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Repairs a Hole or Tear Instantly —in rubber and waterproof cloth

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Insure Against After Regrets by Using Glasses Prescribed, Made and Fitted by

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The optometrist of to-day to do good work must not only be equipped with the best mechanical apparatus but must have that knowledge in its use WHICH ONLY LONG EXPERIENCE CAN GIVE.

It is this combination of mind and machinery of experience and equipment that makes Keeley's service unique in Kingston.

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The one with the heaviest cross may do the least mourning.

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NOW IS THE TIME to put in your supply of Graniteware. We have a well-assorted stock on hand and at a very low price—prices which will make you feel happy with your purchase.

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This Sale Opens at 9 a.m. Tuesday and it will continue till Thursday at 5.30 p.m. providing goods last. Everything marked in plain figures.

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THE BIG BUSY HARDWARE
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We are showing some very fine designs in Bedroom Furniture. These suites are made of the best Black Walnut and Mahogany and are composed of the following pieces.

The popular Vanity Dresser, fitted with three large mirrors and six drawers (three on each side).

The Chiffrobe contains three linen drawers and three standard deep drawers.

A Bed, with square or round cornered foot board.

A Bench for Vanity Dresser. A Low Rocker and a straight backed Chair.

Make an early selection while the stock is large

T. F. Harrison Co., Ltd. Phone 90

FORT HENRY, 1812-1914

(Continued From Saturday.)

A pair of field-glasses used at twenty paces distance and at about four o'clock on a sunny afternoon will permit one to decipher the engraving quite readily, but unless these directions can be complied with a ladder will be found necessary. The record thus left may well be envied by later generations for the proud economy of these early builders was well matched for the strength and excellence of their handiwork.

The decline in the prosperity of Kingston, which began with the removal of the seat of government to Montreal in 1844, meant the wane of Fort Henry, its importance dwindled still more as the long decades of peace passed by and the menace of border warfare was forgotten. British regulars were withdrawn from all Canada except Halifax and Esquimalt. In the spring of 1885, during the unrest of the second Riel Rebellion, Major Joseph Power and three companies of the 14th Regiment occupied the Fort once more as a precaution against possible attacks from American Fenians. No attack ever came, and many Kingston belles of thirty-five years ago can still remember the dances in the Officers Quarters and the tennis parties in the Lower Square that made that summer the brightest and most picturesque chapter in the whole history of the old ruin. That same autumn it was evacuated once more and left empty except for a solitary caretaker and occasional parties of the Canadian Ordnance Corps, who stored here the munitions of the district.

And as the years went by, many traditions came to gather about the old fortress, and the Childhood of Kingston was nourished on strange tales of the neighboring citadel. One of the most persistent of these stories tells how the fort was built wrong way round and how the engineer who was guilty of this blunder committed suicide while on his way back to England for court-martial. On making investigation, however, I have been unable to find any chronicled corroboration of this legend, and careful examination of the fort itself seems to prove that those who planned and built it made no such mistake. The basis for the traditional arguments lies in the four facts that (1) the entrance to the fort is on the south side, facing the lake, (2) the moat on the north side of the main fort is half as wide and deep again as that on the south side, (3) this northern portion of the moat is rendered more effective by a caponiere in the centre and reverse fire chambers in the extreme corners, as well as by deep niches in the angle walls to cause ricochets, while the moat on the south side has none of these advantages, and (4) in the Advanced Battery, added six years after the assumed blunder, nine heavy guns were placed, as if to safeguard the entrance. The vital point overlooked, in all such theorizing is that the War of 1812 had shown that an attack was to be looked for, not from the water, but from the mainland. A hostile Great Lakes fleet of that day could hope to play only a supporting role to a land force by an embarrassing bombardment of the fort or the nearby city. An invading army was by no means obliged to make a landing at the foot of Point Henry and make a cinematograph attack up the bare, steep, cannon-swept hill. Indeed, any sane commander, as the fort-builders doubtless realized, would land with impunity farther down the shore, mass his troops out of gunshot, and then attack in force from the north. To meet such an attack the moat defences on the north were made doubly strong. And to prevent such a detachment from encompassing the fort and perhaps forcing the entrance by a surprise attack, the auxiliary moats were built, cutting the head of the point off from the mainland and making it a compact defensive unit, capable of handling assaults from any direction. There seems to be every reason to believe that the builders of 1832 would smile at the tale of their supposed mistake.

Another local myth tells of secret passages which connect the Fort with its Martello towers, with Fort Frederick, even with Kingston. Another tunnel is supposed to lead under an arm of the St. Lawrence to York Redoubt, a small tower built on Cedar Island ten years after the fort was completed; and still another is fabled to have once opened out on Barrifield Commons, five hundred yards to the north, but to have had its outer entrance filled in with stones. As I was for some considerable time on the staff at Fort Henry I had unequalled opportunities for exploration, and made use of them all. I examined minutely the official plans of the fort; I sought out and cross-questioned every Kingstonian who was reputed to have seen the passages; I probed every square foot of the citadel, giving walls and floors a sledge-hammer test; I explored the moats and the Martello towers, and went carefully over all ground within half a mile of the fort; I made a special trip to Cedar Island and tested York Redoubt inside and out; I offered unofficial rewards to the men of the guard for any evidence of the traditional tunnels; and the net results were these: (1) I found these long subterranean and submarine passages had apparently no objective existence. Indeed, the service by which they could have justified construction is extremely problematical, and the under-water portions would have been almost certainly impracticable at that time. (2) There are, however, connected closely with the fort, underground cells known technically as reverse fire chambers. These are constructed on a level with the moat floor and in its outside wall. The main moat contains two sets of these chambers, built under its north-east and north-west corners respectively. Each set consists of six chambers, three along each side of the corner. The upper or more northerly set in each case was armed with three carronads, commanding the moat floor through small embrasures; the two other sets were designed for musket defence, and had only narrow slits for fire purposes. Connecting these chambers with the main fort are genuine underground passages which descend by stone staircases far under the moat and then rise again on the inner side into rooms at the corners of the fort. Visitors to the fort in the days of its decline were usually taken through these passages, and the dank walls and stalactitic ceilings perhaps made many credulous of the imaginative yarns of their cicerone, the caretaker. Reverse fire chambers are also to be found at each end of the moat in front of the Advanced Battery. These are large single rooms, reached by stone staircases from the distal casemates on each side, and are redolent of rats and seeping sewage. (3) A small stone passageway opens out a few feet from the south end of the bridge over the west auxiliary moat. It is well hidden by long grass, and would only be detected after a carefull search. It led down into the moat, but is now partially broken away at the inner end. (4) There are also two stone drains leading from refuse-traps in the lower square, one under the west moat and down to the shore by the Martello tower on Navy Bay; the other under the fort in a south-easterly direction, opening out far down the slope towards the eastern tower. Neither cloaca is more than three feet square in cross-section, and though a hardy dog might come and go by this route, it is obvious that human beings never intended to do so. I was unable to find any other trace of the tunnels sworn to by tradition.

And thus Fort Henry grew old and its past became veiled about with tradition. The elements worked their will, unchecked, on the grey limestone walls; year by year the rock crumbled and fell; grasses grew in the chinks of the slabs; weeds and even shrubs came to join them in their work of destruction; the roofs rotted, untended; the cannon grew thick with rust; here and there the heavy facing of the moat bulged and fell away; the front of the main fort began to totter; everywhere the blight of time and neglect laid waste the citadel. Little came to break the dusty silence of the spot. In 1894 a gunner named Marsh was blown to pieces by the accidental discharge of a time-gun. In the fall of 1908 the victims of Kingston's smallpox epidemic were housed for a time in some of the lower casemates. But still the slow decay went on, unheeded, and when, in 1914, the countryside awakened at the tumult of a world at war and men sought to utilize the stronghold of earlier days they found it a sty of mouldering desolation.

—WATSON KIRKCONNELL.

WANTS RE-OPENING OF WOLFE ISLAND CANAL

The Cape Vincent Eagle Laments Loss of Excursions From Kingston.

The Cape Vincent, N.Y., Eagle laments the fact that the Wolfe Island canal has not been made navigable. The Canadian government has not maintained this waterway during the past decade and the Eagle suggests that merchants of Kingston and Cape Vincent bring the matter before the Canadian authorities that action may be taken to dredge the canal.

By boat the distance to Kingston is about twenty-five miles. The island lies between the two cities and steamers must go around the foot or around the head of the island. The canal formerly cut the distance in two.

Commenting on the loss of the waterway, the Eagle says:

"Many there are in this village who will recall the time when the fare for Cape Vincent people was only a half dollar for the round trip, when scores and scores of Cape Vincent people could be seen on the streets of Kingston, and Saturday afternoons when the Cape was invaded by hundreds of Kingstonians, who made the round trip for 25 cents. These Kingston people spent considerable money here, just as Cape Vincent people did in the Limestone City and all enjoyed themselves immensely.

"And the Wolfe Island canal, which has been closed so long, was mainly responsible for the conditions that existed in those days. It mattered not how rough it was on Lake Ontario, or the St. Lawrence river either, there was the canal—without a ripple and as peaceful as a mill pond—a safe, short, and direct route to and from Kingston. The trips through the old canal were heartily enjoyed by all who made them.

"Since the closing of the canal all is changed. Now and then the steamer will bring over a small excursion from Kingston, but it is very seldom that you see many Cape Vincent people in Kingston at one time. The distance around the head of the island and the short time given passengers in the Canadian city is the cause, no doubt.

"The closing of the canal has caused the merchants of Cape Vincent and Kingston to lose money during all these years, and there ought to be some way by which it can be dredged out, thereby making a short route between this village and the 'Limestone City.' Just how it can be done, the Eagle will not attempt to say, but we hope that some of the energetic business men of Kingston may bring the matter before the Canadian government and that action may be taken whereby the Wolfe Island canal will be dredged and made fit for navigation."

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Sold everywhere by grocers

DR. M. ARNOLD

French physician who has discovered a method of curing gassed and tubercular soldiers by inhalation of the essence of cloves and eucalyptus under steam pressure.

PROBS : Tuesday, showery.

A Glorious Opening Exhibition

Of Autumn Millineny and Ready to Wear

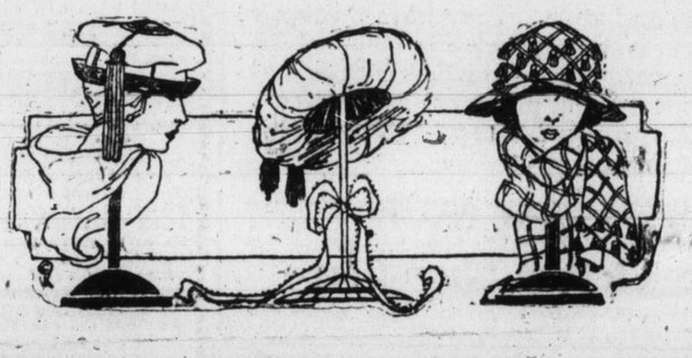
Tomorrow & Wednesday

In conjunction with the leading Millinery Shops of this city we take pleasure in making this special announcement.

Our Millinery Salon under the direction of Mrs. Roberts, presents the most authoritative showing high grade Millinery ever our privilege to show on an opening day.

With the near approach of autumn season the Millinery Salon looms forth in a wreath of new and rich shades — colors that blend wonderfully with the new Fall Coats and Suits—developed in Duvetyn, Velvets, Satins and Metallic, enhanced with elaborate embroidery, ostrich or other fashionable feathers.

Prices are pleasantly moderate and really lovely Hats can be had for $7.50 to $15.00. All in all this is the most iniviting collection of Hats we have ever exhibited.



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Carrying 50c. extra.

PHONE 155. ALL SALES FOR CASH. Phone orders C.O.D.

SOWARDS COAL CO.

A quiet wedding took place at Mt. St. Patrick on Wednesday morning when John P. Herely and Miss Mary A. Maloney were joined in matrimony.

Mrs. G. W. Weston, daughter of the late Mr. and Mrs. Thomas Storey, Escott, Ont., died recently at Utica, N.Y. Deceased was forty years old and lived most of her life in Escott.