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Night Gowns Skirts Drawers Corset Covers

In a large variety of styles and designs,
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well made, of good quality cotton and full
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There is an actual loss to some one
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See Window Display

R. Waldron.

"THE DOCTOR."

Did you ever kick your heels in a doctor's waiting room while you guiltily fingered the pages of a health culture magazine? Did you ever sit and study the knob on the doctor's office door patiently waiting for "Next"?

Did you?

Why not invest the doctor's profit in this prescription:



A CLEVELAND

Cushion Frame Bicycle is a guarantee for good health.

Made and Guaranteed by The Canada Cycle & Motor Co., Ltd.,
West Toronto. Makers of the World's Best Bicycles.

Harvey Milne,
272 BAGOT ST.

SALE —OF— BABY CARRIAGES.

Must be cleared out in 10
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R. J. REID'S,
230 Princess St. Telephone 577 Ambulance.

FRESH STRAWBERRIES NEW PINE APPLES

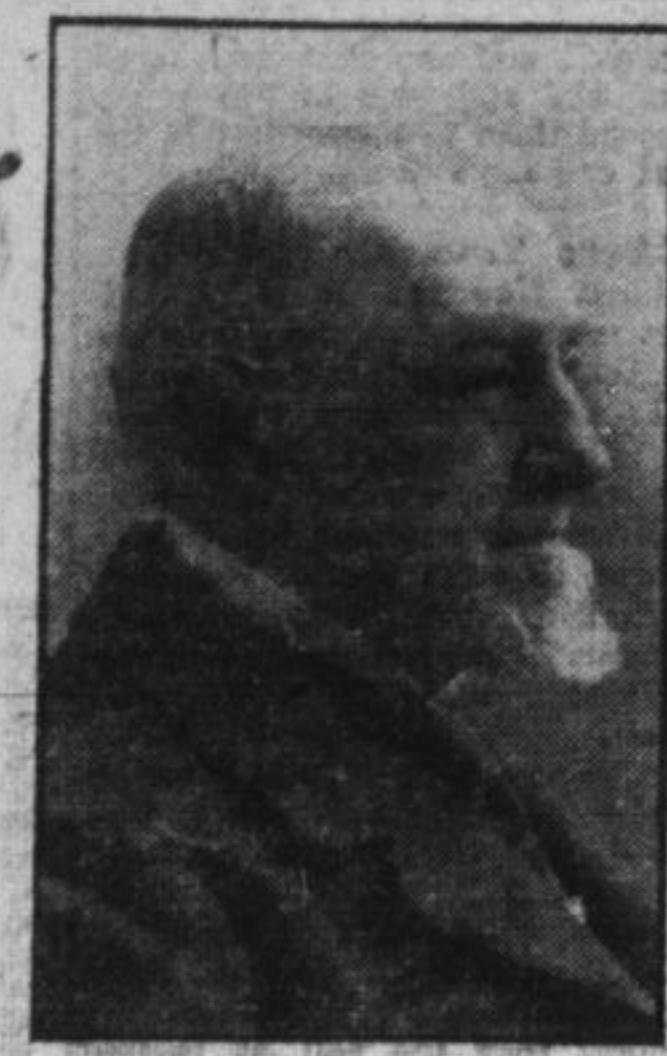
PRICES LOW.

R. H. TOYE,
302 KING ST.

EVENTS OF LONG AGO ARE RECALLED BY CAPT. R. H. MCKAY.

The Veteran Captain is Eighty-Five Years Old To-Day—He Tells of the Stirring Events of the Thirties at Kingston.

To-day, Capt. R. H. McKay celebrated the eighty-fifth anniversary of his birth, and received the congratulations of his numerous friends. The captain was born on May 29th, 1823, near the old navy yard, the site now occupied by the Royal Military College. His foreparents came from Ayrshire, Scotland. His grandfather was a master gunner in the British navy, and his father was also of the navy. The veteran captain's memory is as clear, to-day as it was half a century ago, and when asked for reminiscences of his early days around Kingston, he could recall events with remarkable exactness. For instance, he pointed out the places where the various warships at the navy yard lay, and these tallied with an old map seen by the writer a year ago, and which Capt. McKay didn't know



CAPT. R. H. MCKAY.

was in existence. He could name off-hand the commanders and lieutenants of the warships, and tell many interesting things about them. He remembers seeing the old St. Lawrence, a 110-gun ship, of which his grandfather laid the lines, taken across the lake. The vessel was towed over to where Morton's old distillery now stands, and sunk there, and a wharf built on the hull. He remembers the building of the Rideau canal, of which Col. By was the engineer, and who used to come from Ottawa (then Bytown) to Kingston in a birch bark canoe, paddled by French-Canadians.

When fourteen years of age, the lad McKay joined the navy, and for two years and nine months served as ship's boy. It was that period and a few years previous that the most interesting of his reminiscences cover. He tells how the people of Pittsburgh and the ordnance department and navy yard employees, when coming over to Kingston, had to cross the bay in a sloop. A cable stretched across from shore to shore, and the sloop was worked over hand-over-hand. That was the only means of getting across until after the bridge was built. The bridge, the captain says, was built by an American contractor. When finished, it was leased to James Meagher, an old military man, whose sons were well known to the past generation. The toll for a foot passenger in those days was twopence, but all the people employed by the government paid only a penny. If on duty, they hadn't to pay at all. At the Barriefield end of the bridge there was a gate, on the right hand side, at the entrance to the navy yard. The house now standing there is where Admiral Bing had a topsail vessel laid abreast of the house, with cannon aboard. There were also sailors and marines aboard. The vessel was made fast to a buoy anchored there. Admiral Bing was called home and Commodore Barry came from England and took charge of the navy yard. He was recalled in 1833. The yard was then closed until 1856, when Capt. Sandon, of the Royal navy, came to Kingston with a number of officers, sailors and marines, and was quartered in the old stone frigate in the navy yard. It is still standing. At that time it was named the ship Niagara.

In 1857, the rebellion broke out, and as there were no gunboats or warships in the navy yard at the time, the government purchased some steamers, manned them with sailors and marines and placed cannon aboard. The boats purchased by the government, Capt. McKay recalls, were the Traveller, the Sovereign, the Experiment and the Mohawk. They were taken down to Prescott to the battle of the Windmill. The Traveller was commanded by Capt. Sandon; the Sovereign by Lieut. Fowle; the Experiment by Lieut. Elliott, and the Mohawk by Lieut. Wilkie. After the boats had been at Prescott four or five days, the rebels surrendered, and the vessels returned to Kingston with 150 prisoners, who were landed at Queen's wharf, and marched over the bridge to Fort Henry, designated by Capt. McKay as the Gibraltar of Kingston. A short time elapsed before they were tried. Some were tried by court-martial and sentenced to death. Others were sent to Vandeman's Land.

Von Shultz, the rebel general, was tried in the old court house, now where the customs house now stands. He was condemned to death. His execution was witnessed by Capt. McKay, who thus described it:

"The morning he was to be executed he was driven from the jail to Fort Henry in a two-wheeled cart. The cart who drove him was named James Palmer. Von Shultz was seated between two priests, and behind the cart that he was in, followed another cart drawn by a man named Palmer. On this cart there was an ornate coffin and the hangman sat upon it. After Von Shultz was seated, his body was not put in the cart, but was thrown into the cart by Palmer and brought back

into the town. The feet were hanging out of the cart. A man named Coclari, who kept a drinking house on the market place close to Waddington's butcher shop, got Von Shultz's body and gave it a decent burial, in the Roman Catholic burying ground. The other rebels were hung at the old jail. There were eleven in all. Four were hung at one time. A man named Ashley was hanged at that time. That was the time when the steamer Sir Robert Peel was burned by 'Old Bill' Johnstone and his river pirates.

It was surmised at the time that the captain of the Peel was in league with the rebels. I met Johnstone a few years afterwards and knew him well."

Capt. McKay remembers the contractors who built Fort Henry. They were Messrs. Robert Noble, David Dunn and McAloe. John Strachan, uncle of A. Strachan, also had a contract. William Ferguson afterwards shored up the contract for furnishing the stone. After the fort was pretty well underway, it was discovered that a mistake had been made by Col. Wright, the engineer, who did not lay out the foundation according to the architect's plans. The work had progressed so far that they did not change the foundation. Instead of being built to keep enemies from coming into the town, it was built to shoot up the Rideau. Col. Wright was called home and tried by court martial and discharged from the service. Sir Richard Bonynge was sent out from England, and the fort was finished under his directions.

Capt. McKay vividly remembers the stirring events during the rebellion of '37. He remembers the arrival of prisoners from Toronto and their incarceration in Fort Henry. They were there but a short time, when a foreman carpenter named John Morgan got a plan of the fort, tied it round an iron crowbar and went into the ditch at the rear of the fort and passed it in to the prisoners. This was done at the noon hour, when everyone was at dinner. Morgan immediately fled to the United States. By means of the plan, the prisoners were enabled to escape. Only one of them was captured. His name was John G. Parker, a merchant. He kept store on Princess street, and had gone to Toronto to take part in the rebellion. He was afterwards reprieved.

A civil engineer whom Capt. McKay remembers, was Capt. John Scott, the father of Capt. J. H. Scott, of this city. He came to Canada with Col. By and erected houses for the people who were employed at the building of the canal, between Kingston Mills and Smith's Falls, besides assisting Col. By in the engineering work. There is a point of land between those two places called Scott's Point, so named after Capt. Scott, who engineered that part of the work.

The coming of immigrants to Kingston, from Montreal, in 1822, in batteaux, is also remembered by Capt. McKay. The cholera was very bad here that year, and many died aboard the vessels, and the bodies were landed at the foot of Princess street, on the north side. The wharf there was owned by a man named McGuire. The captain saw the dead lying in rows, and men, women and children weeping for their lost ones. The cholera again broke out in 1831.

When the news of the accession of Queen Victoria arrived, in the year 1837, the lad McKay took part in a big procession held here in honor of that great event. The procession, he remembers, broke up opposite the British-American hotel, which still stands at the corner of King and Clarence streets. The first the captain remembers of this ancient hotel was in the year 1839 when he accompanied his father into it. That is just seventy-eight years ago. The hotel building, the captain says, is over 100 years old. He thinks it was built somewhere about the year 1799. The contractor's name was Walker, whose two grandsons are Charles and Robert Walker.

"I have known the British Whig since its foundation in 1834," said Capt. McKay. "It was just eleven years old then. Everybody in those days read the Whig, just as they do now. I was trying to convince Mr. Tense that it was a tory paper in those days, but he said not. However, there was certainly a fine bunch of tories running it, and every tory in Kingston read it."

The captain received his education at Baxter's high school here, and was quite a grammarian and mathematician when he was fifteen years of age. His parents wanted to send him to college at Toronto, as he gave promise of being a clever student, but the desire for a life on the rolling prairie, as his father and grandfather had in the British navy, was deep within him, and when he was seventeen years of age he set out for himself. In turn he sailed aboard the following vessels: Invincible, from Kingston to Port Dalhousie; The William Penn, Allerton, Chief Justice Robinson, Commander Barry, Highlander. Then he sailed from Buffalo to Chicago. In 1857 he became a captain, and in 1861 he quit sailing. For eighteen years he was with the Northern Transportation line. After that he became interested in farming, and lived many years near Osgoode.

During the past fifteen years he has lived a retired life. His wife died about twelve years ago at Fulton, N.Y., and since then the aged captain has been spending the greater portion of the year in Kingston, coming back to the scenes of his boyhood days. The winters he spends in the south. He has a son and a married daughter (a widow) in Fulton, N.Y., and a son in New York. The latter is John A. McKay, president of the Travelling company which publishes the weekly society magazine, "Town and Country."

Capt. McKay is a Presbyterian in religion. He deplores the modern Sabbath, as he was brought up to observe that day in quietude. After all his wanderings and having passed the four-score mark by five years, he has not forgotten the religious teachings of his early days. He is high up in the Masonic order, being of the thirtieth degree. In Kingston, though the companions of his youth have all passed from the scene of earth, Capt. McKay has made a host of warm friends in the old limestone City since his return after many years, and his coming in the spring after spending the winter abroad, is always looked forward to with pleasure.

VERY SUDDEN DEATH MRS. IRVINE PARKS PASSED TO REST.

She Had Reached Sixty-Eight
Years of Age—The Kilties
Band Gave a Fine Concert.

Napanee, May 29.—Another sudden death occurred, Wednesday night, when Mrs. Irvine Parks passed away after but a few days' illness of diabetes. Deceased was about sixty-eight years of age. She leaves, besides her husband, one daughter, Mrs. Ezra Huffman, Bay Bay. It is just five weeks since her sister, Mrs. Jacki, passed away. One sister, Mrs. Ida Sims, still survives from a large family of twelve children. The funeral takes place, Friday afternoon, to Parks cemetery, Bay Bay.

The schooner Winnie Wing is unloading coal for Charles Stevens, Mr. and Mrs. W. H. Bourne and little son, of Toronto, spent a few days this week with friends in town. Mrs. E. L. Brown, Niagara Falls, is the guest of Mrs. A. Alexander, Bridge street. Miss Edna, G. Letch Connolly, graduated on June 1st as a trained nurse from Brooklyn hospital. Harold Martin returns next week to Govan, Sask., after spending a couple of weeks with his mother, Mrs. S. T. Martin.

J. F. Smith left for Chicago, this week, to be present at the graduation exercises of his son, Charles, who will be a mill-fledged dentist after Tuesday. Mrs. Hamby, wife of Ward Hamby, is very ill. Mrs. R. J. Dickinson returned home this week from a month's stay with her sister in Picton, who has been very ill.

The Kilties band gave a performance in the driving park, Tuesday afternoon. Owing to the celebration of the 24th, on the previous day, the audience was only fair, but those who attended expressed themselves as highly pleased with the music of this famous band.

A very pleasant annual picnic took place at the residence of Mr. and Mrs. James B. Miller, Morven, on May 25th. Cousins of Mrs. Miller from Portland, Oregon, Kingston, Compton, Bath, Hawley, Napanee and Morven were present. The day was most enjoyable throughout and after the good things provided were done ample justice to, games and music were enjoyed for a few hours. All departed greatly pleased at the hospitality of Mr. and Mrs. Miller.

Happenings At Harrowsmith.

Harrowsmith, May 26.—Farmers are nearly finished seeding. William Lyons, who has been laid up with a lame knee for a week, has resumed his duties in the cheese factory.

The overland survey tower to be erected on the farm of J. Truscott, in this vicinity, has been completed. It is eighty-five feet from the ground. Mrs. D. Campbell, of Hamilton, is said to be the first lady to reach the top of this tower. The baseball team is rapidly improving, under the management of F. H. Huffman. Some interesting matches are expected soon.

Rose Bertram, who has been in Kingston General Hospital, with typhoid fever, is convalescent. Visitors: Mrs. John Bertram, of Napanee; and William Bertram, of Parham, at George Bertram's; Albert Patterson and wife, of Elkhorn, Manitoba, at James Boyce's.

Ira Smith, of Enterprise, passed away on Saturday evening at his daughter's, Mrs. George Boyce. The funeral took place on Tuesday, at 10 a.m., to the Methodist church, Harrowsmith. Mr. Publow is the hapless man in town—a girl.

Bannockburn News.

Bannockburn, May 27.—Miss Jessie Wright, of Ottawa, came up to spend Sunday at the "Mission House," before leaving for the continent, where she will spend the summer. Ernest Chase has returned from a fishing trip at Maynooth. Harold Johnson, of Millbridge, was here over Sunday. John Sanford has gone to Cobalt. Mrs. Henry Workman is this week, moving from the Cushman cottage to Kellar's bridge. The funeral of William Sanford, on Sunday last, was one of the largest ever held in this locality. The remains were buried under the Orange order. James Sanford has just returned from Frankford and is again at work at the C.O.R. station. Israel McEwan expects to finish the season's cut of logs this week. Mrs. Samuel McNeill is very ill with pneumonia. Dr. Gardner, of Eldorado, is in attendance.

Eldergill Echoes.

Elginburg, May 28.—Charles Ewing is enlarging his stables. Mrs. G. Wood left on Tuesday to see her sister, who is home from Odessa, Mrs. Curran.

She is very ill in Emerson, Man. Mrs. W. Lawson has gone for a visit to her daughter, Mrs. W. Smith, Messina. S. Jackson is having a wire fence erected. W. W. Kiell has built a new sidewalk in front of his place on Church street. Visitors: Miss A. Allison, Kingston, at her father's; G. Allison and wife at C. Houghton's.

Two Aged Veterans.

Belleisle Intelligencer.

One of the most interesting sights at the parade on Sunday was Colonel Sir Mackenzie Bowell and Sergeant Major Blaikie, of the 49th regiment, both decorated with their long service and Fenian Raid medals, leading the veterans on their march with the 15th regiment to Bridge Street church, the joint ages of the twain being 173 years, one being in his eighty-eighth year and the other in his eighty-fifth year.

Notwithstanding their ages, at the word of command, they marched off jauntily, like "Boys of the Old Brigade."

In addition to other services Sergeant-Major Blaikie did duty in the rebellion of 1837-8.

\$8,000,000 A Year.

Toronto, May 29.—The Cobalt camp production of silver at present is about \$8,000,000 per annum.

The profits in the mining and disposition of this amount of silver ore annuaum is represented by about 490 companies with a total capitalization of \$175,000,000, yet ten companies of the above 490, with a capital of \$19,000,000, put out three-quarters of the entire silver production of the camp.

\$500.00 CASH in prizes for St. Georges Baking Powder LIMERICK

\$200.00 will be given to the person sending in the best last line.
\$50.00 to the person sending in the 2nd best.
\$25.00 " " " " 3rd best.
\$5.00 each to the next twenty-five best.
1.00 " " " " one hundred best.

And a Special Weekly Prize of \$5. for the Best Last Line Sent in Each Week

A GAIN, we give you a chance to share in the \$500 offered as prizes for the best last lines submitted for St. George's Baking Powder Limerick.

Nearly all cheap Baking Powders are made from alum. It is against the law to use alum in England. St. George's Baking Powder is made from 100% pure Cream Tartar. Use St. George's and avoid alum poisoning, indigestion and other stomach troubles. Get a can of St. George's and compete in the Limerick contest, but by all means use the Baking Powder and see for yourself how good it is.

CONDITIONS:

1. Each week, a special prize of \$5.00 will be awarded for the best last line sent in that week. The Limericks, winning the weekly prizes of \$5. will also compete for the \$500.00 prizes.

2. Carefully remove the trademark from the tin with a damp sponge in hot water (be careful not to get the baking powder damp). Paste or pin the trademark to the corner of the envelope in the space provided.

3. Competitors may send in as many lines as they like, provided each is accompanied by a trademark cut from a tin of St. George's Baking Powder.

4. The Editor of The Montreal "Star" has kindly consented to act as judge, and all answers must be addressed to The Editor, St. George's Baking Powder Limerick, Star Office, Montreal.

5. All answers must be posted not later than May 31st, 1908. The names of the prize winners will be published in this paper as soon after that date as possible.

6. No trademark, cut from our sample package, will be accepted.

7. No personal explanations will be made, nor the receipt of Limericks acknowledged.

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