

NOW

Is the time to begin saving.
Open a Savings Account with
this Bank to-day and add it
steadily. Sum of \$1.00
and upwards received, and in-
terest paid thereon half-yearly.

The Bank of Toronto
Capital \$4,500,000
Reserve Funds \$5,444,000

KINGSTON BRANCH
107 PRINCESS ST.

GEORGE B. MCKAY,
Manager.

LET US SHOW YOU THE



that will do everything the high-
priced cleaner will do, and at a price
that everybody can bear.
ONLY \$6.00.

Sold only at
W. A. Mitchell
HARDWARE,
85 AND 87 PRINCESS ST.

Pokin is still in the hands of im-
perialists.

ADVERTISING SALE THURSDAY, 8.30 O'clock

White Tailor-made Blouses, a \$1.00 blouse, all sizes.

Thursday : : 38c.

Children's Flannelette Night Gowns, White and Pink; sizes 8 to 16, made of a good quality of Flannelette and nicely trimmed. Regular 90c and \$1.00.

Thursday : : 48c.

Flannelette Shirts, White and Striped with embroidery frills, 90c quality.

Thursday : : 48c.

10 doz. Ladies' \$1.00 quality Black Garters, all sizes, in three lengths.

Thursday : : 68c.

Scotch Knit Stripe Skirts, a good quality of \$1.25 skirt.

Thursday : : 68c.

20 doz. Ladies' White Flannelette Night Gowns, full width, and trimmed with insertion and embroidery. Regular \$1.00 and \$1.25.

Thursday : : 68c.

Black Sateen Waists, made from good quality Fast Black Sateen, nicely made, \$1.25 quality, all sizes.

Thursday : : 68c.

SEE WINDOW DISPLAY

We Sell Utz & Dunn
Shoes.

R. Waldron

SHOT WHILE HUNTING GOVERNORS ELATED IN MARINE CIRCLES THE DAY'S EPISODES

JNO. PETTIFER, NORTH CLOUEN,
VICTIM OF ACCIDENT.

Right Arm so Badly Shattered That
It Will Likely Have to be Amputated—Brought to General Hospi-
tal—In Boat When Accident Occurred.

Another fatal accident, as the result of the accidental discharge of a rifle, was narrowly averted. John Pettifer, of North Clovene, near Sharbot Lake, was the victim of the accident while out deer hunting. His rifle discharged accidentally, and his right right arm was so badly shattered that it was believed that the member would have to be amputated. Pettifer was brought into the city on Tuesday morning, on the Kingston and Pembroke railway train, and removed to the general hospital, in James Reid's ambulance. At the hospital, he was attended by Dr. R. E. Sparks. It is fully expected that the injured man will recover, if nothing unforeseen sets in.

Pettifer was in a boat when the accident occurred. Dr. R. E. Sparks happened to be out in the vicinity where the mishap occurred, and accompanied the injured man to the city.

Dr. J. F. Sparks, who is attending the patient, stated that he would be given a day's rest before an operation will be performed. He had a drive of about thirty miles to catch a train, and on this account was in very bad state. On Wednesday he will be examined, but from the present outlook it would appear as if the unfortunate man will have to lose his arm. He is about thirty years of age.

SURPRISE IN LONDON

Over the Transfer of Lieut.-Col.
Below to Kingston.

Referring to the transfer of Lieut.-Col. Pettifer, of the Army Medical corps, to Kingston, the London Advertiser says:

"The new name as a distinct shock to the doctor's many friends, who had regarded him as a fixture. He was appointed to this service some fifteen years ago, and has resided in London all his life. It would, therefore, be claimed, be a hardship to drag his removal to the Kingston staff. His friends, however, trust that the department will see its way clear to revoke the order and allow him to remain in the city."

Bristol atomizers, "Gibson's".

The liberal platform for Ontario is announced, with New Ontario development as the chief plank.

Ask to see the new bunion reducer, "Gibson's".

Chief Justice Falconbridge promises swift retribution for Black Handers in Canada.

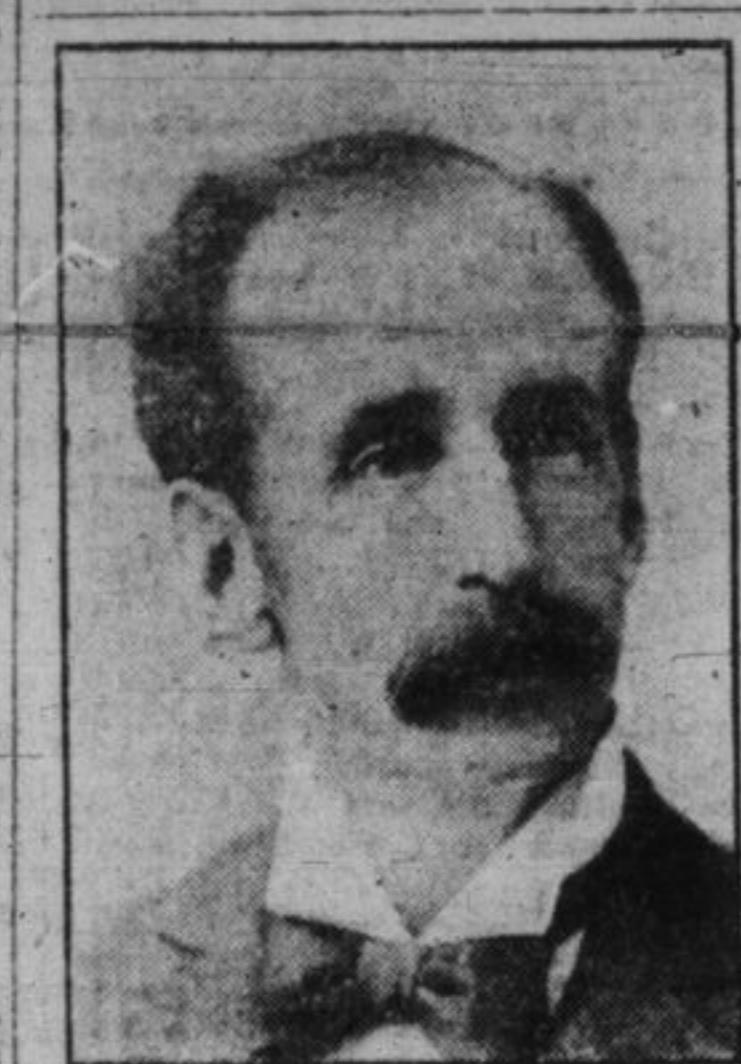
Dr. Vilbiss atomizers, "Gibson's".

OVER SUCCESSFUL YEAR AT
GENERAL HOSPITAL.

F. G. Lockett Elected Chairman of
the Board—A Committee Appointed
to Devise Scheme to Erect a
New Wing.

The annual meeting of the Kingston General Hospital on Saturday afternoon drew a large and representative attendance to listen to the reports from the various departments for the past year, and to elect officers for the coming year. In attendance were Mr. A. Minnes, chairman; B. W. Robertson, Prof. D. H. Marshall, A. F. Chown, F. W. Spangenberg, William Anderson, William Jackson, H. D. Bibby, John Gilbert, D. Couper, T. McR. Robertson, J. M. Mowat, Dr. R. E. Kent, G. Y. Chown, A. Shaw, T. G. Harrison, W. B. Dalton, Lieut.-Col. Massie, F. G. Lockett, Rev. Dr. Laing, R. Uglow.

The usual reports for October were read, including one from Dr. R. W. Bruce Smith, inspector of hospitals, which was quite lengthy, and considered very satisfactory by the board.



F. G. LOCKETT,
Chairman General Hospital Board of
Governors

He said: "I find the hospital in a more satisfactory condition than at any previous visit. The management is excellent." He also remarks: "An addition should be erected at this hospital to provide better accommodation for private and semi-private patients. This would be a most satisfactory investment, and is required to keep this hospital up to the standard."

The visiting governors, W. B. Dalton and J. M. Mowat, brought in a verbal report and said they had found things as Dr. Bruce Smith had stated, satisfactory, in every department.

The chairman, J. A. Minnes, brought in a most elaborate and interesting report, reviewing the work of the hospital for the twelve past months. This report was so satisfactory that it was decided to ask the newspapers to give it a place in their valuable columns.

The medical superintendent also read a report which was received with much enthusiasm and applause by the board. His figures show that the past year was the largest in the history of the hospital, both in number of patients and general work done.

The superintendent of Nurses, Woman's Aid society, and Nurses' alumnae association, all sent in reports of the year's work, which were interesting and satisfactory, and were all filled with the strong hope that the coming year would be the brightest and best in their work.

The election of officers then took place. The following were unanimously chosen:

F. G. Lockett, chairman; Lieut.-Col. Massie, vice-chairman; R. Uglow, honorary-secretary; T. McR. Robertson, A. F. Chown and H. D. Bibby, committee of management; H. M. Rutland and William Gill, auditors.

A resolution was passed appointing a committee, with J. A. Minnes, chairman, to consider the nature and situation of an addition to the present building and to devise a scheme for carrying it out, this committee to report in January to the board.

Visiting governors for the present month are William Jackson and John Gillett.

Scholl's bunion reducer, 6ts. any foot, "Gibson's".

The grain act, which passed the senate last session and ran foul of the commons, must be wholly re-enacted if it is to be re-introduced at all, Hon. W. T. White intends to go over the old bill, and the new measure will be introduced by him.

Scholl's bunion reducer, "Gibson's".

The marine department is preparing to go through the courts with a test case to fix the responsibility for the removal of wrecks.

A Home Recipe For
Removing Wrinkles

(From Woman's National Journal),

She will blame the modern woman for trying to look as young and attractive as she reasonably can? Why should she be placed at a disadvantage in numerous ways by wearing wrinkles, if she can avoid these hateful marks of advancing age?

Few women, however, know what to do to effectively rid themselves of wrinkles or sagging. None of the advertised preparations is satisfactory and most of them are very expensive.

But a very simple and harmless home remedy, which any woman can make, will work wonders where all the painful preparations fail.

Buy an ounce of powdered salsolite at any drug store. Dissolve the whole ounce in a half pint of witch hazel and use it as a wash lotion. The results are practically instantaneous.

Marked improvement is noticed immediately after the very first trial.

Wrinkles and sagging are corrected and the face feels so refreshed and snug-like.

Sanitol shaving stick, "Gibson's".

MARINERS

HAD ANOTHER
ROUGH NIGHT.

Vessels Had to Drop Anchor While
Storm Was on—River Traffic
Tied Up—Grain Vessels Delayed
on Upper Lakes.

The weather man made things lively again last night for the mariners. It was very rough, but no serious damage was reported this morning. Several vessels were at anchor out past the hosiery mill, and their lights made quite a pretty scene.

The wind was quite strong, but it was not as bad as the wind storm experienced a couple of weeks ago.

Practically all the traffic on the river was delayed during the night by the storm.

These are the kind of delays we have been experiencing all this fall," remarked a marine man this morning to the Whig. "The weather has been bad on the lakes as well as the river, and the vessels have been making very poor time."

The schooner, Horace Taber, was at anchor at the foot of Garden Island all night, also the schooner Acacia, which arrived from Oswego yesterday, and has a cargo of coal for Wolfe Island.

The schooner, St. Louis, has been stripped of her canvas, and will be laid up for the season.

The barge, Huron, discharged damaged grain at Richardson's elevator.

The steamer, Mississinewa, after a most successful season, will discontinue her trips from Gananoque to Kingston, after making the trip on Thursday and Saturday.

The steamer, Glenmount, came down last night in the storm, and had a very rough passage. The vessel arrived at the M. T. Co.'s elevator at four o'clock this morning, and is discharging 72,000 bushels of wheat, loaded at Fort William.

Four vessels are on the way to the M. T. Co.'s elevator, from Fort William, loaded with grain. They are the steamers, Turrit Court, Turret Chief, Mapleton and Algoma. They are due to arrive within the next two days. They would have been in port earlier, but the weather has been favorable.

The tug, Emerson, cleared for Montreal, with three grain barges.

At Swift's wharf: Steamer Kenora called, on her way west, Monday afternoon; steamer Aletha did not make Kingston yesterday on account of the high wind, but was expected down to-day.

The steamer Port Colborne is at Cereals elevator with grain from the west.

The barge Winnipeg is still in the Kingston dry dock, undergoing repairs.

The steamer Pellatt had difficulty in getting out of the harbor Monday afternoon. The boat was at Swift's loading apples, and in the afternoon the tug Frontenac had to tow her out in the harbor, owing to the heavy wind blowing. Several other vessels were stalled here on account of the wind.

Toronto is to have another large freighter to be attached to the Merchants' Mutual Line. The new boat, which is to be ready by next spring, is being built at Port Arthur, Ont.

She is to be a Welland canal size boat, specially adapted for package freight, 257 feet long over all, 42.5 feet beam, and 26.5 feet deep.

The Montreal Witness says: "The Toiler, the oil-burning steamer, made her first entry into Montreal last night, with 94,000 bushels of wheat for Ogilvie's mills. Her cargo was taken aboard at Port Colborne, and was, in addition to a fuel oil supply, sufficient to last three months."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The Montreal Witness says: "The Toiler, the oil-burning steamer, made her first entry into Montreal last night, with 94,000 bushels of wheat for Ogilvie's mills. Her cargo was taken aboard at Port Colborne, and was, in addition to a fuel oil supply, sufficient to last three months."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them a little hard to control, but I think that could be remedied partly by making future oil-burning ships with single instead of twin screws."

The ship was in command of Capt. Charles Martin and Pilot Murray, of Kingston. To a reporter, the pilot said: "The ship can easily carry the grain through the canals. I look to see her type become very popular in the grain trade on the lakes. The only drawback is the slow speed—about six knots per hour. That makes them