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LABOR DAY

MONDAY, SEPTEMBER 5th.

Round trip tickets will be issued at

SINGLE FIRST CLASS FARE.

Good going Friday, Saturday, Sunday, and Monday, September 2nd, 3rd, 4th, and 5th, good to return until Wednesday, September 7th.

Tickets issued to intermediate points between Montreal and Toronto will not be good on trains 1 and 4.

Canadian National Exhibition.

Toronto, Ont., Aug. 27th to Sept. 12th. Round trip Tickets will be issued at

$3.55

good going Wednesday, August 31st and Wednesday, September 7th, and at

$4.90

going August 27th, 28th, 29th, 30th September 1st, 2nd, 3rd, 4th, 5th, 6th, 8th, 9th, and 10th.

Tickets will not be good on trains 1, 2, 3 and 4.

All tickets good returning from Toronto on or before September 13th.

For full information and Pullman reservations, apply to

J. P. HANLEY, Agent,
Corner Johnson and Ontario Streets.

KINGSTON & PEMBROKE RAILWAY

In Connection With
CANADIAN PACIFIC RAILWAY.

Canadian National Exhibition
Return Rates from Kingston.

$4.90	$3.55
DAILY Aug. 27 to Sept. 10.	Aug 31st. Sept. 7th.

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FARM LABORERS' EXCURSION.

$10 Going Trip. $18 Additional For Return

AUGUST 30—Sept. 6

LEAVE KINGSTON AT 12.01 p.m.

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Summer Excursions, $20 and up, by the Twin Screw SS. "Bermudian," 5,600 tons, sailing 27th August, 7th, 17th, and 28th September, and every 10 days thereafter from New York. Temperature cooled by sea breezes seldom rises above 80 degrees.

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QUEBEC STEAMSHIP COMPANY, QUEBEC.

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STEAMERS "KINGSTON" AND "TORONTO."

Eastbound leaves Kingston .. 6.00 a.m.
Westbound " " 5.00 p.m.

WEEK-END TRIPS.

The following are rates for week-end trips from Kingston to

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Charlotte, N.Y.	$3.50
1,000 Islands' Ports, Brockville, Prescott	$1.00
Montreal	$6.00

STEAMER "BELLEVILLE."

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Leave Kingston, Sunday, 7.30 a.m. and 1.00 p.m.

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Jones Falls and return every Wednesday and Saturday. Fare, 50c.

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Lake Ontario and Bay of Quinte Steamboat Co., Limited.

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Commencing June 26th, steamers leave Kingston daily at 10.15 a.m. for Alexandria Bay, Gananoque, and Rockport. Returning, leave at 5 p.m., for Rochester, N.Y., calling at Bay of Quinte ports.

Str. Aletha

Leaves Kingston Mondays at 5 p.m., for Picton and intermediate Bay of Quinte ports.

Full information from

James Swift & Co., Freight Agents. J. P. Hanley, Ticket Agent.

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PRICES ARE LOWER

THAN THEY WERE OVER A YEAR AGO.

Prospects for Full Prices are in Sight—Decided Change Else the Price Will be Maintained Now.

Special to the Whig.

Montreal, Aug. 24.—The market for cheese has opened steady, with prices well maintained at the closing quotations of the week before, and there is every prospect of full prices being paid at country markets this week. The market is down now to a level, at which there seems to be a good, steady demand coming from the other side, and so long as this demand is maintained there can be no fall in prices. The prices current, to-day, are considerably lower than they were at this time last year, and this fact is helping to stimulate the consumption of cheese in Great Britain to a considerable extent. If we had not had an increased consumption of cheese there is no doubt that the cheese market this season would have been in a deplorable state, as there is a very heavy English make to be disposed of, and the prospect of a largely increased production of cheese in New Zealand this winter, all of which would tend to force prices downward, were it not for the fact that the increased consumption of cheese in the old country is helping out the situation to a large extent.

At Campbellford, on Tuesday morning, there was a small quantity of white cheese offered, and all sold at 10⅞c. per lb. In the afternoon at Stirling, another small market in the same section as Campbellford the cheese offered were all sold at 10 11-16c., an advance over the price paid in the morning. These prices should rule throughout the remainder of the week unless there should be some decided change one way or the other in the volume of the demand coming from the English markets.

The shipments from this port last week were very light, amounting to barely 60,605 boxes, bringing the total shipped to date to 951,864 boxes, as against 1,008,143, a decrease of almost 60,000 boxes. This is partly accounted for by the smaller receipts to date, the actual figures for this season being 1,102,830, as against 1,131,249 boxes for the same period last year. The make of cheese in the province of Quebec is falling off steadily and is more than making up for the increased make going on in Ontario.

The butter market has been showing much strength during the past few days, and prices have been advancing steadily in the face of a good local demand for immediate requirements and for speculative purposes, coupled with an increasing demand from Great Britain for export at daily advancing prices. There is also some enquiry of a speculative nature coming from the United States, all of which is helping to force prices up to a dangerously high level.

Finest Eastern Townships creamery is quoted, to-day, at 24c. per lb., with Quebec creamery at 23½c. to 23¾c. At the country markets as high as 23½c. f.o.b factories was paid this week. The receipts are falling off owing to the continued heavy shipments of cream to the United States and from natural causes, and there is not likely to be any too much butter to go around this winter.

NO WOMAN IN POLITICS.

May Be Lawyers or Dentists, But Politicians—Never.

Berlin, Aug. 24.—The kaiser recently seized an opportunity of ventilating his views on the feminist movement, and the general trend of his utterance has been made public, presumably with his majesty's permission.

He views with profound sympathy the general movement proceeding in all the civilized countries of the world for the amelioration of the position of women, including higher education.

His majesty believes in technical education for women and the invasion of different businesses and professions by women, holding that in the present numerical proportion of the sexes this is inevitable, and could not be denied to women without grave injustice to them.

Consequently, women lawyers, women doctors, women dentists and women in many other branches of activity may count on the kaiser's approval.

In brief, the kaiser is a supporter of every phase of the new woman movement, with the single exception of its political aspect. He is a resolute opponent of woman suffrage. He abhors the idea of women in political life.

The introduction of woman suffrage in any country appears to him to be an unmistakable sign of hopeless decadence and decay. Women in politics would, he thinks, be the beginning of the end of any country. Consequently, his majesty has an aversion to the eccentricities and extravagances perpetrated by the extreme suffragists in various countries.

John Hoban, Westport, charged with creating a disturbance on the B.W. & N.-W. train going from Brockville to Westport, on the night of August 8th, was convicted, and in default of a fine and costs amounting to $25.25, the prisoner was committed to jail for two months.

Rev. W. A. Mackenzie, Hannabel, N.Y., called to the pastorate of Knox Presbyterian church, Westport, Dr. Mackenzie was formerly of Brockville.

TEA FOR THE GUARD.

The Festivities Were Conducted on Strict Military Lines.

While looking for pirates along the Chinese coast, Admiral John Moresby encountered some strange adventures and some that were ludicrous. One of his experiences he describes in "Two Admirals."

When visiting the mandarin of Tien Pach, he with his blue button, robes and attendants, I with our paymaster, gunner and a guard of ten marines and a sergeant, tea was offered to us and accepted as a matter of course. Then, in an access of politeness, the attendant proceeded with the tea to the guard, stiffly drawn up in the courtyard, the men with rifles shouldered.

The sergeant looked round distractedly for guidance; he had no precedent for a tea party on duty. The men stared with cool contempt at the spoonful of acid tea.

Fearing lest a refusal might be an affront, I hastily said, "Sergeant, let the men take it."

He looked at me for an instant with a long, horrified look of remonstrance; then, stepping to the front as if drilling, he gave the word:

"Order arms! Ground arms! Take the cups! Drink the tea!"

Like Wordsworth's "forty feeding like one," they grasped the cups and with a single gesture emptied them down their throats.

Next came the stately commands: "Return the cup! Take up arms! Shoulder arms!"

It was done. The sergeant was himself again; he felt he had been equal to the occasion, and I stifled my unseasonable laughter in a cough and a handkerchief.

GENERAL HAMILTON.

Many Good Stories Are Told of Lord Kitchener's Successor.

Some good stories are being told of General Sir Ian Hamilton, who was recently appointed to the post of inspector-general of the Mediterranean forces to succeed Lord Kitchener. Here is one of them:

In the late Boer war one of the columns, half regular, under General Ian Hamilton, became so notorious for looting that the soldiers were nicknamed "the Thousand Thieves." Consequently General Hamilton reviewed them one day in a small village near Bloemfontein for the purpose of warning them against any future depredations. The column had just drawn up and was waiting for the general to begin the review when a ragged rooster ran out from a hut and across the front of the line. Suddenly a private left the line and ran after the rooster.

"Halt!" shouted Hamilton.

The soldier ran on. He soon overtook the rooster and turned back, wringing the neck of the fowl. As he passed the general he noted the fierce scowl on his face. The soldier was not easily daunted, but this time he temporized. Throwing the defunct rooster at the feet of the general, he said, "There now; I'll tache ye t' halt whin the gineral says so."

At which the column roared with laughter, and even the general smiled, and the soldier got only two days' imprisonment.

The Ostrich.

That ostriches hide their heads in the sand and think that their bodies are thereby hidden seems to be pure myth, says The London Times. Old birds on the nest and young birds when seeking to evade notice squat close to the ground and stretch their necks out flat on the sand. In the case of the young, which harmonizes as perfectly with their sandy surroundings as young ringed plover do with the stones on a beach, the ruse is said to render them almost invisible, and on the wide expanses of the desert it is evident that the upright neck of a sitting bird would render it unnecessarily conspicuous to a marauding enemy. But there is no more ground for accusing the ostrich of "self illusion" than there is for bringing the same charge against the partridge chick, which by merely sitting still among the grass practically disappears from sight.

Scared the Savages.

The pluck of Sir Harry Johnston, the famous explorer, who has lately been elected a corresponding member of the Italian Geographical society "in recognition of his research work in Africa," is unquestioned, but stratagem has got him out of many a tight corner. On one occasion his zareba was surrounded by a howling mob of savages, who sent an envoy asking him to surrender. Sir Harry merely told the envoy that they had smallpox in the camp, and a wretched albino was trotted out as the awful example. Five minutes later the scared tribesmen were busy putting as large a stretch of Africa as time would permit between themselves and danger. As Sir Harry well knew, they were more afraid of "the white disease" than they were of all the inventions of Maxim.—Tit-Bits.

Balfour Again Champion.

England's ex-Premier, A. J. Balfour, has long distinguished himself in politics, but it is as a golfer that he is now winning fame, recently capturing the parliamentary handicap on the links for the third time and thereby making a record, no other golfer having won it more than once. His previous victories were in 1894 and 1897. In this year's event the leader of the Opposition was driving farther than he has done for several years, and his play was steady and consistent throughout, a good sign of his physical fitness for the stress of politics.

Sinful.

Two London tourists one Sunday in the region of Tweedside inquired of a countryman on his way to church the whereabouts of a ruined tower they wished to inspect.

"If ye had speired the way tae the kirk," he replied, "I wad hae telt ye, but I canna brak the Sawbath day by lettin' ye ken whaur an auld ruckle o' a hoose is."

Miss Sarah Cameron, aged forty years, a life-long resident of Westport, died, on Monday. Two brothers residing in the village survive.

Some men would work if given a chance, but there are others who refuse to take chances.

LOCOMOTION'S PROGRESS.

Edinburgh Cannot Decide Who Was Inventor of Pneumatic Tire.

The dispute arose about a statue. Who invented the pneumatic tire? To whom should Edinburgh give honor in bronze or marble—to R. W. Thomson, who patented an air filled tire in 1845, or to John Dunlop, who invented the pneumatic tire in 1888? The dispute carries the imagination back over one of the most astonishing episodes in industrial history.

It was in 1845 that Thomson patented the idea of affixing a "belt" filled with compressed air to the rim of a carriage wheel, and, although his invention never came into practical use, he showed great knowledge of the good effects which would follow from the use of the pneumatic tire.

Forty-three years later John Dunlop, without any knowledge of the Thomson invention, patented a pneumatic tire. The safety bicycle had then come into vogue, but its wheels were shod with solid rubber tires. Mr. Dunlop's little son possessed a tricycle, and as the Dunlops then lived in Belfast and the Irish roads were of very bad surface this veterinary surgeon applied a rubber tube filled with compressed air, and it afforded such comfort to the rider that Mr. Dunlop brought the idea before adult cyclists, and some enthusiasm was aroused. But Mr. Dunlop would have hardly been more successful in 1888 than Thomson in 1845 had not another man appeared on the scene.

Harvey du Cros was at that time a prominent figure in Irish sporting circles, and his sons were famous for their prowess in cycle racing. With true business instinct Mr. du Cros saw the immense possibilities of the pneumatic tire for cycles, and he threw himself heart and soul into the work of making this crude invention practicable. His early efforts were greeted with derision.

Then Mr. du Cros took a band of Irish cyclists, including his sons and R. J. Mecredy to England, and they gained sweeping victories with the pneumatic tire on the racing track. But for the enterprise and ability of Harvey du Cros Mr. Dunlop's invention might have lain dormant for many years.

Had this been the case the whole progress of modern locomotion from motoring to airmanship would have been checked, for we can trace the direct influence of the air-filled tire in all the astonishing developments of the last twenty-two years. So from the bad state of Irish roads, from the solicitude of a fond parent to make smooth progress for his son's cycle over rough roads, Thomson's idea was recreated, and this time the right man was at hand to develop the idea.

The Only Thing to Do.

The old veteran had paused in his reminiscences and was mopping his brow, while his audience waited impatiently, thinking he had left off.

"I recollect," he continued dreamily, "that at the battle of Alma I had a very excitin' time. Bullets were peltin' upon us like rain, men fell right and left, cannon roared like thunder itself, and, worst of all, the enemy had managed to get within a hundred yards of our position. I was mad with excitement and wasn't thinkin' of anything except just fightin' for all I was worth. All of a sudden I turned and found that my regiment had changed its position, and I was cut off—left to the mercy of the enemy, sir!"

The veteran paused. He always does at the most exciting part. He finds it amusing.

"Well, what did you do?" asked an impatient listener.

"Do?" said the old fellow sternly. "Well, I reckon I did a mile in three minutes!"

A Welsh Legend.

In Wales there is a legend of Irish smugglers who arrived at Llanddona many years ago in a boat without rudder or oars. They were looked upon, according to the Irish custom of sending malefactors to a sea doom in this plight, as outlaws. However, they had been allowed to land, and a spring of water bursting forth in the sand at the place was taken as a sign of their right to a refuge. But they ill repaid the Welsh. The men lived by smuggling, the women by witchcraft. It was not possible to overcome the smugglers in a fray, for each carried about with him a black fly tied in a knot of his kerchief, and the moment the knot was undone the fly flew at the eyes of the opponents and blinded them. If the Llanddona witches attended a market and bid for anything no one ventured to bid against them.

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