great Britain exceed those from the United States; in the last year our American imports are nearly *three times* as much as those from the mother country. Now let our English friends tell us what policy there is in suppressing Canadian manufactures for the sake of benefitting, not themselves, but the people of the United States. And let them show how the interests of the Empire are to be promoted by building up American manufactures at the expense of Canada. To English interests as affected by the new Canadian policy I hope to come more immediately in my next.

*Argus.*

### THE GRAND TRUNK RAILWAY.

On the first day of this month the Riviere du Loup section of the Grand Trunk Railway was to be handed over to the Government of the Dominion, and the money received for it will be expended in acquiring a western outlet for the Grand Trunk towards Chicago and St. Paul, and giving it access to all the trading parts of Michigan. This may be taken as a new point of departure in the development of the railway, and affords an opportunity for reviewing its history and prospects.

During the last five years—the period covered by the present management—successes have been won and difficulties overcome, which, could they have been foreseen, would have appeared impossible. It is true that there have been times when Grand Trunk stock was higher in the London market, and when it was in a better standing as to raising capital there, but the change in the position is due to the fact that capital was raised on promises which have not been fulfilled—not because they were unreasonable, or dishonestly made—but because of the serious competition which has grown up since then. By the extension of the American and Canadian railway systems, duplicate lines have been built to compete for the same traffic, thereby reducing the rates to one-half, and often to one-third, of what they were a few years ago. There has been a large increase in all kinds of freight traffic, but a corresponding decrease in all rates. No dividend was paid up to 1874, and, of course, no dividend has been paid since then, but this is the important point to notice, that double the work is done, and the running expenses have not been increased.

Any one acquainted with the Montreal *Witness* will not accuse it of being in any way partial to the Grand Trunk, yet it says of this summer's passenger train service: "The enterprise of the Grand Trunk Railway is worthy of commendation," that trains "are run faster, in one instance by two hours, than last summer, when the time was considered marvellously quick." It is a fact that the passenger trains have never been run with greater regularity, and the service given to the public was never more satisfactory. During the last few years excursion trains, carrying passengers at low fares, have been run almost daily in the summer over some parts of the line,—a thing quite new in the history of the line. Apart entirely from the loss occasioned by the reduced rates in merchandise traffic is the decrease in the business carried by passenger trains. The reports shew that the train mileage for the year 1873 was 2,034,749; for the five years, 1874 to 1878, 10,558,873; or an average of 2,110,774 train miles. The receipts in 1873 were \$2,907,030; in the five years, \$13,836,814; or a yearly average of \$2,767,362. The difference may be counted as actual loss, as in the figures quoted the train service shews an increase in the number of miles run to obtain the excursion business, without which there must have been a much larger diminution in the passenger receipts. The loss in passenger earnings may be attributed, for the most part, to the hard times through which we have passed. Fierce competition has occasionally raged for a time in the through American business; but this, unlike freight, has not entailed the running of extra trains, and it has probably been somewhat of a benefit to the Grand Trunk in bringing to it a large accession of through business to fill partially occupied cars. At most, it could but add an additional car to a train capable of having still more attached with very little extra cost. This has more than counterbalanced the reduction in fares brought about by competition, while the American lines, carrying so much greater a proportion of the through business than the Grand Trunk, have suffered by having nearly the whole of their receipts depleted.

Competition has also had the effect on the American railways—by what is termed "scalping"—of seriously interfering with the local traffic in the districts traversed by the trains which convey the through passengers. The principal loss in Grand Trunk passenger traffic as compared with previous years is in consequence of the diminution of business between local points, both for the portion of the line in Canada and the United States; but this is only temporary,

and when renewed activity in general trade occurs this difficulty will cease to exist, and even at the present time the weekly earnings shew a considerable improvement on the returns of last year.

The volume of passenger traffic between old locations has not materially increased in the districts in which new lines have been built, but a great injustice has been done by the construction of parallel lines, which have been aided by Government grants. In one instance, the Ottawa and Quebec Railway, built and equipped entirely by the Government, took away from the Grand Trunk Railway and the Richelieu & Ontario and Ottawa River Navigation Companies' steamers—all of which were private undertakings—a considerable portion of even the small revenue earned by them in the thinly populated districts through which they are operated.

The following figures—taken from the able report of the Massachusetts Board of Railway Commissioners—show the position and passenger earnings of a few of the leading railways in the United States, situated in districts most adjacent to Canada. The earnings of the lines in that State in the year 1873-4 were \$15,872,687, while in the four years after they were \$56,537,680, and in the last year only \$12,949,970. The average decrease is \$1,738,267, or nearly 11 per cent.; the decrease on the last year was \$2,922,717, or nearly 18½ per cent. as compared with 1873; whilst the Grand Trunk has had only a decrease of less than 5 per cent., comparing the yearly average for the five years with the receipts for 1873. The last year's passenger returns for the New York Central, Lake Shore, and Michigan Southern, and Michigan Central Railway—the three Vanderbilt lines—show a falling off, as compared with the year 1873, of \$3,108,372, equal to 22 per cent. decline.

Between local points in Canada merchandise has been carried at such low rates that even in these depressed times business has been conducted which would have been impossible but for the facilities thus afforded. The simple fact is that the high state of efficiency and the splendid organisation of the working staff have—since the change of gauge to 4 ft. 8½ in., which took place in 1873—enabled the Company to do double the work in the movement of goods which it could perform under the old gauge of 5 feet. 6 in. when all the traffic interchanged with American lines had to be either transhipped or conveyed in changeable gauge cars, the nature of the construction of which made them do serious injury to the road-bed of the line. The statistics of work done will show the results which have been reached in the quinquennial period from 1874 to 1878.

In the years 1872 and 1873 there were 433 and 442 million tons moved one mile, and the rate obtained in the latter year was one and forty-six hundredths of a cent. In the year 1878 the work done reached 785 million tons carried one mile, and the rate earned on it was a little over three-quarters of a cent. per ton per mile. If the five years traffic had been carried at the rate of 1873, it would have given an additional net revenue of over *nineteen million dollars*, or nearly four million pounds sterling. The reduction in rate has been entirely at the expense of net revenue, which would have been available for dividend. This amount is equal to the present market value of the entire G. T. ordinary and preference stock, exclusive of debenture debt, and would have paid an average of two per cent. per annum for the five years on the par value of the ordinary stock, and an average of nearly four and a-half per cent. per annum for the same period on the 1st, 2nd and 3rd preference stocks. As £7,500,000 of the ordinary capital stock was issued at 20, the two per cent. really means 10 per cent. per annum to the original investor. The constant watchfulness maintained in working the line has resulted in a reduction of the working expenses, which have decreased from £1,584,755 (\$7,712,474) or 82.30 per cent. in 1873 to £1,376,010 (\$6,696,582) or 76.23 in 1878.

To make another comparison of the working expenses of 1873 with the period since, it will be necessary, for the sake of illustration, to arrive at the gross earnings which would have accrued on the whole movement of freight traffic at the rate obtained in 1873, and apply the actual working expenses for the five years, which will give the result of reducing the percentage from 82.30 in 1873 to 55 per cent. in the five years,—a decrease of nearly 27½ per cent. Even upon the *actual* earnings of the five years reduced as they are—the rates have been a little more than one-half of those obtained before—there is a decrease of 6 per cent. in the working expenses. The decrease of 27½ per cent. would be a partially fallacious conclusion. In fairness it should be stated that the working expenses cover all descriptions of traffic under one head. If the traffic could be divided, and it could be shewn of what kind of freight the increased business done has consisted, I think it would be found that it is mainly in what is termed the through traffic coming off other lines and going to other lines, off the Grand Trunk system, which traffic is not "handled" at all on the Grand Trunk; and if this accounts for the large increase, it is necessary to explain that the least possible labour is entailed on an intermediate line (like the Grand Trunk or Great Western in their present position) in the movement over it of this *through* business. With a railway prepared to do business on an extensive scale, few additional men are required at any of the stations along the route, no loading or unloading of cars is undertaken at either end of the line where it is received from, or handed to, foreign

Companies, and the wear and tear on the track is infinitesimal. An actual additional expense incurred in the conveyance of this extra traffic is that attendant upon the slight labour of booking at the junction station at which it joins the intermediate line. In the case of the Grand Trunk, there are the charges consequent on the running of the engines and cars engaged in the service, beyond what they would be if they were idle, and the empty back mileage where the East bound traffic is largely in excess of the West bound.

While the tendency of excess in population and passenger traffic is to "go West," the present excess of population resident in the Eastern States and Europe, create a demand for greater quantities of the products of the West than the lesser populations of the West require of the manufactured products of European and Eastern markets. It is therefore evident that on the trunk lines there is a large excess of merchandise carried Eastward compared with that Westward bound.

The large space which manufactured articles going West occupies in proportion to the weight is very much at variance with the solid commodities going East—such as grain, flour, meats, and even with live cattle and hogs. Again, in taking into consideration the actual working expenses of moving such an aggregate of weight as that carried by the Grand Trunk the last five years—about three thousand five hundred millions of tons one mile—it should be remembered that in carrying the same weight and class of articles the same distance, in even the same car, the expense varies considerably when the traffic goes in different directions, as the varying gradients of the line enable engines to haul many more cars to a train load over some districts than would be hauled on other portions of the same railway. The working expenses of different sections of a railway are also affected in a different ratio by climatic influences; so that the excess traffic carried in later years varies in almost every particular from the traffic of preceding years. The local was then much greater, and general results show that each ton of freight was in former years hauled a much shorter distance, which would, of course, make the average expense more than for unloading and loading, and the same cartage expense is incurred upon a ton of freight, whether it is carried 5 miles or 500 miles.

I have alluded previously to the hopefulness of the present situation. The presidents of the principal trunk lines having agreed—after appointing permanent arbitrators—that rates shall be maintained, and perhaps even the great monopolist Mr. Vanderbilt may learn by such significant facts as the reduction in rate of the dividend of Michigan Central, and the recent decline in the market price of the stock of that Company, that the grasping policy he is pursuing may culminate in the wreck of his own fortune and those who are associated with him in his enterprises.

Mr. Vanderbilt being the controlling proprietor of the New York Central Railway, his interest is paramount in maintaining the dividend at its present rate of eight per cent. An article in the *North American Review* for February states that the dividends for six years to 1877 amounted to nearly forty-three million dollars; but that in the statement of receipts, after particularising the different items which usually appear as "railway revenue," there is a "miscellaneous" in the six years amounting to nearly six million dollars of the entire earnings. The writer continues: "When the stockholder puts his dividend check in his pocket he has the satisfaction of knowing that more than thirteen per cent. of it consists of a miscellaneous and mysterious receipt, which the Company declines to 'specify in detail.' With rare exceptions, either in this country or in England, have Directors been found—no matter how important their titles or their families—who could, or would, safely and honestly, administer the business of great corporations, unchecked and uncontrolled, by complete and absolute publicity, both in general and detail. Absolute knowledge and unlimited publicity can alone prevent such disasters as have recently in England been so great as to paralyse private credit and to beggar whole classes of people who trust everything to the respectable names of those controlling their property."

The Grand Trunk is now, I believe, on the point of achieving that for which Presidents and Managers have worked and planned for years. If at the time when the gauge was changed, more additional capital had been raised, and the control of one of the several routes to Chicago secured, the complaints which have been uttered against Mr. Vanderbilt monopolizing the best traffic would never have been heard; and there doubtless would have been an understanding come to with the Great Western beneficial to both Companies. As far back as 1861, Sir Edward Watkin ardently wished to make Chicago the western terminus of the Grand Trunk, and his earliest work was to concentrate the management of the Great Western and Grand Trunk Companies under one head, which was, however, frustrated—as have been all attempts since of a similar character—by the opposition of the Great Western Directors. His connection terminated after he had rescued the line from the chaos and bankruptcy which appeared to imminently threaten it when he was called to the rescue. During his Presidency the undertaking emerged from the position of a local line to become a portion of one of the through trunk lines by the acquisition of the Buffalo and Champlain Railways which led to the subsequent erection of the International Bridge across the Niagara River at Buffalo. Sir Henry Tyler, in succeeding to the Presidency, brought to the work great

ability and zeal, and in conjunction with the very capable and energetic General Manager, who seems to live in order that he may work for the Grand Trunk, will, doubtless, succeed in putting the railway in a position to do its own business direct with the great shippers of the West. It is likely that in a few weeks Mr. Hickson will have made the final arrangements by which the Grand Trunk will become one of the great through lines of this continent, commanding traffic for the markets of Europe and the Eastern States of North America.

## IS THE COUNTRY SATISFIED?

No. III.

A few weeks ago I commenced in the *CANADIAN SPECTATOR* a series of articles with above heading. If such a question provoked a negative answer then, I do not hesitate to affirm that subsequent political events still more emphatically corroborate and sustain the charges already made in relation to the new tariff.

In passing from one branch of commerce to another, one finds even the National Policy men themselves dissatisfied, and the general trading community expressing unqualified disapproval and an increasing instead of diminishing hostility.

But as special illustrations drawn from this exhaustless topic are preferable to general anathemas, I will again take up one particular item, this time that which is broadly known as the crockery business, and see how the new regime works in this important and useful line. At the outset we are met by the old obstruction in the way of all taxation of imports, namely the difficulty—I may almost say impossibility—of correct classification of goods. I find that in England the North Staffordshire Chamber of Commerce has already memorialised the Secretary of State for the Colonies respecting the effect at home of the present Canadian tariff on manufactures of earthenware. In reply Sir Michael Hicks-Beach mentions that he had also been in correspondence with the earthenware manufacturers of Scotland on the same subject—a fact showing the wide-spread nature of the trouble caused by the sage legislation of the Dominion Government. As it was then explained to these Staffordshire gentlemen: By the provisions of the tariff, "earthenware and stoneware, brown or coloured, and Rockingham ware, are subject to a duty of twenty-five per cent.; and earthenware, white granite or ironstone ware and C. C. or cream-coloured ware to a duty of thirty per cent.; whilst upon china and porcelain and all other unenumerated classes the duty is twenty per cent." Sir Michael goes on to explain that "the higher rate is charged upon the commonest kinds of earthenware, or such as can be *and are* produced in Canada, and the lower upon such as can only be obtained from other countries."

Now, as a matter of fact, none of the white granite or cream-coloured ware which pays the prohibitive duty of 30 per cent. comes from the United States, nor can it be made here; for the reason, that the glaze and body which form the distinguishing characteristics of these lines are substances which are not, nor will be produced on this side of the Atlantic.

The Collector of Customs at this port (Montreal) has also lately received a communication from several importers and extensive dealers in crockery, relative to the unjust legislation by which they are now made to suffer. It is greatly to be feared, however, that such remonstrances, unless made in some strong form to our House of Commons, and emanating from Great Britain, will meet the fate of all other grievances and complaints that will not cease to be heard so long as the present iniquitous tariff remains in force.

The unconscionable principle which underlies the method of imposing taxation on this class of goods is the same as has already been shown to pervade almost the entire system,—the grinding of the poor at the expense of the rich. It is needless to remark that there is not a house, not a room, which does not furnish its quota in the demand for crockery of some sort; and here we have the barbarity of rating the useful and indispensable lines of English earthenware no less than thirty per cent., while fancy French goods are admitted at two-thirds of that amount. Following the same rule, the mechanic's winter overcoat, and the heavy beavers worn by the labouring man, are now subjected to a heavier duty than the costly fabrics which go to make up the principal part (I am compelled to believe) of some of our aspiring politicians and irresponsible dandies around town.

Mr. Tilley lately addressed a meeting at Manchester, at which he endeavoured to prove that the Tariff would be a benefit to England as against the United States. Such a position is utterly untenable, and was resorted to only for the purpose of allaying the natural irritation felt in the manufacturing districts, or perhaps to render possible the floating of the Canada Pacific loan.

I maintain the justice of my original charge, that almost the entire Tariff is antagonistic to the interests of Great Britain, no matter what other *SPECTATOR* correspondents, who carefully veil themselves in the secrecy of heathen appellations, may say to the contrary. I am glad to see that this injustice is patent to all right thinking men across the water; and that Mr. Cowan has received great encouragement on bringing the whole matter before the Imperial Parliament.

The promoters of the National Policy are indeed floundering among the breakers of self-imposed difficulties. Innumerable ports of entry are jealously guarded by untold legions of officials, who, far from being burdened with an excess of sagacity to guide them in their impossible tasks of discrimination, are, as a rule, below the ordinary standard of salaried intelligence. They are the blind led by the blind, and not unnaturally they are continually falling into the ditch. If essential oils pay 20 per cent. and essences \$1.90 per gallon and 20 per cent., how can the Custom-house enact an equitable and uniform rate of duty, and guarantee a just classification at every port of entry?

I shall now take my leave for this number of this far from agreeable subject, with a general wish and earnest hope that a more enlightened and less one-sided system of legislation is yet in store for our beloved country. The people's voice must, sooner or later, insist, with commanding distinctness, that the conduct of its legislators, individually and collectively, has to undergo a radical change, or that the unprofitable servants shall make room for better men. The notions of patriotism of our members of Parliament have to become loftier and more just; their allegiance to party more modified and discriminating; their devotion to country paramount to all other considerations. They should be more conscientiously obedient to their own inner convictions, and less submissive to the degrading trammels of a selfish party discipline. Canadian statesmen must learn to feel, not only that they are playing a noble part, but that they are called upon to guide a glorious vessel, freighted with rich fortunes, through storm and tempest and sunshine alike, and that on their skill and watchfulness, their courage, purity and self-abnegation, depend the destinies of a great nation. They must steer their course with a steadfast purpose and a single eye; keep their hands clean and their conscience clear. When such essential changes in the disposition of our law-makers and statesmen shall have taken place, then, and not till then, will Canada stand forth and take her proper place in the front rank of civilized and ever-progressing nations of the earth.

D. A. Ansell.

### HOME, SWEET HOME!

Home! in that word how many hopes are hidden,  
How many hours of joy serene and fair,  
How many golden visions rise unbidden,  
And bend their hues into a rainbow there.

I am anxious to say a few words about *Home*. The song tells us "there is no place like" it. And the song is right. But how few homes there are in the world! Or how many homes which are no homes. It is painful to think of it. Possibly not one in ten is deserving of the name. And what wonder? Look at it.

A young man meets a pretty face, falls in love with it, courts it, marries it, goes to house-keeping with it, and boasts of having a home to go to, and a wife. The chances are nine to one he has neither. The pretty face gets to be an old story, and as that was all he "had paid attention to," all he bargained for, all he had sworn to "love, honour and protect," he gets sick of his bargain, knows a dozen faces he likes better, gives up staying at home in the evening, consoles himself with cigars, billiards and politics, and looks upon his home as a very indifferent boarding-house. And so passes year after year; and not one quiet, happy, hearty, homely hour is known throughout the whole household.

Another young man becomes enamoured of a "fortune." He waits upon it to parties, dances with it, exchanges *billets-doux* with it, "pops the question" to it, gets "yes" from it, takes it to the clergyman, weds it, calls it "wife," carries it home, sets up an establishment with it, introduces it to his friends, and says (poor fellow) that he too is married and has got a home. It is a mistake. He is not married; he has no home. And he soon finds it out. He is in the wrong box, but it is too late to get out of it—he might as well hope to escape from his coffin. Friends congratulate him, and he has to grin and bear it. They praise the house, the furniture, the new Bible, the cradle, the newer baby, and then bid the "fortune," and he who "husbands" it, good morning. Good morning! as if he had known any good morning since he and that gilded "fortune" were falsely declared one.

Take another case. A young woman is smitten with a pair of whiskers. She "sets her cap" at them. The delighted whiskers make an offer. The young lady is overcome with magnanimity, closes the bargain, carries home her prize, shows it to pa and ma, calls herself engaged to it, thinks there never was such a pair (of whiskers) before, and in a few weeks they are married. Married! Yes, the world calls it so. What is the result? A short honeymoon, and then the discovery that they are as unlike as chalk and cheese, and not to be made one though all the clergymen in Christendom pronounced them so.

There are many other kinds of ill-assorted marriages, and they all result in unhappy "homes." What else could be expected? Young folks get their ideas of the holiest relation in life from a novel. Or when this is not the case, they, in most instances, have no idea at all of it, but are governed in their choice and conduct by their feelings, their passions, or their imagined interests. Thus marriage is prostituted throughout the world, and the terrible

retribution is seen in myriads of discordant and disordered households. Home, which should be the most beautiful of places, is shunned by thousands as if it were a pest house. Children, finding no enjoyment under the parental roof, seek for it in places of public resort, become corrupted in their manners and morals, and are ruined. To this cause more than to almost any other can be traced the immorality of our youth. Could we not point to dozens of our own immediate acquaintance in this city? Have they homes which are homes? No! They have places where they eat and sleep at night; but as for the purifying influence of home, they are strangers to it. Their fathers and mothers are no more one than light and darkness. It is so in all cities. It is so everywhere.

Oh, what a delight it is—if it were only for the rarity of the thing—to enter a house where husband and wife are one, and the whole family are united in the bonds of love! *There* always is peace; *there* always is heaven itself. Sorrow there will be, of course, for shade is everywhere as inevitable as sunshine; but alike in sorrow and joy—possibly more in sorrow than in joy—the true home, the home which is home, is a scene of the utmost beauty. It is the pure domestic influence which the world mainly needs for its purification. These noisy sects, these swelling parties, these conceited orators, may all do a required work; but the one thing needful is the calm, serene, yet resistless influence of home.

Show me a family of children brought up in the pure atmosphere of such a place, led into paths of light and love by a kind mother, directed to scenes of honourable ambition by a wise father, disciplined in all pure affections by the sweet intercourse of brother and sister and the offices of good neighbourhood; and you show me a family whose characters will do more towards elevating the moral sentiment of the community, and unloosing its bands of wickedness, than could be effected by all the organisations into which poor human nature has ever been dovetailed.

The old adage tells us "Charity begins at home,"—that is, *should begin*. Do we think what is the meaning of this well-worn sentence? It is used too frequently as an excuse for parsimony. We are asked for a contribution towards the relief of the poor, or the establishment of some school or other institution. "No," is the reply, "I have my own house to look to. Charity begins at home." So it should. Charity for home; almsgiving for abroad. A charity-school is by no means so designated in its true sense. Charity, *caritas*, is quite another thing. It means dear, sweet, kind, and soft-hearted affection, dearness, sweetness in life. Chaucer and the old writers use it in the right way, but in a few hundred years the word has changed its significance; and we now see it used in a sense which to some ears is somewhat odious. We find it in its finest, highest sense in the 13th chapter of St. Paul's 1st Epistle to the Corinthians. Dear, sweet charity! How we moderns have transformed her! To think that she should have anything to do with those alms-boys who furnished Charles Dickens with his *dramatis personae* in "Oliver Twist."

CHARITY BEGINS AT HOME! Here it is, written as plainly as ever it was,—a law, though not understood; the essence of wisdom, though passed by; the true meaning of that mystic line is that you, of all ages and both sexes, should do all you can to make your homes happy; it is there you should show your kindness, good humour, your fun and cleverness. There it is you should play the fine gentleman, and be doubly polite; there, where you are seen only of your own kith and kin.

The great Roman poet was so struck with the response of an oracle as to the best way of acquiring wisdom, "know thyself," that he cried out, "E caelo descendit" (it comes down from Heaven) and we may say this of our proverb. No one can put it into practice without finding how thoroughly divine it is. The curious thing is, not that we should not readily acknowledge the use and wisdom of the saying, but that we have let it lie dormant, have applied it to other matters, and have forgotten what it means.

And now who is to begin? Suppose we begin with the servants, because they are the most used to be lectured, and because, being the lowest, they naturally receive all the accumulated ill-temper of the people above them. How many of us can say that we have always treated our servants with charity? Do we always speak to them with the soft voice, the pleasant smile, the plain explanatory request, the usual patience which we should use to a lady who has had twice their advantages? A girl of sixteen or so enters service, and you visit upon her all her ignorance, misdeeds, faults, and mischances, as if she were solely to blame. She is dull—is she physically capable of all you require? If you had all the care, cleverness, and supervision that you require of her, would she not be a very paragon of excellence.

Many have faults, very many errors and grievances; but, considering how we live, how they are kept all their lives in the basement, how we ridicule them, how we ask of them honesty, fidelity and industry, it is astonishing how good they are.

Shall we first admonish the young ladies or young gentlemen? As for the young men or boys of the family, they are really so often called cubs, bears or boors by their sisters, that we presume we must begin with them. They are not very pretty names that have been bestowed on them; the best is the boor,



either an old English word basely applied to those whose rusticity wants polish, or which signifies, we believe, a Dutch peasant of an awkward and unpromising exterior, frequently painted by Teniers and Ostade as indulging in the selfish occupation of getting quietly or noisily drunk. Bears and cubs differ only in age, both being rough and ungainly; one being savage and the other unlicked. Do our young men deserve those names? Would it not be easy for them to avoid having them bestowed? Do they try to make themselves useful and pleasant? No doubt many do so, but mutual accusations of ill-temper and selfishness are pretty general among brothers. Pleasant they may be; but it is said they keep their good humour for strangers; their fun, bright talk, and conversation not for home use, but for their companions abroad. The excuse is that at home they are troubled and dull; but home is a place where all the charities should be exercised; and the more they are so the greater reward all will reap.

How much trouble would be avoided if brothers and sisters determined to be mutually forbearing and kind! With young men—for small boys are frequently very good-natured—there is about the period of manhood an access of consequence, which makes them overbearing; and in trying to gain esteem, they lose it by their awkward manner. They offend generally more by want of thought than by want of feeling; and the gentlewomen of their family are quick to notice their want of courtesy and politeness, from the fact of being treated, when in society, with much deference and politeness.

But the courtesies of home, or, as I have named them truly, the charities, should begin with the head of the family. It is astonishing how little this fact is acknowledged. The first quarrel between a married couple has been hyperpoetically called, by Mrs. Gore, I think, "the first grey hair in the golden locks of Cupid." When persons begin to quarrel at home, they frequently do not know where to stop. After the Fall, Milton describes the first pair jangling in Paradise:—

"Thus, they in mutual accusations spent  
The fruitless hours, but neither self-condemning;  
And of their vain contest appear'd no end."

This is an epitome of too many domestic quarrels. It leads to no good; it embitters life, wastes time, drives away love, and makes life a burden. It is for the man, as the stronger—as having generally seen and known more of the world—to set an example of forbearance and courtesy. The woman must be a *rara avis* indeed who will not yield to good-nature and kindness, and certainly most women may be cleverly managed if the husband will try to do so. It is no loss to his dignity to be uniformly polite, to yield the best place, and be equally attentive in other trivialities to his wife. A farm-yard cock, a gallant bird indeed, will set him an example; for he will go hungry for hours, pecking about, discovering food, and calling his hens around him to eat, without himself touching a morsel. Throughout all Nature there is a deference shown by the male to the female. A surly, dissatisfied, ungallant, cruel husband is often found amongst us, but is unparalleled in the lower ranks of creation.

The selfishness that Rochefoucauld speaks of, and to which he reduces all virtues, is humiliating enough; but it is a selfishness based upon love of praise, a desire of pleasing, an emulation of equalling pleasant people, and of gaining self-approbation by such means. It is a thousand times better than the solitary selfishness which indulges in rudeness, boorishness, and impoliteness at home, merely to be the little tyrant of the house, and to impress people with a petty consequence which everybody sees through, and which even its victims heartily despise. The vanity—if it be a vanity—of making people happy, of never saying an impolite word, nor doing a rude thing, of sacrificing one's self-importance to others, may by some be considered a pleasantly disguised and amiable weakness; but it will be a source of strength to those who wish to preserve the beauties of Home.

*Quevedo Redivivus.*

### A PLEA FOR BANKS AND BANKERS.

There has been of late much foolish talking, and quite as much foolish writing, on the subject of Banks and Bankers. A great deal of unjust criticism has been expended upon our financial institutions. And so self-evident is this to those who have any practical knowledge of finance that they are too apt to regard it with disdain, and hardly care to refute it. Yet this is unwise, because an uneducated public is far more capable than an educated one of working mischief to itself, by thoughtlessly injuring the very means by which it is benefited, and so cause irretrievable loss to the innocent and the helpless.

Bankers are not the heaven-sent guides of trade transactions. On the contrary, traders are the cause and reason of the existence of banks. It is not the duty of bankers to infuse honesty and good principles into merchants. It is for merchants themselves to use the facilities which they combine to create in the form of banks with thorough uprightness and honesty, for good and not for evil; for usefulness, not for destruction.

In so far as financial men are specially dependent on the absolute good faith and the honest representation of facts on the part of those they trust, the condition of a nation's trade, as regards these qualities, is certain to be reflected

promptly in the soundness of its banking companies. Rottenness in trade *must* make rottenness in finance.

No bank manager ever created, no board of directors, however intelligent or shrewd each in his special line of trade, can possibly know or learn enough of the special condition of every branch of industry to be able to decide regarding the prudence or folly of each transaction offered so well as the individual who offers it. Even were a bank manager so superior in knowledge and experience as to be able to do so, it would be simply impossible for him to devote the needful time and attention to each case. If he did, he would be conducting 100 or 500 businesses in addition to his own special one of banking. This exceeds man's might.

The banker is, therefore, perforce thrust into the position of a man who *trusts*. Does he trust capital merely? Well, capital on the part of the borrower is of course involved in the very idea of banking. Its whole aim and scope is to facilitate the employment of capital. But *character* is his real security, and the reputation for knowledge and business experience of his clients is the endorser of that security. He can have none other—none better. Even the more tangible securities on which he lends must frequently, if not always, be estimated at the value set upon them by his client; for much of their real worth is the said client's knowledge. Any one can see the truth of this at a glance. In discounting a note brought by a customer, which note represents a sale of silks, there enters into the valuation of that security—first, the character of both traders, their willingness to pay it—and second, their business ability; for that is what will enable them to pay it. For if the importer who offers the note for discount has bought the silks badly, either as regards cost or suitability to the needs of the market, and has entrusted them again to a trader who also buys them badly, and in every sense possible having no use for them in his trade, these silks ere long will not represent 50 cents in the \$1. If the conditions are reversed, the intrinsic value of the security is 100 cents on the \$1. Exactly the same law applies to every description of merchandise. It should be remembered that bankers only handle securities which arise from barter, and are wisely prohibited from locking up deposits or capital in real estate.

It is then really character and business ability on which a banker lends money. Negotiable securities are only *forms* of these qualities, and are only valuable in so far as these are in them. The shrinkage in banking capital is directly due to the state of trade morality.

Financial men may or may not have borne their share in tending to produce this state of things. No doubt they have, in some cases, by knowingly affording facilities to traders who lack the needful qualifications of character and ability; in most it will be found that this has *not* been done knowingly, but that men reputed honest and able, have grossly deceived them and the public.

It has been, and is, a matter of surprise to the public how men of marked ability could make statements of values of the assets of the institutions over which they preside so very wide of the mark, and boldly confess the fact shortly after—notably in the cases of the Merchants' Bank (previous to its reduction of capital) and more recently of the Exchange Bank and the Consolidated. It should not be very difficult to understand. Bank Directors are not, although they *ought* to be, more free than others from the tendency of human nature to take a sanguine view of affairs in which they are personally interested; but, with the most urgent desire to curb undue hopefulness, it is an impossibility to value the assets of any bank, if the two elements of character and ability are to be left out. For no banker can possibly have knowledge enough to value the actual securities in goods which are represented by the paper he holds, spread over a number of branches, and representing transactions in all parts of the Dominion. If, in making up his statement, he allows for probable losses on all those accounts whose transactions with him have given rise to suspicion of either want of probity or lack of ability, he feels he has given a true valuation. Yet *one week* may bring to light facts regarding others which were previously wholly unknown and unsuspected. This may happen to any bank, at any time, although strict banking principles be adhered to, if the distressing state of commercial morality among the people be such as to render it a possibility. It is precisely this state of matters which renders the position of financial men, be they directors, bank managers, or in the humbler sphere of "office-man" for a mercantile firm, one of peculiar care and difficulty. Public sympathy—not public obloquy and abuse—should be their portion.

Our bankers have made many egregious mistakes, which it is not desirable either to overlook or palliate. But perhaps not the least of these and the most disastrous in its results has been their adoption and support of a false system of dispensing credit and ascertaining character. This has been already touched upon in the subject of "Mercantile Agencies." It is wrong morally to employ, and *pay*, spies to decide on character. The business world are the customers with whom a banker comes in contact. They can tell him more as to the true character and business ability of a firm with whom he is asked to open an account than any institution formed for the purpose could ever hope to do. Information obtained directly from the business men is generally reliable at the starting point. It then grows with the banker's personal experience of the account, if his eyes be not blinded by a supposititious high rating of his client, and the customers with whom that client deals. If bankers can find no better

means than these Mercantile Agencies afford of obtaining reliable information as to the elements which constitute the very basis and reality of all their securities, nothing but disaster after disaster must ensue.

Hear the conclusion of the whole matter. Don't rashly blame banks for the sins of merchants, for the over-trading, folly, and credulity, which an evil system of crediting has not *caused*, but only assisted to develop among us. One and all of us must meet the consequences, and overcome the evil, by each one in his own place and with his own opportunities substituting *good* business, honest transactions and truthful representation of them to those to whom he applies for facilities to carry on trade.

## OUR SUMMER RESORTS.

### No. IV.

"There's a river in Macedon, and there is also, moreover, a river in Monmouth; it is call'd Wye at Monmouth; but it is out of my prains what is the name of the other river; but 'tis all one, 'tis so like as my fingers is to my fingers, and there is salmons in both."—*Fluellen*. King Henry V. ; Act iv. s. 7.

It is the custom with some tourists before they bid adieu to Tadousac to seek after the beautiful valleys of the Metapedia and the Restigouche, to get some one or other of the resident ancient mariners whose names are Ovington—than whom there are not more experienced "pilot-water" sailors in the Dominion—to take a sail to the Bergeronne or the Esquamine, Esquemain, Escoumain or l'Essumain, as it is indifferently called in the maps. Both rivers are famed for their trout; the first named is about 10 miles, and the second about 23 miles east of the Saguenay, and both on the north shore of the St. Lawrence. The Ovingtons' yacht-like schooners are about 10 tons burthen with comfortable decked cabins: they sail well, are stoutly timbered, and their captains, like Othello's pilot, are "of very expert and approved allowance." Leaving the schooner a few miles inwards from the mouths of these rivers, and taking to her accompanying boat, or dug-out canoe, or flat-bottomed punt, and paddling further into the clear waters of the interior, the tourist will be sure to get sufficient fish for his dinner and supper. He will find the Ovingtons, men and boys, not only very civil and obliging fellows, but very useful ones. Their charges by the day of 24 hours are very moderate, and a night's rest on board will be far more comfortable and enjoyable than under canvas on shore, where it is difficult to avoid "the plague of flies" without crouching in thick smoke. Salmon are occasionally taken in these cold, clear, rapid streams, but not so readily or in such quantity as they are in the Bersimis and Goodbout Rivers.

A very celebrated fisherman and a very intelligent man, Dr. Henry, about twenty years ago thus speaks of the trout found in the neighbourhood of the Saguenay on the north shore of the St. Lawrence:—

"A large, lively, and beautiful salmon trout, called by Griffiths, in his 'Animal Kingdom,' the *Salmo Canadensis*, is to be found in the lower branches of the St. Lawrence on the north shore. This is unquestionably the most splendid trout I have ever seen, and is besides a fish of firm, pink flesh, and the finest flavour. It is voracious, strong and active, and affording the fisher excellent sport. The dolphin's vaunted skin is far inferior to the superb colours of this fine trout; and the clustering and brilliant spots of red, yellow, blue, and gold on its rich coat, almost defy the pencil to represent them adequately."

About four miles from the entrance of the Saguenay to the westward and on the north shore of the St. Lawrence is a small stream, the Canard River, celebrated for its wild duck. Here, and at the small and low islet, which is joined at low water by a sandy neck, well covered with boulders, to Lark Point, the fowler may have good sport, if, in the absence of the wild duck, seals and dolphins are not considered too ignoble game for his rifle.

Again, there are islands in the St. Lawrence to be visited, Red, White and Green, on either of which a hermit might dwell in peace, and whereon the tourist may revel unmolested,—yea, almost take possession and become Governor thereof without having, like Sancho Panza, any difficult and intricate question propounded to him in order to make the inhabitants feel the pulse of his understanding, or be compelled to clear them of the swarm of Dons as thick as the stones on the beach, and as troublesome as so many flesh flies. He may, perhaps, after he has become "monarch of all he surveys," be forced to arm his face with a veil, and protect his wrists with thick linen gauntlets to ward off the stings of certain terrible winged insects, dignified by the French Canadians by the names *marungouins*, *moustiques*, and *brulots*; "the first being *our* mosquitoes, and the two latter are extremely small black flies (one of them almost imperceptible) which draw the blood.

There are also in and about the Saguenay a number of picturesque islands worth exploring, and there are many beautiful bays and coves into which the steamers in their passage down do not enter, but which if visited will give the tourist intense delight. To reach these solitudes, and wild woodland landscapes almost primeval, in which the heart of a Jean Jacques Rousseau would melt into tenderness, it will be necessary to charter one of the Ovingtons' schooners. The points of interest are, in order, the Passe Pierre Islets and St. Etienne Bay with its purling river. In this bay there is a good beach and all the conveniences for a picnic; again, it is at times well stocked with trout. Well do I remember accompanying hither a party of friends from Toronto, when we killed enough of these pretty speckled fish to satisfy our piscatory and

epicurean propensities. On the opposite side is the noted salmon river, the Marguerite which, some say, has all the rugged beauty of the Saguenay on a smaller scale. A few miles above are the islands of St. Louis, Barthelemi and Roy near to the mouth of the River Cacard, and beyond, on the left hand, the pretty bay of St. Jean, about one mile and three-quarters wide and one mile and a half deep, and twenty-four miles from Tadousac.

This trip if there is a slight breeze from either S., S. E., or S. W., may be made, giving ample time for fishing and exploration, before sundown—that is if the start is made soon after sunrise, the former alone worth turning out for at 5 a.m. In the bay of St. Jean there is good anchorage, and the passing of a fine full-moon-lit night on the deck of the schooner, wrapped in a thick travelling rug, after the day's journey will be found most enjoyable and refreshing. The contemplation of the stars, and watching the departing sun as the golden clouds gather around the horizon formed by the mountain peaks, have a spell of enchantment.

There may be prouder themes for the eulogist than the clouds, but to my mind there are few things more worthy of study or more wondrous in their beauty than the cloud formations from break of day till sunset in the Saguenay and the lower St. Lawrence. To put them on canvas requires the genius of a Turner. To describe them demands the spirit of a poet. Often, as I have been for days and nights cruising about in the lower St. Lawrence, I have felt that happy spirit with which Coleridge looked upon "cloudland," and can say as he did:—

"O! 'tis pleasant, with a heart at ease,  
Just after sunset or by moonlight skies,  
To make the shifting clouds be what you please,  
Or let the easily persuaded eyes  
Own each quaint likeness issuing from the mould  
Of a friend's fancy; or, with head bent low,  
And cheek aslant, see rivers flow of gold  
'Twiixt crimson banks; and then, a traveller, go  
From mount to mount through Cloudland, gorgeous land!"

There is a peculiar charm which I have heard many express about the quietude and repose of Tadousac, which amounts to enthusiasm. The communing with Nature seems to take all the "obstinate rationality" from out of one's heart. At the Tadousac Hotel there is a thorough absence of that excitement so commonly found in fashionable seaside hotels. A more sequestered hotel cannot easily be imagined or conceived. No place having the comforts of a city hotel can be more excluded from the noise and interruption of life, or abound with a greater variety of those circumstances which make retirement pleasing. The stillness, and purity of the air on a calm day; the strong lights and shades; the tints upon the granitic mountains and rocks; the polish of the bay and river; and above all, the reflections displayed upon their surface impart a charm to the writer which he has never experienced elsewhere in Canada.

Nature has at Tadousac and the Saguenay given us scenery which affects the imagination and takes away both from the Poet and the Painter the powers of describing and delineating. It must be seen—without the eye the grandeur of the dark mountains, the tremulous precipices, the sombre forests, the deep black, which impart awe to the Saguenay cannot be realized. I now bid it adieu, and will next week say something about the country between Riviere du Loup and the Bay of Chaleur.

*Thos. D. King.*

## THINGS IN GENERAL.

### SHAM CHARITY.

A very high authority once ruled that alms should not be done before men, but this canon of modesty is quite out of date. If money is wanted for sick Frenchmen in England it would be quite useless to ask the public for it directly, since such an appeal would meet with no response. But if you can induce Royalty—the more of it the merrier—and aristocracy, and a few histrionic celebrities, to take the matter in hand, all the flunkies and fools in London will put their hands in their pockets and pay out with sublime recklessness. Sham charity—we blush to record it—has furnished an excuse for the greatest success of the season; and men who would not give a copper to an agonised pauper-cripple were found at the Albert Hall bazaar to fling the gold broadcast in return for the photographs of an actress, around whose stall, in the interval of its mourning over the "Prince Imperial," Royalty buzzed, while it bought of her a brace of small kittens for the sum of ten sovereigns, and accepted as a guerdon from her hand a rose which had touched her lips. With such an example before the eyes of the wealth and intelligence of London, we marvel not that idiots paid five shillings for a bad cigar, and as much for a glass of champagne, served to each smirking snob by a real live marchioness. Of course it is gratifying to learn that in a competition of impudence the ladies of Society were hopelessly beaten by the actresses of France, but we submit it is equally degrading that these same ladies, who could easily have subscribed out of their pin-money the five thousand pounds needed for the French Hospital, should have played the part of barmaid and Cheap Jack to all comers. And those who squandered their money on trifles in order that they might boast

having chaffed Sarah Bernhardt or hobnobbed with Mrs. Langtry or Mrs. Cornwallis West, need not prate of their charity, but should rather confess to the pettiest, if not to the meanest, of motives.—*English Paper.*

## NO SLEEPY HOLLOW NOW-A-DAYS.

There is no success in common life, without industry. To have the character for it is the passport to favour; and to practise it gives, daily, additional power and worth. In the struggle for life on every side, laziness is left behind at the starting. Competition demands application and diligence, if we would not be beaten. Men stand too thick on the ground, and the strong out-grow the weak. Dutch shopkeeping will not do, now, even in Holland; the feather-bed and long pipe in the parlour, and lazy parley before getting up are a tradition. There are no Sleepy Hollows in modern commerce; hardly any in modern life. A little honey has to be gathered from many flowers. Industry saves the moments; acts with full knowledge; gives its heart to its work; keeps its eyes and ears open; is always rather too soon than too late. It meets opportunity as it comes; Idleness follows it. It is thoughtful of all that goes to its aim, and never misses through thinking on other things.—*Exchange.*

## A PESSIMIST ON BOOKS.

It is the case with literature as with life: wherever we turn we come upon the incorrigible mob of human kind, whose name is legion, swarming everywhere, damaging everything, as flies in Summer. Hence the multiplicity of bad books, those exuberant weeds of literature which choke the true corn. Such books rob the public of time, money, and attention, which ought properly to belong to good literature and noble aims, and they are written with the view merely to make money or occupation. They are, therefore, not merely useless, but injurious. Nine-tenths of our current literature has no other end but to inveigle a dollar or two out of the public pocket, for which purpose author, publisher, and printer are leagued together. A more pernicious, subtler, and bolder piece of trickery is that by which penny-a-liners (*Brodtschreiber*,) and scribblers succeed in destroying good taste and real culture. \* \* \* Hence the paramount importance of acquiring the art not to read; in other words, if not reading such books as occupy the public mind, or even those which make a noise in the world, and reach several editions in their first and last years of existence. We should recollect that he who writes for fools finds an enormous audience, and we should devote the ever scant leisure of our circumscribed existence to the master spirits of all ages and nations, those who tower over humanity, and whom the voice of Fame proclaims; only such writers cultivate and instruct us. Of bad books we can never read too little; of the good, never too much. The bad are intellectual poison, and undermine the understanding. Because people insist on reading not the best books written for all time, but the newest contemporary literature, writers of the day remain in the narrow circle of the same perpetually revolving ideas, and the age continues to wallow in its own mire.—*Schopenhauer.*

An exchange says that "Dr. Morgan Dix, of Trinity Protestant Episcopal Church, New York, in his 'Manual of the Christian Life,' warns Churchmen not to attend the places of worship of the denominations of sects. 'Go not at all,' he says, 'neither to hear preaching, out of curiosity, nor to oblige friends. Keep to *The Church* alone. You have naught to do with those without the Church, but to pray for them and treat them with kindness.' That is, leave the world outside the Protestant Episcopal Church to perish." If this be true, it is a flagrant disregard of the clear teachings of the Bible. Christians are enjoined to "be courteous." But this is offensively discourteous.

In an autobiographic speech not long since Mr. Spurgeon gave some interesting facts about his life. Among others, he said he well remembered a little old woman, poorly dressed, coming into the vestry some years ago at a time of great straits, which not a soul in the world knew, not even a deacon of the church; and she said to him, in the most strange way: "Thus saith the Lord, behold I have commanded a widow woman there to sustain thee." She put down £50 on the table, vanished, and he had never seen her since. He never knew her name even, and never should, perhaps, until the Day of Judgment. He supposes she would be in heaven now; it was some years ago, and she was very old then. Things had happened so, and his impression was that they would occur again.

The London (Eng.) *City Press* also believes that Sir John A. Macdonald was in that city on July 12, and in its issue of that day has the following anecdote of our Premier:—

"A story of the Canadian Prime Minister, Sir John A. Macdonald, who has recently arrived in town. Two Englishmen who were at Montreal attended a State ball. Upon arriving at the Governor-General's house they at first saw no one of whom to enquire the hour at which to order carriages. After a time some one in evening dress appeared, and one Briton somewhat brusquely asked, 'I say, at what time shall I order my carriage?' The person addressed replied that he did not know. Later in the evening the Englishmen were astonished and horrified to see this person talking and chatting with Lady Dufferin, and they arrived at the conclusion that they had made a grievous mistake. To make amends they made themselves agreeable to him, and suggested that they should all three drive back to town together. Upon the way cigars were produced and the time passed pleasantly, the stranger being apparently well acquainted with the government of the colony. Said one of the Englishmen, 'I suppose, Sir, you are connected with the Government?' 'Well,' said Sir John, 'I just happen to be the Prime Minister.'"

## THE TURNERELLI WREATH.

Why does poor Turnerelli sigh,  
And hang his head an' a' that?  
Although Lord B—— has passed him by  
He has the wreath for a' that,  
For a' that an' a' that,  
His toils obscure an' a' that,  
The laurel's but the workman's stamp,  
The wreath's o' gowd for a' that.

—*English paper.*

## A CITY LYRIC.

My home is the city; to and fro,  
I wander o'er it from day to day,  
Hearing its myriad pulses play,  
Watching its life-waves ebb and flow,  
Little I see, and little I know  
Of rustling woods or flowery fields;  
On the sights and sounds that the city yields,  
My heart and my fancy feed and grow.

Out from my casement, narrow and high,  
When the summer morn in the east is low,  
Over the long streets, row on row,  
I love to look with a dreaming eye;  
While half of them still in black shadow lie,  
And half of them shine like burnished gold,  
And only the wreathing smoke outrolled  
From the tall chimneys streaks the sky.

Then I think how soon the clangorous beat  
Of bells will call to their tasks again,  
The thousands who labour with hand or brain;  
And I wonder how many the call will meet  
In hope and courage, or patience sweet,  
Glad hymns silently singing within;  
How many with weights of sorrow or sin  
Heavily hanging on hands or feet.

Moving on with the moving throng—  
A single drop in the roaring stream—  
Electrical currents of sympathy seem  
To dart through my view as I hurry along;  
Something I feel of the strange wild thrill  
The soldier knows in the maddening crush  
Of rank on rank as they onward rush,  
Heedless of bullet or bristling steel.

Leisurely strolling at close of day,  
When duty is done, and the mind is free,  
Each passing face is a problem to me;  
Stolid or eager, grave or gay,  
Young and blooming, or aged and gray;  
Solving it right, or solving it wrong,  
Pleasantly musing, I saunter along,  
Giving to fancy her wilful way.

*This one* I know by his cheerful air,  
And the smiles on his lips that go and come,  
Sees before him the light of home,  
And loved ones waiting to welcome him there;  
*This one* I know by the cloud of care  
That darkens deep on his wrinkled brow,  
Has gambled and lost, and is planning the how  
Of a luckier move the account to square.

A piano's soft and silvery din  
Comes tinkling merrily out on the air,  
And I paint to myself a maiden fair  
Playfully touching the keys within;  
I give her an eye to the stars akin  
When eve hath deepened the bright sky blue,  
A cheek of the delicate wild-rose hue,  
And a smile that a lover would die to win.

Here at this window are sitting a pair—  
Father and mother—for shining between  
The head of a little girl is seen,  
With a hand of each on her golden hair;  
Visions before me float in the air  
Of the might have been, and the might yet be,

If *she* had but listened, nay, if *she*  
Had a soul as true as her form is fair.

Often again I look out on the street  
When the glittering lamps are all alight,  
Gemming the skirts of the dark-robed night,  
When the only sounds that my hearing greet  
Are mysterious murmurs the sense that cheat,  
Or the wakeful watchman's heavy foot-fall,  
Echoing up from the hollow wall,  
As he wearily paces his lonely beat.

And then I think of the aching brow  
Cooled on the pillow of peace and rest ;  
Of lovers the favouring hours have blest  
Thinking of kissing and parting now ;  
Of happy circles all aglow  
With the light of the heart that beams from the eyes ;  
Of the anxious student in haste to be wise,  
Still pondering the page that bewilders him so.

O poets may sing of streams that flow,  
Braiding their ripples in the sun,  
Of shadowy wood, and moorland dun,  
Of scented brakes where wild-flowers blow ;  
Little of these I see or know ;  
My home is the city—and day or night,  
On its sights and sounds, with a strange delight,  
My heart and my fancy feed and grow.

#### CORRESPONDENCE.

It is distinctly to be borne in mind that we do not by inserting letters convey any opinion favourable to their contents. We open our columns to all without leaning to any ; and thus supply a channel for the publication of opinions of all shades, to be found in no other journal in Canada.

No notice whatever will be taken of anonymous letters, nor can we undertake to return letters that are rejected.

Letters should be brief, and written on one side of the paper only. Those intended for insertion should be addressed to the Editor, 162 St. James Street, Montreal ; those on matters of business to the Manager, at the same address.

To the Editor of the CANADIAN SPECTATOR :

SIR,—You have evidence of the interest in the study of Canadian history which the questions proposed by the late S. J. Lyman through the SPECTATOR have elicited, and you may be justly congratulated and thanked for having exemplified and utilized a power which exists in the Press for the education of the people. It is a new application of an educational engine, which only requires to be intelligently managed to prove of great advantage.

The interest taken in our national game of Lacrosse led me to enquire into its history, and I send you what I have so far gathered. Possibly others may add to this. A gentleman of experience in "Indian history," to whom I applied for information, writes me thus :—

"I first had the pleasure of seeing the game of Lacrosse played at Fort William, on Lake Superior, in the summers of 1820 and 1821, perhaps in both. It was a favourite pastime amongst the "Sautteux"; that is the general French name of the natives in that quarter of the country and around the north shore of Lake Superior, and as far westward as Lake Winnipeg. The Indians themselves style their nation the Ojibweyuk, including the tribes immediately south of the Crees, or Killisthenaux, who are of cognate extraction and speak a language of similar derivation, but differing in dialect. In the time of the North West Company, Fort William, like "La Grande Portage," was a summer rendezvous of the Ojibweyuk. At the time referred to, we had Indian families camped around us coming from their wintering grounds, close to Fond du Lac, others from the Black and Nepigon Bays, and bands from up the Current River towards the Dog Portage, as far as Mille Lacs. These again had connection with the Ojibweyuk of Rainy Lake, where the old Sachem, or Head of the tribes, was wont to hold his court in former times, amidst the united bands, from the Vermilion and Red Lakes to the sources of the Albany River. It may be said, then, that I saw the pure Ojibweyuk at their favourite pastime of Lacrosse.

"I have ever considered the game, as I saw it then played, as peculiar to the Ojibweyuk and Cree tribes, and natives from the same stock. I have understood that it was played at Isle à la Crosse, in English River, a part of the north possessed by the great Cree Nation, after they had driven the Chipewyans (quite a different people) back to the Peace River. Lac Isle à la Crosse must have got its name from the first Canadians who passed under Frobisher, having seen the game played there.

"I have never heard of the game being played north of the Crees, nor did I ever see it played on the waters of the Columbia, or at any of the great gatherings of Indians west of the Rocky Mountains. Foot races among men as well as horse racing were the principal and absorbing sports there. The Sohautues and Kayuses were always occupied with these, as well as the Spokans, Kullspelins and Flatheads, whenever they met together, whether it might be between individuals or in a more extended way between the tribes. The unfriendly terms on which the above-mentioned races were with the numerous Shoshonees or Snake nation prevented any intercourse with them. The latter were kept to their lands on the southern tributaries of the south branch of the Columbia. As for the Indians of the "Prairies" proper—say, the Seious and their various bands, and the Blackfeet, Piegaus, Gros Ventres, &c.,—I cannot speak definitely as to their not having the game among them, for I

know but little about them ; but I have never heard it mentioned in the travels of any one, nor spoken of by those who have sojourned amongst them. And I may say the same of the nations south of the Missouri, the Pawnees, Cheyennes and Recarees, and others. Should it be found that any of these Prairie tribes possess, or ever possessed, the game of Lacrosse, it would still be a difficult matter to prove whether it had originated with them or with the Eastern nations.

"The Crosse used at Fort William by the Ojibweyuk was different in shape from the one usually played with here. The stick was of the length of a long walking cane, the wood thinned off at the end until it could be turned to an exact circle, or small hoop slightly larger than the ball. Across this round little hoop were tied two small pieces of whip-cord sufficiently loose to form a bag wherein the ball rested, but not deep enough to allow it to sink far in below the middle, but so as to keep it easy for delivery, or the casting of it. The ball when in the air may be sometimes caught in the hoop, and if on the ground has to be lifted up by the hoop being placed over it and a quick turn of the wrist. The principal difficulty appeared to me to consist in keeping the ball within the cup *in running*, and the throwing of it straight where required. The crosse had to be held obliquely, high in the air, to keep the ball uppermost by a bend of the wrist. Then in running, at each step the arm had to be moved backward and forward by the action of both shoulder and elbow, so that the ball might not jump out. Even when running alone this was not easily prevented, but when the other lacrosse sticks were rattling about, the possessor of the ball had a most difficult task to keep it. The slightest touch might unship the ball. Every opponent had to be dodged in some mode or other, however marvellous, that being the safest game. In delivering the ball to another from the cup, or throwing it to the goal, it was necessary to discharge it with a jerk or check that it might leave the hoop freely and in the direction wanted.

"You will perceive that with the cup lacrosse, as with the raquette, a great amount of agility is necessary to play the game well ; but in the matter of stopping the ball in the air, or catching it in the cup, as is sometimes done, great exactness of eye and expertness are called for. This and the projecting the ball freely and straight constitute the most skilful play. I had seen much of cricket, foot-ball and hockey, in my day, but I can safely say that I have never witnessed such elasticity and elegant exertion of body and limbs in men as I saw in these pure Ojibweyuk at their favourite pastime. As regards the rules or regulations amongst the Indians in playing the game I can say nothing.

"I was quite new to the Indian country, and could not speak the language, and left Fort William for the interior, after my second summer there. Any differences or quarrels over the game I cannot recall. I believe there were none. On such occasions of amusement the Indians met each other for enjoyment, and probably on that account their passions were laid still. Many of them had families, with whom a quarrel at such a time would have been all loss and no gain. Besides, quarrels for them were very *serious things*, and when they did occur, unhappily, were frequently settled with the gun abroad, or the knife or tomahawk if in the camp. This of course would tend to keep them gentlemen in their light sports, and I must say I do not remember to have seen any *rough* treatment of each other, or foul play at lacrosse amongst these children of the forest."

From this interesting statement it may be inferred that the game of lacrosse is peculiar to the Ojibweyuk or Algonquin and Iroquois Indians (to whom may be added the Hurons). These three tribes occupied that portion of the continent of America extending eastward from the Mississippi and Missouri Rivers to the Atlantic Ocean, and between Lake Winnipeg on the north and about the line of Charleston on the south. The Iroquois and Hurons being in the neighbourhood of Lakes Erie and Ontario, are now represented by their descendants in Canada, to be found in Caughnawaga, and in the village of Two Mountains, and of the Hurons by those who took refuge at Lorette, near Quebec. The Indians of Eastern Canada are Algonquins. The census of 1871 gives a total of 2,300 in the whole of Canada.

Whether this game is of native origin or has been derived from the ancestors of the American Indian cannot be stated. Catlin in his valuable work on the American Indian does not mention the game. It is distinctive from "hockey" and "golf," both Celtic games, and to which it bears some resemblance, inasmuch as the ball is picked up and carried with the crosse. Some one has well remarked that the physical and mental characteristics of a people may be inferred from their games and ballads. In this game, where running, throwing, catching and dodging are developed, it is indicative of a system of life peculiar to a race of hunters and skirmishers as the chase and war required of this people.

Lacrosse is now adopted as the national game of Canada, and is attracting much attention in England and in the United States. I know of no game better suited for out-door exercise, and as likely to prove a means of training for skirmishers acting in concert or independently.

The Canadian youth do not appear to be inferior to their ancestors physically or mentally, and having lately shown more skill with the oar and with the rifle, it will be for them to maintain their national game as one for sport, and not to set an example of "rough play," or of degrading it by the allowance of betting as an accompaniment thereto.

Yours truly,  
Montreal, 22nd July, 1879.

Wimbel.

If you have a suffering child, do not let your prejudices, or the prejudices of others, stand between it and the relief that will be absolutely sure to follow the use of MRS. WINSLOW'S SOOTHING SYRUP. Millions of mothers can testify that it is a perfectly reliable remedy. It relieves the child from pain, and cures dysentery and diarrhoea. It softens the gums, reduces inflammation, cures wind colic, and carries the infant safely through the teething period.

Why Will You Suffer?—To all persons suffering from rheumatism, neuralgia, cramp in the limbs or stomach, bilious colic, pain in the back, bowels or side, we would say BROWN'S HOUSEHOLD PANACEA is of all others the remedy you want, for internal and external use. It has cured the above complaints in thousands of cases. There is no mistake about it. Try it. Sold everywhere. Twenty-five cents a bottle.

Chess

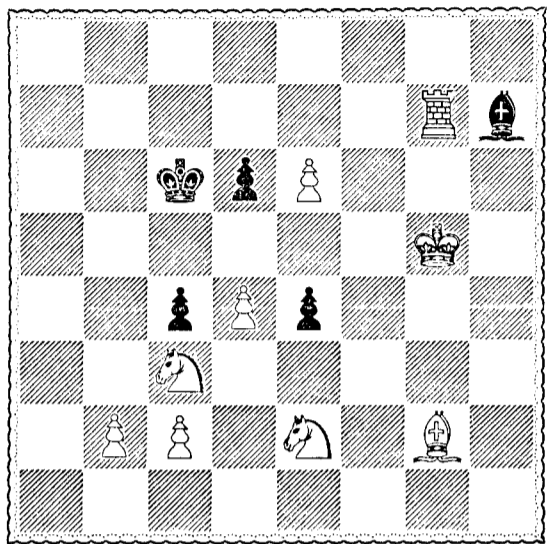
All Correspondence intended for this Column, and Exchanges, should be directed to the CHESS EDITOR, CANADIAN SPECTATOR Office, 162 St. James Street, Montreal.

Montreal, August 2nd, 1879.

PROBLEM NO. XXXII.

By Mr. G. J. Slater, of Bolton, England. Contributed to THE CANADIAN SPECTATOR by Mr. J. Watkinson, of Huddersfield, England.

BLACK.



WHITE.

White to play and mate in four moves.

SOLUTION TO PROBLEM NO. XXIX.—Q to Q R 2.

Correct solution received from J.W.S.—“The key move presents a pretty ambushade; duals if Black plays P to B 5, P to R 6, B to Q 7, or B to Q Kt 5, for White mates by R to B 2, or R to B 5”; FAX, J.J., USBORNE.

ANSWERS TO CORRESPONDENTS.

ADELAIDE OBSERVER, AUSTRALIA.—Slips received, for which accept our thanks, but Problem No. 583 is wanting. Please take pattern and date your columns, it is so very convenient. We wish all our contemporaries would do so. We shall have much pleasure in sending you monthly packages of ours.

W.H.P.—No. 30 correctly solved. Several problems by Dr. Gold were published about the time and in the paper you mention. We stated the source whence we took it.

GAME NO. XXXII.

We take the following instructive little *partie*, with notes, from the Holyoke Transcript.

WHITE.	BLACK.	WHITE.	BLACK.	WHITE.	BLACK.
1 P to K 4	P to K 4	5 Kt tks K B P	K takes Kt	9 Kt to B 3	B to Q 3
2 K Kt to B 3	K Kt to B 3	6 Q to R 5 (ch)	P to Kt 3	10 Q to Q 4	B to K 4
3 K B to B 4	Kt takes P	7 B takes P (ch)	K to Kt 2		and wins (b)
4 Kt tks K P (a)	P to Q 4	8 Q to K 5 (ch)	Kt to B 3		

NOTES.—(a) Kt to Q B 3 or P to Q 3 are decidedly better, since he must now sacrifice a piece for two pawns, or else remain with an inferior position.  
(b) If 11 Q takes B, 11 R to K sq, &c., and if Q move elsewhere B takes Kt, followed by Q takes B, winning a piece.

CHESS INTELLIGENCE.

TORONTO VS. SEAFORTH.—The Toronto *Globe* solicits the opinion of chess players on the following points, which arose in a telegraphic match between these two clubs, in which one, A, despatched the message Q R to Q 7, when the piece was already standing on that square. B replied that the move was illegal, and demanded a penalty, to which A submitted, thereby losing the exchange. At a subsequent point in the game, A claimed a penalty from B for an indefinite move which was referred to arbitration, and, in submitting his case, forwarded also a statement of the first dispute. To this B demurred, contending that A, having submitted to the penalty and continued the game, had lost the right to have the matter reconsidered. The Chess Editor of the *Globe* asks firstly, was B justified in demanding a penalty in the first case? and secondly, has A forfeited the right to have the matter referred? Telegraphic and correspondence games, we must remember, are mere substitutes for playing over the board, and in such a case the playing of a piece in the manner above stated and calling it a move could not possibly occur. The very essence of a move demands the transference of a pawn or piece from the square on which it stands to another square, and consequently no code of chess laws has ever contemplated or made provision for such a case as the one in dispute, where no such transference and therefore no move at all has been made. It is not a false move, which may be illustrated by playing a R or B like a Kt; it is not an illegal move, which may be exemplified by leaving the K in check. It is simply no move at all. We are, however, of opinion that the naming of the piece Q R intimated not only A's intention to move it, but that he absolutely took hold of it, and as the whole case is unprovided for in any code of chess laws, it must be decided in equity, and the utmost that B could require is that A should move his R somewhere, precisely as would be the rule had it occurred in play over the board. Secondly: Had A submitted to the penalty imposed by B, under protest, we certainly think he would have been justified in referring the case to the arbitrator. If not, he must abide by the penalty inflicted. This seems to us to embrace the equity of the whole case, and allowing that A submitted to his penalty, under protest, the game should be recommenced from that point, he being compelled to move his R. If the R have no legal move, we are then of opinion that B would be justified in inflicting the penalties contained in Law VI. of Chess Praxis.

CHESS LAWS AND CUSTOMS.—Several questions are now agitating the Chess world, and the sooner an International Congress of chess players is held to draw up a full code of Laws, Rules and Regulations which shall be binding and acknowledged as such, both in Europe America, the better. We refer to such matters as the Dummy Pawn, Chess Notation, Problems commencing with a check, an International Trophy, Time Limit of moves, Tourney rules, Laws for regulating Correspondence and Telegraphic games, as witness the case above, &c. No one can say that these and other similar matters stand at present on any substantial and generally recognized basis. When we find such a highly respectable body of men as the British Amateur (late Counties) Chess Association, with Prince Leopold at its head, and the Rev. Mr. Ranken as Secretary, drawing up a code of rules which seem to them good and sufficient for the general conduct of their tourneys, but which meets with marked disapproval from such an authority as the *Chess Players' Chronicle*, it will surely be admitted that our Chess Laws are not in a very satisfactory condition, and that it would be preferable to have one well defined and generally recognised code. The laws contained in “Praxis” are those most frequently appealed to, but the code drawn up by the British Chess Association in 1862

has also considerable weight, yet the latter sanctions the “Dummy Pawn” business, while the former has several incongruities, and both are inadequate to meet the exigencies of modern chess. What we earnestly advocate is the establishment of a code of laws confirming in some cases what custom has now made general, and which will appeal, by their fulness and perspicuity, to the good sense, sympathy and support of every chess circle. General and united action to this end might be taken at the forthcoming American Chess Congress. This meeting, though now only proposed, will probably, if well carried out, bring several European players to this side of the Atlantic, and though they might not be a representative European body, their views and co-operation would go far to secure the general acceptance of an International Code of Chess Laws, to be confirmed probably at some future European Congress.

DOMINION CHESS ASSOCIATION.—It has been definitely concluded to hold the next meeting of the Dominion Chess Association at Ottawa during the week commencing September 22nd, and we believe one of the committee rooms in the House of Commons has been secured for the purpose. The arrangements for the Tourney are rapidly approaching completion, and the prospectus will soon be issued. We have pleasure in announcing that the Montreal Club has forwarded to Ottawa a sum of \$15 as individual subscriptions, in addition of course to the regular affiliation fee of \$5, so that there is every prospect of that Club being well represented. We hope that other Clubs will not be backward in emulating, to the extent of their power, this spirited and encouraging action.

CHESS IN NEW ZEALAND.—From the *Adelaide Observer* we learn that the three prizes in the New Zealand Chess Congress to be held at Christchurch are of the value of \$250, \$100 and \$50. The rules are: 15 moves to the hour, an unplayed game to score a draw to the opposite player, an adjournment of one hour after four hours' play, the players to be chosen by lot, and the games to be played according to the laws in “Chess Praxis.” The liberality of the prizes and the business-like tone of the proceedings are very encouraging to the cause of chess, and present worthy objects of emulation to us Canadians.

Musical.

All correspondence intended for this column should be directed to the Musical Editor, CANADIAN SPECTATOR Office, 162 St. James Street, Montreal.

AMATEUR OPERATIC SOCIETY.

Several of our leading amateur vocalists met on Tuesday evening to discuss the feasibility of establishing an amateur opera in this city. It was resolved to give a “Pinafore” performance early in September, with local soloists, chorus and orchestra; the chorus is expected to number upwards of forty, and the orchestra about thirty performers. Dr. MacLagan was elected conductor pro tem, and bi-weekly practices will be commenced immediately. Should the “Pinafore” performance prove a success we may hope to hear in the future such operas as “Oberon,” “Freyschutz,” “Tannhauser,” and others which require a larger chorus and orchestra than could be brought by a travelling company. The principals for these operas would have to be engaged in the United States, but the main difficulty has always been the chorus; we wish the undertaking success.

OBIT.

Mr. Henry Smart, composer of “The Bride of Dunferrow,” and other celebrated works, is dead. He had recently received a pension from the British Government, but, as in many other cases, it came too late to be of any practical benefit to him. Mr. Smart's *Te Deum* in F, organ pieces, and hymn-tunes have made us quite familiar with his name, and we feel that church organists and choristers throughout Canada will hear of his demise with regret.

BRISTOL MUSICAL FESTIVAL.

At a meeting of the Committee of the Bristol Musical Festival, held recently, the leading features of the programme for the approaching Festival were definitely settled. The Festival will consist of four morning performances and three evening concerts, and will be held in the Colston Hall, as usual. On Tuesday morning, October 14, the Festival will open with Handel's “Samson,” to be followed on Wednesday morning by Mendelssohn's “Elijah,” on Thursday by Mozart's “Requiem” and Rossini's “Stabat Mater,” closing as usual on Friday morning with Handel's “Messiah.” Each of the three evening concerts on Tuesday, Wednesday, and Thursday will include at least one entire work of the great masters and a miscellaneous selection. Mendelssohn's “Walpurgis-Night” and his “Hear my Prayer,” with solo by Madame Albani, will be included in the scheme; and of compositions new to Bristol, Brahms's Cantata “Rinaldo,” for tenor solo (Mr. Edward Lloyd) and chorus of male voices, and Beethoven's Choral Symphony are decided to be given. Mr. Charles Hallé's full orchestra will also be heard for the first time in various works of the modern German school.

It is all wrong to let your church choir go off singing in the opera of “Pinafore” between Sundays. A dreadful thing recently happened on this account at a California funeral. The pastor—a tall, white-haired man, much resembling an admiral, arose in the pulpit, and had no sooner finished, in a singing tone, the remark, “We miss his presence in his usual haunts,” than the choir sprang to its feet and shouted in return, “And so do his sisters and his cousins and his aunts.”—*American Art Journal*.

ST. ANDREW'S, Tavistock Place, is certainly taking the lead in introducing the sacred compositions of the great masters at its ordinary Sunday services, for we find that on Trinity Sunday Rossini's “Stabat Mater” was given by a choir of 125 voices, with a complete and efficient orchestra. This is the sixth important sacred work that Archdeacon Dunbar (the incumbent) has had at this church within nine months; and, as we hear that the excellent choir taking part in these performances has been trained by Mr. Stedman, there can be little doubt that the presentation of such standard works is intended to be continued at stated intervals. In addition to thus providing his love for sacred music, it is evident that Archdeacon Dunbar is determined to introduce a reform in the method of procuring singers for the church, since in one of his recent sermons he observed that the days of amateur church musicians had, he hoped, passed away; and that he looked forward to the time when a candidate for the post of minor canon of a cathedral will be expected to have a degree in music, just as a candidate for a town curacy is expected to have a degree in arts. We are also informed that at the Church of St. John the Evangelist, Grove Street, Commercial Road East, a portion of Haydn's Oratorio “The Creation” was sung at evening service, the choir being augmented by contingents from the Sacred Harmonic Society, the Royal Albert Hall Choral Society, Mr. William Carter's Choir, &c.

THE CANADIAN SPECTATOR is published weekly by the Canadian Spectator Co., at No. 162 St. James Street, Montreal. Annual subscription \$2, payable in advance.



## REGULATIONS

Respecting the Disposal of certain Dominion Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,  
Ottawa, July 9th, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of disposing of the Dominion Lands situate within 100 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

"(2) A belt of fifteen miles on either side of the railway, adjoining belt A, to be called belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining belt B, to be called belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining belt D, to be called belt E.

3. "The Dominion lands in belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.

4. "The lands in belt B shall be disposed of as follows: The even-numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads on the even-numbered sections, to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves, also of the westerly halves of the westerly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty acre homesteads, shall consist of the westerly halves of the easterly halves, also of the easterly halves of the westerly halves of such sections, and shall be sold at the rate of \$2.50 (two dollars and fifty cents) per acre. Railway lands proper, being the odd-numbered sections within the belt, will be held for sale at five dollars per acre.

5. "The even-numbered sections in belt C will be set apart for homesteads and pre-emptions of eighty acres each, in manner as above described; the price of pre-emptions similarly to be \$2.50 (two dollars and fifty cents) per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in belt B, except that the price shall be \$3.50 (three dollars and fifty cents) per acre.

6. "The even-numbered sections in belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of belts B and C, but the price of pre-emptions shall be at the rate of \$2 (two dollars) per acre. Railway lands to consist, as in the belts B and C, of the odd-numbered sections, and the price thereof to be at the uniform rate of \$2 (two dollars) per acre.

7. "In the belt E, the description and area of homesteads and pre-emptions, and railway lands, respectively, to be as above, and the prices of both pre-emption and railway lands to be at the uniform rate of \$1 (one dollar) per acre.

8. "The terms of sale of pre-emptions throughout the several belts, B, C, D and E, shall be as follows, viz.: Four-tenths of the purchase money, together with interest on the latter at the rate of six per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

9. "The terms of sale of railway lands to be uniformly as follows, viz.: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments, either for pre-emptions or for railway lands proper, shall be in cash, and not in scrip or bounty warrants.

10. "All entries of land shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz.:

a. In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.

b. Where the railway crosses pre-emptions or railway lands proper, the owner shall only be entitled to claim payment for the land required for right of way at the same rate per acre as he may have paid the Government for the same.

11. "The above regulations shall come into force on and after the first day of August next up to which time the provisions of the Dominion Lands Act shall continue to operate over the lands included in the several belts mentioned, excepting as relates to the belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.

12. "Claims to Dominion lands arising from settlement, after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.

14. "The above regulations it will, of course, be understood will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of the said agents for general distribution."

By order of the Minister of the Interior,  
J. S. DENNIS,  
Deputy of the Minister of the Interior.  
LINDSAY RUSSELL,  
Surveyor General.



## NOTICE TO CONTRACTORS.

SEALED TENDERS, addressed to the undersigned, will be received at this Office, until MONDAY, the 11th day of AUGUST next, at NOON, for the necessary Coal required for the Public Buildings, Ottawa.

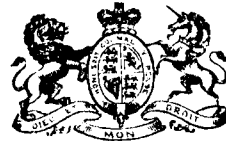
Specification can be seen and Forms of Tender obtained at this Office, also at the Office of the Engineer of the Lachine Canal at Montreal, on and after MONDAY, the 28th JULY, where all necessary information can be obtained.

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

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

By order,  
F. BRAUN,  
Secretary.

Department of Public Works,  
OTTAWA, 23rd July, 1879.



## AUCTION SALE OF THE LEASES OF TIMBER LIMITS.

AN AUCTION SALE OF THE LEASES OF NINETEEN TIMBER LIMITS, situate on Lake Winnipegosis and the Water-Hen River, in the North-West Territories, will be held at the Dominion Lands Office, Winnipeg, on the 1st day of September, 1879. The right of cutting timber on these limits will be sold, subject to the conditions set forth in the "Consolidated Dominion Lands Act." They will be put up at a bonus of Twenty Dollars per Square Mile, and sold by competition to the highest bidder.

Plans, descriptions, conditions of sale and all other information will be furnished on application at the Dominion Lands Office in Ottawa, or to the Agent of Dominion Lands in Winnipeg.

By order,  
J. S. DENNIS,  
Deputy Minister of the Interior.  
Department of the Interior,  
Ottawa, 17th July, 1879.

EVERLASTING FLOWERS! EVERLASTING FLOWERS!—A large assortment of baskets, crosses, wreaths, bouquets, &c., both coloured and white, suitable for decorations, &c.,

GOLD FISH! GOLD FISH!!

A large quantity of gold fish, some all gold in color, others beautifully marked.

J. GOULDEN, 175 St. Lawrence St.

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Fancy and Staple Dry Goods,  
105 ST. JOSEPH STREET,  
(Opposite Dupre Lane)  
MONTREAL.

## IN STOCK.

Prunella, 10 to 20 Thread.  
Elastic Webs, 4½ to 5 inches.  
Shoe Rivets, in Brass and Iron, all sizes.  
Shoe Nails in Common Iron, Swede and Zinc.  
Hook Eyelets.  
Do Machines.  
Heel Plates in Iron, 2¼ to 3 inches.  
Boot Laces, Real Porpoise and French Calf.  
Day & Martin's Liquid Blacking.  
Kerr's N. M. T. Thread, Black and White, 300 yards.  
Do Linen finished do, 9 cord.

FOR SALE BY  
J. B. MACDONALD,  
26 ST. SACRAMENT STREET.

# PIANOS.

JOSEPH P. HALE.

SKETCH OF THE CAREER OF A GREAT PIANO MANUFACTURER.

INCIDENTS IN THE GROWTH OF AN IMMENSE BUSINESS.

The Many Improvements and Rapid Success of the "Hale" Pianos.

Mr. Joseph P. Hale—like so many of the men whose business ability and mechanical skill have made America what it is, the most progressive country in the world—is a Yankee of the Yankees. He was born in 1819, at Bernardston, Franklin County, Mass., where the Hales had been respectable farmers for several generations. The death of his father, when the lad was in his fourth year, left a large family dependent on his widow, and the young Joseph's first efforts to make himself useful were consecrated to her assistance. Under such circumstances he received only a brief and irregular education, and at the very time when most youths of fourteen are ambitious of little else than a reputation in the base-ball field, he became the mail carrier of the district; no trifling duty, for it involved twice every week a ride of seventy-five miles. For two years he went this round among the rural post-offices, in all sorts of weather. But the post of mail carrier, while a laborious and responsible one, offered no prospects of such a career as J. P. Hale longed for. Confident, energetic and honest as he was, he set out to find his vocation in life; he tried his hand at all the small mechanical industries which he could find in the New England villages, and after some years he pitched his tent in Worcester, a town which had always been famous for its skilled mechanics.

His seven years of apprenticeship, as we may regard it, were now over, his *wanderjahre* were finished, his business life began.

With his success his ambition grew, and occasional visits to New York led him to form the wish of establishing himself where he could find a wide field for his energies. Circumstances drew his attention to the piano trade. His experience as a carpenter taught him something of the cost of both materials and labour. The delicate mechanism of the piano was soon understood by the man who had been so successful as a mechanic in Worcester, and he had a far-seeing eye. He not only saw that some of the old manufacturers were extravagant workmen or loved extravagant profits, but clearly perceived that their system was stifling the trade in its birth. He saw that, beyond the wealthy class who did not care what was paid for a piano provided it bore a fashionable name, there existed a large and constantly increasing body of our fellow-citizens who cared more for what a thing was than what it professed to be; he saw that every day music was more the subject of general attention and was becoming a part of common school education, and that a certain fortune awaited the enterprising man who first offered to the middle and industrial classes a good instrument at a cheap rate. He determined on a revolution which would make a piano as easily procured as a cooking-stove or a sewing-machine.

Mr. Hale came to New York in 1865 with a capital of \$30,000, and, after a brief experience of partnership into which he was beguiled at his first arrival, established himself in a small factory on Hudson and Canal Streets. His trade constantly increased, and necessitated constant removals and additions to buildings. His factory on Tenth Avenue and Thirty-fifth Street is one of the most complete in the country. Each room is devoted to a specific part of the piano, and each workman spends his time on one part of the instrument. A new, immense factory will be erected on the river front at 146th Street. It will be eight hundred feet front, fifty feet wide, and eight stories high. Here, under one roof, all parts of the instruments will be constructed, and arrangements will be made for ten freight-cars to run in and load under the roof. When we say that a piano is sent from the factory every twenty-five minutes during the ten working hours of the day, it will be seen what necessity there is for ready handling of the goods.

The secret of Mr. J. P. Hale's success, then, is personal attention to business, strict economy, and cash purchases. A few figures will show to what an extent his trade has developed since 1860. During the first five years he made and sold 2,200 instruments; during the next five years about 5,000, giving a total for the decade of 7,200 pianos. At present Mr. Hale turns out 140 pianos per week, or over 7,200 per year.

Great as this supply is, he could dispose of a great many more per week if he had room to produce them in his present factory. He is generally five or six hundred behind orders.

During Mr. Hale's business career in New York he has never had a note discounted, nor borrowed a dollar.

## VICTORIA MUTUAL FIRE INSURANCE CO., OF CANADA.

HEAD OFFICE, Hamilton, Ontario.

W. D. BOOKER, Secretary, GEO. H. MILLS, President.

WATER WORKS BRANCH

Continues to issue policies—short date or for three years—on property of all kinds within range of the city water system, or other localities having efficient water works.

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On Farm or other non-hazardous property only.

RATES—Exceptionally low, and prompt payment of losses.

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This Company having transacted business in Canada so acceptably for twenty-seven years past as to have, to-day, the largest Canadian income of any Life Company save one (and a larger proportional income than even that one).

NOW ANNOUNCES

that it will deposit, in the hands of the Government of Canada, at Ottawa, the whole RESERVE, or RE-INSURANCE FUND, from year to year, upon each Policy issued in Canada after the 31st March, 1878. Every such Policy will then be as secure as if issued by the Government of Canada itself, so far as the safety of the funds is concerned.

The importance of having even a strong Company, like the ÆTNA LIFE, backed by Government Deposits, will be appreciated when attention is directed to the millions of money lost, even in our own Canada, through the mismanagement of Directors and others during a very few years past.

Office—Opposite Post-Office, Montreal.

MONTREAL DISTRICT BRANCH,

J. R. ALEXANDER, M.D., Manager.

EASTERN CANADA BRANCH,

ORR & CHRISTMAS, Managers.



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FOR SALE OR HIRE.

Price from \$8 upwards.

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SAILS of all kinds for SHIPS and YACHTS.

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(Near Allan's Wharf.) - - MONTREAL.

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BREWERY:

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Gentlemen favouring the above establishment will have their Haircutting, Shaving, &c., properly done by experienced operators.

A nice stock of Toilet requisites from the best makers to select from at reasonable prices.

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**ALLAN LINE.**

Under contract with the Government of Canada for the conveyance of

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1879. Summer Arrangements. 1879.

This Company's Lines are composed of the under-noted First-class, Full-powerful, Clyde built, Double-engine Iron Steamships:

Vessels.	Tonnage.	Commanders.
Sardinian	4100	Lt. J. E. Dutton, R.N.R.
Polynesian	4100	Capt. R. Brown.
Sarmatian	4000	Capt. A. D. Aird.
Circassian	3800	Capt. James Wylie.
Moravian	3650	Capt. John Graham.
Peruvian	3600	Lt. W. H. Smith, R.N.R.
Nova Scotian	3300	Capt. W. Richardson.
Hibernian	3200	Lt. F. Archer, R.N.R.
Caspian	3200	Capt. Trocks.
Austrian	2700	Capt. R. S. Watts.
Nestorian	2700	Capt. J. G. Stephen.
Prussian	3000	Capt. Jos. Ritchie.
Scandinavian	3000	Capt. H. Wylie.
Manitoban	3150	Capt. McDougall.
Canadian	2800	Capt. Neil McLean.
Phoenician	2800	Capt. James Scott.
Waldensian	2600	Capt. C. J. Menzies.
Corinthian	2400	Capt. Legullais.
Lucerne	2800	Capt. Kerr.
Acadian	1500	Capt. Cabel.
Newfoundland	1350	Capt. Mylins.

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**LIVERPOOL MAIL LINE,**

sailing from Liverpool every THURSDAY, and from Quebec every SATURDAY (calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland), are intended to be despatched

FROM QUEBEC:

Polynesian	Saturday, July 19
Sarmatian	Saturday, July 26
Circassian	Saturday, Aug. 2
Sardinian	Saturday, Aug. 9
Moravian	Saturday, Aug. 16
Peruvian	Saturday, Aug. 23

Rates of Ocean Passage:

Cabin, according to accommodation	\$79, \$80
Intermediate	\$49, \$50
Steerage	25, 00

The steamers of the Glasgow Line will sail from Quebec on or about each Thursday.

Manitoban	July 18
Lucerne	July 25
Waldensian	Aug. 1
Phoenician	Aug. 8
Canadian	Aug. 15
Corinthian	Aug. 22
Manitoban	Aug. 29

The steamers of the Halifax Mail Line will leave Halifax for St. John's, Nfld., and Liverpool, as follows:—

Hibernian	July 22
Nova Scotian	Aug. 5
Caspian	Aug. 19

Rates of Passage between Halifax and St. John's:—

Cabin	\$20, 00
Steerage	6, 00

An experienced Surgeon carried on each vessel. Berths not secured until paid for. Through Bills Lading granted in Liverpool and at Continental Ports to all points in Canada and the Western States.

For Freight or other particulars apply in Portland to H. & A. Allan, or to J. L. Farmer; in Quebec, to Allans, Rae & Co.; in Havre, to John M. Currie; in Quai d'Orleans, in Paris, to Gustave Bossange, Rue du Quatre Septembre; in Antwerp, to Aug. Schmitz & Co.; in Rotterdam, to James Schmitz & Co.; in Hamburg, to C. Hugo; in Bordeaux, to James Moss & Co.; in Bremen, to Heirn Rappel & Sons; in Belfast, to Charley & Malcolm; in London, to Montgomerie & Greenhorne, 17 Gracechurch Street; in Glasgow, to James and Alex. Allan, 70 Great Clyde Street; in Liverpool, to Allan Bros., James Street; in Chicago, to Allan & Co., 72 LaSalle Street.

H. & A. ALLAN,  
Cor. Youville and Common Sts., Montreal.

**Elliot's Dentifrice,**  
THE BEST IN USE.

The testimony of the highest dignitaries of the State, the Church and the Bar, Officers of the Army and Navy, authorities in Medical Science and Dental Surgery and the Learned Professions, all unite in declaring that

**Elliot's Dentifrice**  
IS THE BEST IN USE.

The recommendations of the above will be found on the wrappers around each box. The demand for ELLIOT'S DENTIFRICE has constantly increased since its first introduction to the public, 33 YEARS AGO.

Each box contains THREE TIMES THE QUANTITY of ordinary Dentifrice.

It is the most economical as well the most efficient, at the same time most agreeable

**TOOTH POWDER KNOWN.**

It is never sold by the ounce, and only in boxes.

**Elliot's Dentifrice,**  
THE BEST IN USE.

**ELOCUTION.**

MR. NEIL WARNER is prepared to give LESSONS in ELOCUTION at No. 58 Victoria street.

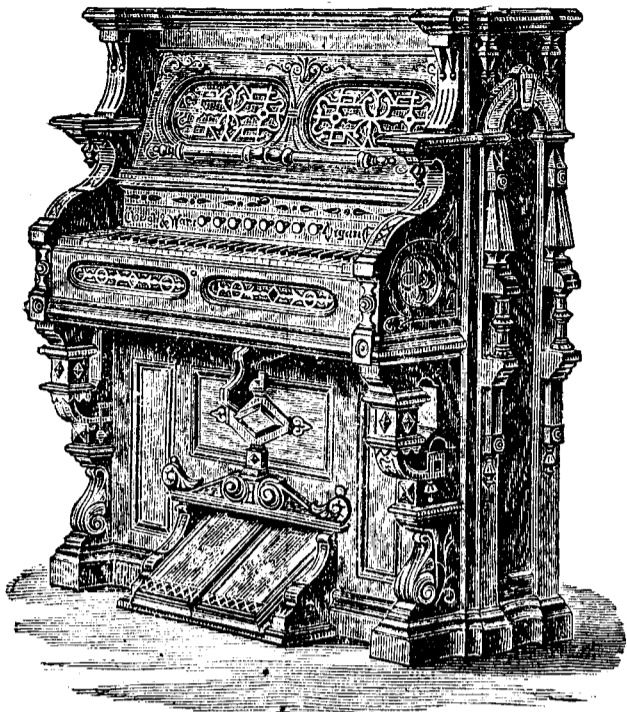
Gentlemen's Classes on Monday, Wednesday and Friday evenings.

Private Lessons if preferred.

Instructions given at Academies and Schools on moderate terms.

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CAPTIVATE THE WORLD.



EVERY INSTRUMENT FULLY WARRANTED

PURITY OF TONE PRE-EMINENT FOR

Having not only received Diploma of Honor and Medal of Highest Merit at the United States Centennial International Exhibition, but having been UNANIMOUS PRONOUNCED, BY THE WORLD'S BEST JUDGES, AS SUPERIOR TO ALL OTHERS.

AGENTS WANTED IN EVERY COUNTY.

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DETROIT, MICH.

**WILLIAM DOW & CO.,**  
Brewers and Maltsters.

SUPERIOR PALE AND BROWN MALT, India Pale and Other Ales, Extra Double and Single Stout, in wood and bottle.

**FAMILIES SUPPLIED.**

The following Bottlers only are authorized to use our labels, viz:—

Thos. J. Howard	173 St. Peter street
Jas. Virtue	19 Aylmer street.
Thos. Ferguson	289 St. Constant street.
James Rowan	152 St. Urban street.
Wm. Bishop	697 1/2 St. Catherine street.
Thos. Kinsella	144 Ottawa street
C. Maisonneuve	588 St. Dominique street.

**JOHN H. R. MOLSON & BROS.**

Ale and Porter Brewers,  
NO. 286 ST. MARY STREET,  
MONTREAL,  
Have always on hand the various kinds of  
**ALE & PORTER,**  
IN WOOD AND BOTTLE.  
Families Regularly Supplied.

**GENUINE NEW YORK SINGER SEWING MACHINES**  
THE BEST IN THE WORLD.



Buy only the GENUINE. Beware of COUNTERFEITS. None genuine without our Trade Mark stamped on the arm of the Machine.

THE SINGER MANUF'G. CO. SOLD IN 1877  
**282,812 MACHINES,**

Being the largest number of Sewing-Machines ever sold by any Company in a single year. Machines sold on monthly payments.

**THE SINGER MANUF'G. CO.,**  
281 NOTRE DAME STREET,  
MONTREAL P.Q.

**RELIANCE MUTUAL LIFE ASSURANCE SOCIETY of LONDON, Eng.**

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FREDERICK STANCLIFFE,  
RESIDENT SECRETARY.

The RELIANCE is well known for its financial strength and stability, being one of the Offices selected by Her Majesty's Postmaster-General, for Assuring the lives of Post-Office Officials, throughout the United Kingdom. Canadian management; Canadian rates; Canadian investments. Policies issued from this Office.

The important changes virtually establish the Society as a Home Institution, giving the greatest possible security to its Canadian Policy-holders.

**F. C. IRELAND,**  
CITY AND DISTRICT MANAGER, MONTREAL.

**COMMERCIAL UNION ASSURANCE CO.**  
OF LONDON, ENGLAND.

Capital - - - - - \$12,500,000

Fire and Life Insurances granted on easy terms. A call solicited.

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**FRED. COLE,**  
GENERAL AGENT.

ESTABLISHED 1870.

**RICHARDSON & CO.,**  
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No. 4 TORONTO St., TORONTO.

**Canada Paper Co.,**  
374 TO 378 ST. PAUL STREET,  
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Works at Windsor Mills and Sherbrooke, P. Q.

Manufacturers of Writing, Book, News and Colored Papers; Manila, Brown and Grey Wrappings; Felt and Match Paper. Importers of all Goods required by Stationers and Printers.  
Dominion Agents for the Celebrated Gray's Ferr Printing and Lithographic Inks and Varnishes.

**POST-OFFICE TIME TABLE.**

MONTREAL, July 22nd, 1879.

DELIVERY.		MAILS.		CLOSING.	
A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
<b>ONTARIO AND WESTERN PROVINCES.</b>					
8 00	2 45	Ottawa by Railway	8 15	8 00	
8 00		Provinces of Ontario, Manitoba & B. C.	8 15	8 00	
		Ottawa River Route up to Carrillon	6 00		
<b>QUEBEC &amp; EASTERN PROVINCES.</b>					
8 00		Quebec, Three Rivers, Berthier and Sorel, by Q., M., O. & O. Ry.		2 50	
		Ditto by Steamer		6 00	
8 00		Quebec, by G.T.R.		8 00	
8 00		Eastern Towns, Three Rivers, Arthabaska & Riviere du Loup Ry.		8 00	
		Occidental R. R. Main Line to Ottawa	8 00		
	2 45	Do. St. Jerome and St. Lin Branches		4 30	
		St. Remi and Hemmingford RR.		2 00	
8 00	12 45	St. Hyacinthe, Sherbrooke &c	6 00	2 30-8	
8 00		Acton & Sorel Railway	6 00		
10 00		St. Johns, Stanbridge & St. Armand Station	6 00		
10 00		St. Johns, Vermont Junction & Shefford Rail ways		3 00	
10 00		South Eastern Railway		4 30	
8 00		New Brunswick, Nova Scotia and P.E.I.		8 00	
		Newfoundland forwarded daily on Halifax, whence despatch is by the Packet		8 00	
<b>LOCAL MAILS.</b>					
11 30		Beauharnois Route	6 00		
11 30		Boncherville, Contrecoeur, Valenches and Vercheres		1 45	
10 00		Cote St. Paul	6 00		
11 30		Tanneries West	6 00	2 00	
	6 30	Cote St. Antoine and Notre Dame de Grace		12 45	
11 30		St. Cuneogonde	6 00		
11 30		Huntingdon	6 00	2 00	
10 00	6 00	Lachine	6 00	2 00	
8 00		Longueuil	6 00	2 00	
10 00		St. Lambert		2 30	
10 00		Laprairie	10 30	2 30	
11 00		Pont Viau, Sault-au-Recollet		4 00	
8 00		Terrebonne and St. Vincent		2 50	
8 30	5 00	Point St Charles	8 00	1 15-5	
	1 30	St. Laurent, St. Eustache and Belle Riviers	7 00		
10 00		North Shore Land Route to Bout de L'Isle		1 15	
9 00	5 00	Hochelaga	8 00	1 15-5	
<b>UNITED STATES.</b>					
8 & 10		Boston & New England States, except Maine	6 00	3 00	
8 & 10		New York and Southern States	6 00	3 00	
8 00	12 45	Island Pond, Portland and Maine		2 30-8	
8 00		A) Western and Pacific States	8 15	8 00	
<b>GREAT BRITAIN, &amp;c.</b>					
		By Canadian Line (Fridays)		7 30	
		By Canadian Line (Germany) Fridays		7 30	
		By Cunard, Mondays		3 00	
		Supplementary, see P.O. weekly notice		3 00	
		By Packet from New York for England, Wednesdays		3 00	
		By Hamburg American Packet to Germany, Wednesdays		3 00	
<b>WEST INDIES.</b>					
		Letters, &c., prepared in New York are forwarded daily on New York, whence mails are despatched			
		For Havana and West Indies via Havana, every Thursday p.m.		3 00	

\*Postal Card Bags open till 8.45 p.m. & 9.15 p.m.  
† Do. Do. 8.15 p.m.

•The Street Boxes are visited at 9.15 a.m., 12.30, 5.30 and 7.45 p.m.

Registered Letters should be posted 15 minutes before the hour of closing ordinary Mails, and 30 min. before closing of English Mails.

ESTABLISHED 1850.  
**J. H. WALKER,**  
WOOD ENGRAVER,  
17 Place d'Armes Hill,  
Near Craig street.  
Having dispensed with all assistance, I beg to intimate that I will now devote my entire attention to the artistic production of the better class of work.  
Orders for which are respectfully solicited.

**THE CANADIAN ANTIQUARIAN AND NUMISMATIC JOURNAL.**

Published quarterly by the Numismatic and Antiquarian Society, Montreal.  
Subscription, \$1.50 per annum.

Editor's address: Box 1176 P.O.  
Remittances to GEORGE A. HOLMES, Box 1310.



**Q. M. O. & O. RAILWAY.**

**FARE REDUCED.**  
**CHANGE OF TIME.**

**EASTERN DIVISION.**

Commencing MONDAY, May 19, Trains will be run on this Division, as follows:

	EXPRESS.	MIXED.
Leave Hochelaga.....	4.00 p.m.	6.00 p.m.
Arrive Three Rivers.....	7.45 p.m.	11.30 p.m.
Leave Three Rivers.....	8.00 p.m.	4.30 a.m.
Arrive Quebec.....	10.45 p.m.	9.00 a.m.
<b>RETURNING.</b>		
Leave Quebec.....	2.20 p.m.	6.15 p.m.
Arrive Three Rivers.....	5.10 p.m.	11.20 p.m.
Leave Three Rivers.....	5.25 p.m.	3.15 a.m.
Arrive Hochelaga.....	8.40 p.m.	8.30 a.m.

Trains leave Mile End 10 minutes later.  
Tickets for sale at offices of STARNES, LEVE & ALDEN, 202 St. James Street, 158 Notre Dame Street, and at Hochelaga and Mile End Stations.

J. T. PRINCE,  
Genl. Pass. Agent.

February 7th, 1879.



**GOVERNMENT RAILWAY.**

**Western Division.**

**Q., M., O. & O. RAILWAY.**

**SHORTEST AND MOST DIRECT ROUTE TO OTTAWA.**

ON AND AFTER SATURDAY, JULY 19th, Trains will leave HOCHELAGA DEPOT as follows:—

Express Trains for Hull at 9.30 a.m. and 5.00 p.m.	Arrive at Hull at 2.00 p.m. and 9.30 p.m.
Express Trains from Hull at 9.10 a.m. and 4.45 p.m.	Arrive at Hochelaga at 1.40 p.m. and 9.15 p.m.
Train for St. Jerome at - - - - - 5.30 p.m.	
Train from St. Jerome at - - - - - 7.00 a.m.	

Trains leave Mile End Station ten minutes later.

**MAGNIFICENT PALACE CARS ON ALL PASSENGER TRAINS.**

General Office, 13 Place d'Armes Square.  
STARNES, LEVE & ALDEN,  
Ticket Agents.

Offices: 202 St. James and 158 Notre Dame street.

C. A. SCOTT,  
General Superintendent,  
Western Division.

C. A. STARK,  
General Freight and Passenger Agent.



**Q. M. O. & O. RAILWAY.**

**WESTERN DIVISION.**

**FAMILIES SPENDING THE SUMMER**  
MONTHS in the country are invited to visit the Villages of Riviere Des Prairies, St. Martin, St. Rose, St. Therese, St. Jerome, &c. Low rates of fare, by the month, season, or year, will be granted, and Trains run at hours suited to such travel. The above localities are unsurpassed for beautiful scenery, abundance of Boating, Fishing, and very reasonable charges for Board.

**SPECIAL SATURDAY EXCURSION.**

On and after SATURDAY, May 31st, Return Tickets will be sold to all Stations at one Single Fare, First and Second-class, good to go by any Regular Train on Saturday, and return Monday following.

On and after SATURDAY, June 7th, Return Tickets will also be sold to Caledonia Springs at \$2 75, First-class, good to return until Tuesday following.

A SPECIAL TRAIN, with First-class Car attached, will leave Calumet every MONDAY MORNING at 4.45 a.m., arriving at Hochelaga at 8.45 a.m., in time for business.

C. A. SCOTT,  
General Superintendent.



**GRAND TRUNK RAILWAY.**

LOCAL TRAIN SERVICE—SUMMER 1879.

The Local Train Service to Lachine, Vaudreuil, St. Anne's, St. Hyacinthe, St. Johns, and other places,

DURING THE ENSUING SEASON, will be the same as last year.

The 5.00 p.m. Train to Lachine will be continued through the Autumn and Winter.

JOSEPH HICKSON,  
General Manager.



**The Quebec, Montreal, Ottawa and OCCIDENTAL RAILWAY.**

NOTICE IS HEREBY GIVEN TO ALL interested parties, that the Honourable the Commissioner of Agriculture and Public Works for the Province of Quebec, has withdrawn the deposit of the Location Plan and Book of Reference of the land required for the line of the said Railway, and for the site of the Depot and Work Shops—that is, for that part of the said Railway extending from Hochelaga to Papineau Road in the City of Montreal; the said plan made and executed by J. A. U. Baudry, Provincial Surveyor, the 1st of December, 1877, and examined and certified by S. Lesage, Esq., Deputy Commissioner of Agriculture and Public Works of the Province of Quebec, on the Thirteenth day, and filed on the Seventeenth day of the same month, in the office of the Clerk of the Peace for the District of Montreal, and advertised in two newspapers of the District of Montreal, viz., in *La Minerve* and *The Gazette* of the 18th of December, 1877.

The said Honourable Commissioner, moreover, gives Public Notice that the proceedings in expropriation of the different lots mentioned and described on the said Plan and Book of Reference, and thus commenced by the deposit of the said Plan and Book of Reference, are abandoned and discontinued to all intents and purposes; and the present notice is given so that the parties interested in the said lands, and the proprietors thereof, may enjoy and use the same to all intents and purposes, in the same manner as if the said deposit of the said Plan and Book of Reference had never been made, advertised or published.

Montreal, March 7th, 1879.

By order of the Honourable the Commissioner of Agriculture and Public Works.

E. LEF. DEBELLEFEUILLE,  
Attorney.

**BOSTON AND MONTREAL AIR LINE.**

Shortest Route via Central Vermont R. R. Line.

Leave Montreal at 7.15 a.m. and 4 p.m. for New York and Boston

Two Express Trains daily, equipped with Miller Platform and Westinghouse Air Brake Sleeping Cars are attached to Night Trains between Montreal and Boston and Springfield, and New York via Troy; and Parlor Cars to Day Express between Montreal and Boston.

**TRAINS LEAVE MONTREAL**

7.15 a.m., Day Express, for Boston via Lowell or Fitchburg, also for New York via Springfield or Troy.

For Waterloo, 4 p.m.

4 p.m., Night Express for New York via Troy, arrive New York 7.15 a.m. next morning.

4 p.m., Night Express for Boston via Lowell, and New York via Springfield.

**GOING NORTH.**

Day Express leaves Boston via Lowell at 8.00 a.m., via Fitchburg at 8.00 a.m., Troy at 7.00 a.m., arriving in Montreal at 8.40 p.m.

Night Express leaves Boston at 5.35 p.m. via Lowell, and 6 p.m. via Fitchburg, and New York at 3 p.m. via Springfield, arriving in Montreal at 8.55 a.m.

Night Express leaves New York via Troy at 4.00 p.m., arriving in Montreal at 8.55 a.m.

For Tickets and Freight Rates, apply at Central Vermont Railroad Office, 136 St. James Street.

Boston Office, 322 Washington Street,  
G. W. BENTLEY, J. W. HOBART  
Gen'l Manager. General Supt.

S. W. CUMMINGS,  
General Passenger Agent.

St. Albans, Vt., June 2, 1879.

**Ottawa River Nav. Sales of Furniture**  
**COMPANY.**  
AT PRIVATE RESIDENCES.



MAIL STEAMERS BETWEEN  
**MONTREAL and OTTAWA.**

Passengers leave by the 7.15 a.m. Train for Lachine to connect with steamer.

First-class Fare.....\$2.50 from Montreal.  
Do Return.....4.00 do  
Second-class.....1.50 do

For DAY TRIP through LAKE OF TWO MOUNTAINS to CARLTON, returning OVER RAPIDS in evening, take 7.15 a.m. Train for Lachine, to connect with steamer. Fare for round trip, \$1.25.

For excursion OVER RAPIDS, steamer leaves Lachine on arrival of 5 p.m. Train from Montreal. Fare for round trip, 50c.

EXCURSION TICKETS for the CELEBRATED CALEDONIA SPRINGS, at Reduced Rates.

Tickets at Principal Hotels and Grand Trunk Railway Office.

COMPANY'S OFFICE:

13 Bonaventure Street.

Freight forwarded daily at Low Rates, from Freight Office, 87 Common street, Canal Basin.

R. W. SHEPHERD,  
President.

**Richelieu & Ontario Navigation Co.**



THE STEAMERS OF THIS COMPANY

BETWEEN  
**MONTREAL AND QUEBEC**

Run regularly as under:

The QUEBEC on Mondays, Wednesdays and Fridays, and the MONTREAL on Tuesdays, Thursdays and Saturdays, at SEVEN o'clock p.m., from Montreal.

Steamers from Montreal to Hamilton, connecting at Toronto with Steamers for Niagara Falls and Buffalo, and with Railways for all points West, will for the present, leave daily (Sundays excepted) from the Canal Basin, at NINE o'clock a.m., and Lachine on the arrival of the train leaving Bonaventure Station at Noon. And Coteau Landing on arrival of train leaving Montreal at FIVE o'clock p.m.

Steamer BOHEMIAN, Captain J. Rankin, for Cornwall, every Tuesday and Friday, at NOON, from Canal Basin, and Lachine on the arrival of the Three o'clock train.

Steamer TROIS RIVIERES, Captain J. Duval, leaves for Three Rivers every Tuesday and Friday, at TWO p.m., connecting at Sorel with Steamer SOREL, for St. Francois and Yamaska.

Steamer BERTHIER, Captain L. H. Roy, leaves for Berthier every Tuesday and Friday, at NOON, and on Thursdays and Saturdays at THREE p.m., connecting at Lanoraie with Railway for Joliette.

Steamer CHAMBLY, Captain Frs. Lamoureux, leaves for Chambly every Tuesday and Friday, at TWO p.m., connecting at Lanoraie with the cars for Joliette.

Steamer TERREBONNE, Captain E. Laforce, leaves Daily (Sundays excepted) for L'Assomption, at FOUR p.m.

TICKET OFFICES.—State Rooms can be secured from R. A. DICKSON, Ticket Agent, at 133 St. James Street, and at the Ticket Office, Richelieu Pier, foot of Jacques Cartier Square, and at the Freight Office, Canal Basin.

J. B. LAMERE, ALEX. MILLOY,  
Gen. Manager. Traffic Manager.

General Offices—228 St. Paul Street.

Montreal, May 14th, 1879.

**Delaware & Hudson Canal Company's RAILROADS**

TO

**SARATOGA, TROY, ALBANY, BOSTON, NEW YORK, PHILADELPHIA, AND ALL POINTS EAST AND SOUTH.**

Trains leave Montreal:

7.15 a.m.—Day Express, with Wagner's Elegant Drawing Room Car attached, for Saratoga, Troy and Albany, arriving in New York at 10 p.m. same day without change.

4.00 p.m.—Night Express. Wagner's Elegant Sleeping Car runs through to New York without change. This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.20 a.m.

New York Through Mails and Express carried via this line.

Information given and Tickets sold at all Grand Trunk Railway Offices, and at the Company's Office,

143 St. James Street, Montreal.

JOSEPH ANGELL, CHAS. C. McFALL,  
General Passenger Agent, Agent,  
Albany, N.Y. Montreal.

**W. E. SHAW,**  
GENERAL AUCTIONEER,  
Gives his personal attention to all Sales entrusted to him. His Salerooms—

195 ST. JAMES ST.,

(Opposite Molsons Bank.)

Best stand in the city for the sale of General Merchandise and Household Effects.

Those who contemplate selling their Household Furniture this Spring, will do well to make early arrangements with him, as he has already been engaged to conduct several important sales of which due notice will be given. Reasonable terms and prompt settlements have already secured him the leading business.

Valuations and Appraisals. Cash advances made on consignments.

**IMPORTANT NOTICE.**

THE

**Burland-Desbarats Lithographic Co.,**

5 & 7 BLEURY ST.,

Beg to inform the BANKERS, MERCHANTS and BUSINESS MEN of the Dominion, that their large establishment is now in full operation, and that they are prepared to do all kinds of

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ELECTROTYPING,  
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IN THE BEST STYLE, AND AT LOW PRICES.

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From the facilities at their command, and the completeness of their establishment, the Company feel confident of giving satisfaction to all who entrust them with their orders.

G. B. BURLAND,  
Manager.

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**HELLEBORE!**

Save your Currants and Gooseberries from the Caterpillars by using White Hellebore. For sale at the Glasgow Drug Hall.

**ST. GENEVIEVE MINERAL WATER.**

For keeping the system cool and comfortable during the hot weather, drink St. Genevieve Water. Fresh supplies constantly received at the

GLASGOW DRUG HALL,

400 NOTRE DAME STREET,

J. A. HARTE, Druggist.

**BOSTON FLORAL MART.**

New designs in FLORAL, STRAW, WILLOW and WIRE BASKETS, suitable for presents.

BOUQUETS, CUT FLOWERS, SMLAX and LYCOPODIUM WREATHS and DESIGNS made to order.

WILLIAM RILEY, Agent,

1331 St. Catherine Street, corner Victoria Street,

MONTREAL.

**CHARLES D. EDWARDS,**

MANUFACTURER OF

**FIRE PROOF SAFES,**

49 St. Joseph Street,

MONTREAL.

**GALBRAITH & CO.,**

MERCHANT TAILORS,

No. 378 Notre Dame Street, (Corner of St. John St.)

MONTREAL.

JOHN GALBRAITH, Manager.

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