Vinter Underm for Spring ather a plenty these goods at ir way of dcthat any line eep that they t they are no take the hint m to keep the

Lined d Drawers nake.

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, Agent.

Mountain street Montreal, P.Q.

THE DAILY

KINGSTON, ONTARIO, SATURDAY, FEBRUARY 6, 1903.

the head of the Bay of Quinte. Here it being a steeple cylinder which gave tages were taken for Cobourg, an all such jerks to the boat that there was

day trip over an excellent road, and at Cobourg passengers took the steam-er Henry Brougham or Cobourg for 1848, followed by the Banshee, High-

York, All these four hoats were of a lander, Arabian and Kingston, of the size, patterned after the then river Royal Mail Through Line, gave daily

steamer Waterlino. The Henry Broug communication between Prescott and

ham, the best of the four, could travel | Hamilton, until the canals were open-

NO. 31.

71ST YEAR.

Shiloh's Consumption Cure The Lung

cured them of chronic coughs, cannot all be mistaken. There must be some truth in it. Prices: S. C. WELLS & Co. 310 25c. 50c. \$1. LeRoy, N.Y., Toronto, Can.

Four Months.

Was Unable to Turn in Bed Without Help.

Plasters and Liniments No Good.

This was the experience of Mr. Benjamin Stewart, Zionville, N.B.

TWO-THIRDS OF A BOX OF

Doan's Kidney Pills CURED HIM.

He tells of his experience in the following words: "For four months I was troubled with a lame back and all this time was unwell and as strong as ever and has kept at least she so appeared in a picture | boilers.

Backache, Frequent Thirst, Scanty Cloudy, Thick or Highly Colored Urina Puffing under the Eyes, Swelling of the Feet and Ankles, are all symptoms of kidney trouble that Doan's Kidney Pills will cure.

THE DOAN KIDNEY PILL CO. TORONTO, ONT.

Time and Experience Have Established the True Value of

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DIAMOND DYES are the purest fashionable colors for coloring wool. silk, cotton and mixed goods. Ask she commenced running. your dealer for them.



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MONAMEE,

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REGULAR PROFITS. While you were waiting the stock market advanced about 12 points within the last two months. It did not advance steadily; it had its breaks, which

made it all the more profitable To the Experienced Tracer. There is no better market than present for making REGULAR PROFITS.

Why not take advantage of You can make REGULAR WEEKLY A. SEAMAN, 23 Colborne St., Toronto,

The First Steamers That Plied the

St. Lawrence River.

Lame Back for The Accommodation Appeared First Away Back In 1808--Rapid Changes in Style of Boats Since That Time--Canada Lead In Boat Building.

> also the first iron boat to cross. His the Canada had a boiler for each engoes to prove that Mr. Milne was cor- upper cabins. The first upper cabin

Price 50 cts per box or 3 for \$1.25, at modation, except the Car of Com- land Hill, Torrance's Montreal, Mol- toria and Navolcon, on the route be never expect to see prosperity until we dation for passengers, and ran so John Muun. All these were boats with were three lines of large and finer slowly that thirty to forty-eight hours was the time they took to run up the river from Queliec to Montreal. So tedious and unpleasant was the trip, owing to the smallness of the boats, that in the fine summer weather people preferred to drive in the old-fashioned post calashes, and did so until 1820. In 1817, the Swiftsure was enlarged, and with a new and more powerful engine, at first with the Car of Commerce, then with the Lady Sherbrooke in 1818, the steamboat service improved so that the calashes were forsaken, and the steamers got all the traffic. The first steamboat on Lake Ontario was the Queen Charlotte, built in 1816, a British steamer of the steam schooner type, like the Accommodation and

The Lady Sherbrooke was considered a beautiful boat. like the Swift sure after the latter was enlarged They had upper deeks covered with awnings of sail cloth, the resort of the passengers in fine weather. On the main deck after of the engine was the ladies' cabin, with open berths curdown in the vessel's hold or steerage These two steamers were about 150 feet long each, so could not spare space for staterooms. They ran as mail boats during the twenties, and were followed by the Waterloo and John Molson in the late twenties and most brilliant and fastest of all | early thirties. The Waterloo founderhome dyes. They do vastly more | ing in Lake St. Peter, was succeeded than they claim to do. All the by the John Bull, a fine boat, 190 feet long, which was burnt shortly after

In 1831 the largest and most powerful steam schooner or steamship up to that time built in the New World. the Royal William, was built at Quebec, to run between that port and small boat we would now consider her feet and renamed the Montreal. It was Letween Quebee and Mentreal. but the Britannia, of the Cunard line, was only 204 feet long. The Royal William crossed the Atlantic in 1833, THAT LOOK the first ocean steamer to do so, and SHAPE until worn | who made use of her as a man-of-war.

38 inch cylinders, 10 feet stroke.

At the banquet of Marine Engineers | The finest steamboat then on the last week, Mexander Milne, president Hudson river was the North America. of Kingston council, Marine Engineers
Association, stated that the first boat

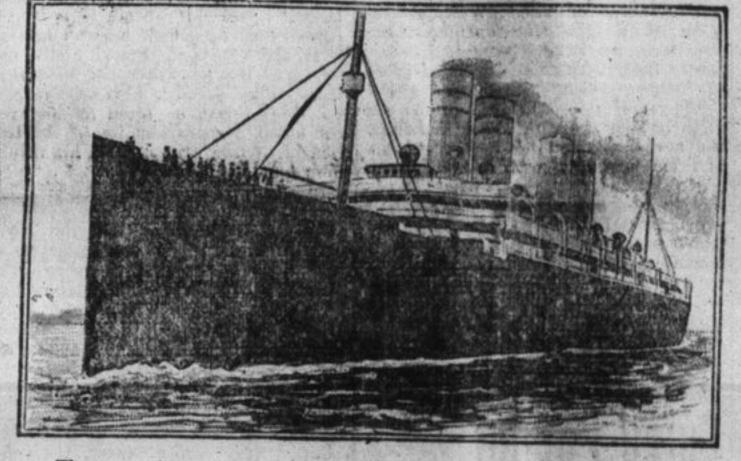
Association for the first steam was built in Canada, as was had only one boiler and one engine statement was contradicted, but the gine. In one respect both boats were following history of boat building | similar, in having awning instead of steamer was the grand South Ameri-The first steamboat on the St. Law- | ca, which appeared on the Hudson rence was the Accommodation, in river in 1842. She was nearly 300 feet 1808. She was really a schooner of long with a saloon on her upper deck about a 100 feet in length, with a instead of an awning, and she had very small horizontal direct acting, staterooms instead of open berths on engine propelling a wheel on each side each side of the saloon. The South of the boat, of no more than six feet America was soon followed on the face having buckets or boards eigh- Hudson by the equally fine steamer able to turn in bed without help. I tried | teen inches long. Like the first Hud- | Hendrick Hudson, and these boats by plasters and liniments of all kinds but with son River boat, the Clermont, the Ac- the magnificent Isaac Newton and the no effect. At last I was induced to try commodation was well rigged to use Francis Skiddy. The Newton's ceiling Doan's Kidney Pills, and by the time I had sail power, but differed from the Cler- in the grand saloon was all of used two-thirds of a box my back was as mont in having her side wheels boxed, stained glass, the Skiddy had four

the Malsham, Swiftsure and Car of Lord Sydenham and Lady Colborn, Isl n? wharf and St. Lambert.

was avoided as much as possible.

is still in use by the Hamilton. the Montreal & Champlain railway of steamboating, for railroads The St. George and Canada were service, at first between Montreal and build up large terminal cities and

merce. They had very little accommo- son's Quebec, The Queen, and the tween Montreal and Quebec. There again see many steamboats in use.



The monster cargo-carrier, Dakota, built for the Pacific trade the Great Northern Railway, and which will be launched at New London, Ct., February 6th.

main deck, aft of the paddle boxes, and sell out to the Richelieu coma snow storm running on the rocks at and shipped to New York for the

ish America, which towed the Royal renamed her the Crescent, running the could not hear each other speak. iron steamer on the lakes, the Mag-William to Montreal after her launch. Crescent with a small Upper Canada Every now and then at Quebec a ca net. In building railways and steam-America's engines were 33-inch tion line between Quebec and Mon- old two-wheel tabs with gaily colored world's records. cylinders, with 8 feet stroke. treal. The Crescent had a fine engine, ranels and wheels, would rush down She was followed by the St. George forty-two inch cylinder ten feet stroke, to the gan rway with belated passenand the Canada in 1837, the latter, and when the Crescent was converted gers, and then the old John Munn the largest and most powerful steam- into the Columbia in 1861 the latter would swing out in front of the old er in the new world. The Canada was was considered a fast boat. The Col- cus on house and manage somehow about 240 feet long with two engines, umbia's engine was put into the steel to get out of the basin into the steamer Treis Rivieres, where it it if er almost as quick in her move-WITH LOCAL APPLICATIONS, as but much higher, having four decks to bustle in those days for the amount the Colborne's two. It is, I believe, of business done than there is now. the oldest engine in the world still On Lake Ontario steam navigation; tutional disease, and in order to cure the oldest engine in the world still On Lake Ontario steam navigation; you must take internal remedies. Hall's running in a large passenger steamer. developed very slowly. Even in the Catarrh Cure is taken internally; and In the twenties there was no steam forties the lake steamers on the Canacts directly on the blood and inucous navigation to or from Upper Canada. forties the lake steamers on the Canada surfaces. Hall's Catarrh Cure is not a On Lake Ontario the first steamers long. They were the iron steamer one of the best physicians in this coun- were too small, too weak to secure the Magnet, the Mayflower, the Britannia, try for years and is a regular pre-scription. It is composed of the best tonics known, combined with the best which for travel on the open lakes 1846 that the Americans put any large blood purifiers, acting directly on the were preferred. It was not ti'l the beats on the lakes, their first boats

Rowland Hill's 45-inch cylinder and cess that the Victoria and Napoleon Lian, in 1858. single beam engine, having a 72-inch 1856, when passengers were carried 180 adapted for speed in salt water, on each side of the upper cabin, on caused all the lines to amalgamate boat. Torrance's Montreal was a steamer | pany. The grand engines of the Que-

running as the mail boat with the ers we's between 1842 and 1858. All tween St. John, N.B., and Portland, running yet. As we have seen she was | the Quebec boats off: The clangor of way stenmers Canada and America. still doing good service, fifty-six years ments as the smaller opposition beats after it was built, the Trois Rivieres ray the Queen, the Crescent, the being as long as the Lady Colborne, Colonist. There was much more mucous surfaces. The perfect combina- thirties that a route was opened be- being the Bay State and the Cata-

tending against a still Lake Ontario through to Montreal. The palmy breeze. She had a monstrous skeleton days of steamboating on Lake Ontario

BRITISH WHIG.

beam, as broad as it was long. Con- were in the fifties only. The American fined in the steerage of these boats, Express Line of four large steamers, smelling the vile fish oil used in the Bay State, Cataract, Ortario and Nia trip on Lake Ontario in bad weather larger boats, the Lake Ontario Ex was very unpleasant, so much so that press Line steamers ! New York and many preferred the stages, although Northern, and the Great Western rail-Travelling in Ontario in the thirties crica, Europe and Western World-After the opening of the Rideau Canal and the Grenville and first Lachine canal, it was possible to take one of the very small hoats then plying on that route at Montreal, and, proceeding up the Ottawa to Bytown, the steamer would descend the Rideau canal to Kingston, but the bouts were canal to Kingston, but the boats were Leaf, and Lord Elgin, all found emonly sixty feet long, and the delays ployment running up the canals and were to great that passengers prefer down the rapids. There were also a red the Daham boats and stages of number of freight steamers plying be the St. Lawrence route. These Dur- tween Montreal and various lake ports. Between Montreal and Ottawa, then

La'e St. Francis, began the Royal called Bytown, two good passenger weil through line with the help of boats commenced running in 1815, the stages. At Prescott connection was Phoenix and Lady Simpson. By 1848 made with the Bay of Quinte boats. A all good sized boats everywhere had fire steamer built for this line to run discarded awnings for upper cabins, on Lake Ontario, the Sir Robert Peel, the Three Rivers boat Castor, how the first large British steamer on the ever, retained hers until 1854, the las lake, was burnt in 1810 by the rebels. fine boat to change.

She cost \$40,000, a large sum for a Possibly the twentieth century may boat at that time. She was succeed | ree a revival of the steamboat era. ed by the Magnet, o i inally intended The enlarging of the Chambly canal for a gun hoat, the first iron steamer to the same size as the St. Lawrence on the lakes. The hell of the Magnet | canal, to connect New England with the North-West by water, and the The first iron steamers on the St. growth of population in Algoma. Lawrence were two ferry boats, the would undoubtedly cause a demand Prince Albert and Iron Duke. They for steamboats between Lake Chamwere about 200 feet long, with hori- plain and Lake Superior. Canada zontal engines, one for each wheel, never grew so fast as she did in the and ran in the forties and fifties in forties and fifties in the palmy days The Accommodation was followed by followed on the St. Lawrence by the La Przi ie, afterwards between the poverish the smaller towns between The reason for this is plain. The Commerce on the Quebec and Mont- which were mail boats in 1842. Efforts | The present great Richelieu Steam- steamboats are usually owned where real route, and by the Quebec and were made to place steamers on the boat company was started in 1845 to they run, and the profits are divided Traveller on the Quebec and Chambly St. Lawrence in the forties that run a market boat between Montreal among their customers, while the proroute. None of these boats were large would vie with the Hudson river and Sorel, the Cultivateur. In 1856 lits of a railroad are sent to the moner or more powerful than the Accom- boats. Successively appeared the Row- they put two small steamers, the Viz- ey lenders in far-off countries. We can There was a fine class of side-wheel

the forties and fifties. The Herculer and the British America, the piones powerful tugs in the thirties and for ties, were followed by the Alliance then the most powerful tug in the world, having four boilers and two en gines. Next to the Alliance came the James McKenzie, also a very powerful double-engine boat, the Hero, with the Rowland Hill's engine, the Canadian government tug Advance, a very fine boat, the ship channel tugs St. Lawr ence and Lake St. Peter, double-en gine boats, and the Lord Scaforth Rambler, and a host of less powerful boats. The long pull up stream of 400 miles required fine tugs, and we had them in any number. Steamer navigation on the Lower

St. Lawrence developed very slowly. The Royal William onothe Quebec and Halifax route did not pay and was sent to England. She was followed on that route in the forties by the Un corn, and she, in the fifties by the Canadian government iron screw steamer Lady Head. The Quebec tu Lord Seaforth, a strong powerful boat, was converted into a passenger upper cabins, with powerful single boats then running on the route, and the fifties. She was followed there beam engines, ranging in power from so doubtful was the enterprise of suc- by the fine Upper Canada boat Ara-

10 feet stroke, to the Quebec's a 68- were built small enough to run The first steamer to ply on the Sainch cylinder II feet stroke, the fast- through the canals, should they not guenay route was the Princess Royal. est boat on the river, and the John pay on the river. The severe compe- While a very strengly built boat, Munn, a boat 400 feet long, with a ti in between the larger boats in neither her engine nor wheels were cylinder with 12 feet stroke. There miles in the cabin, meals and berth carly in the fifties she went on the was not much difference in the outside | included for one dollar, deck passage | Upper Canada route where, as the or inside of these steamers except in being 124c., or a York shiling, the New Era, and subsequently as the the length. All had two boilers, one burning of the Montreal, in 1857, Empress, she was long a favorite

ended their careers in the United about 300 feet long. She was lost in bec and John Munn were taken out States, The American Express, Line steamer Montreal, was sent around to Cap a La Roche below Batiscan in otening of the Grand Trunk railway. New York, where she long plied on the November, 1853. The Lord Sydenham it was thought, would never permit of Upper Hudson, between Albany and Halifax. She was 176 feet long, a was then lengthened to about 250 large at an ers renting with profit Fort Edward, as the City of Troy. The Lake Ontario Express Line steamthe Sydenham Montreal which was The palmy days of the river steam or New York plied for many years be-John Munn in 1857 when the Montreal Quebec used to turn out to see the Me. The Northerner became a United was burnt with a terrible loss of life. | boats off for Montreal, and Montreal States transport during the war, and THEIR was sold to the Spanish government. The engine of the Lady Colborne is sent its crowds every evening to see so also were the Great Western Rail calling her the Ysabel Secunda. She the mailboat between Quebec and Mon-the Liz bell: hardly ceased when the To sum up, Canada built the first did good service in the action at San treal in 1842 with the Lord Syden- whistly would scream their warning ocean steamer, the first man of war ham. The advent of the larger boats cries of approaching departure, and steamer, the first large passenger In the thirties a number of good on the river in the forties threw these the escaring steam would be forced steamer, the Canada, the finest in the sizes double engined boats appeared two out of work. Subsequently George out of the exhaust pipes with a noise forties and the longest in the fifties, garment positively on the river, the first being the Brit- Tate bought the Lady Colborne and so loud that people on the wharves the John Munn, and the first iron to receive her engines. The British boat, the Lady Elgin, as an opposi- lashe, at Montreal, one of those high boats, the Canadians have heaten the

Corsets of every description at 25c., 10c., 50c., and up. New York Dress It is quite possible for a person to be short-sighted and also long-wind-

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