THE IMPOUNDED PAPERS.

(Montreal Gazette.)

Among the many interesting documents submitted to the Commission now sitting at Ottawa, none possesses more interest than the paper, including among the impounded documents, signed by Sir Hugh Allan and George W. McMullen, and containing the terms of the trust committed to Mr Starnes. The document appears in Sir Hugh Allan's evidence, and we ask the special attention of the reader to it. It requests Mr Stirnes to deliver over envelope number two to McMullen, unless the former should claim that the conditions of deposit had been violated. Now these conditions of deposit form a curious episode in this Pacific scandal. Sir Hugh, in the confidence of private correspondence with business associates, had written letters which, published, must seriously embarrass the undertaking in which he was engaged, and give him personal annoyance. One of those associates, this man McMullen, saw in this his chance, and at once demanded an exorbitant sum as the condition of giving up these letters. Mr Abbott states this demand at a quarter of a million of dollars, a modest sum assuredly, when it is remembered that the American gentlemen had simply failed in a business enterprise, perfectly legitimate from their point of view, but which failed because the Canadian Government would not entertain it, and not because of any fault on the part of their Canadian partner. The demand being simply in the nature of a disgraceful attempt to levy blackmail, was very properly resisted. McMullen, however, was not to be baulked in his determination to make money out of the possession of this correspondence; and it was finally agreed that he should be paid forty thousand dollars, American currency for delivering it up. Sir Hugh very wisely concluded that the man who would thus play the highwayman and seek to levy blackmail, would be equal to any other rascality; and believing that no motive, except that of his own cupidity, would have any influence with him, he resolved to make the payment of a portion of the money dependent upon the fulfilment of the compact. Accordingly twenty thousand dollars in gold was paid him at once, and a cheque for seventeen thousand five hundred dollars, being the balance, reduced to a gold basis, was placed in an envelope, numbered two, and deposited with Mr Starnes, the correspondence being placed in another envelope, marked number one, to be delivered at the same time to Sir Hugh Allan, and the delivery of both to take place after the session, in the event of the contents of the letters not having been in the meantime divulged.

Now, what is known to the public is that this compact was not kept, and that the contents of these letters were divulged, and these letters themselves published, with the exception, as it appears, of two, the publication of which would have rather spoiled the little game. How did they come to be published? McMullen has stated in print that he did not give them up, and his special organ, the Montreal *Herald*, has repeated this statement several times. Let us see how it tallies with the declarations of McMullen in the paper referred to. At the time this paper was signed, the 26th February last, he declared that the contents of these letters had not been divulged or copies of them given to any one. We have thus the solemn declaration of McMullen at that time, that he had possession or control of these letters, and was therefore in a position to sell them for the consideration which he received. How did they then get into the possession of Mr Huntington within about six weeks afterwards. That they were in his possession at that time we cannot doubt. He gave notice of his charge about the 1st April, and actually made it in his place on the 3rd of that month. It was pretentiously announced, when the correspondence was published on the 5th July, that the publication was made by Mr Huntington, and that it was part of the evidence upon which he had founded his charge. So that we have by the production of this paper, signed by this McMullen, the fact brought out, that on the 26th February he claimed to have "in his possession or under his control" certain correspondence, that the contents of that correspondence had not been divulged or copies given to any one, and that the contents would not be divulged or contents given, and yet, after pocketing twenty thousand dollars upon this assurance, we find copies of the letters in the hands of another party, and charges, based upon their contents, brought against the Government, and against Sir Hugh Allan and Mr Abbott, for they were all included in them.

We dont think it is worth while to discuss the question of how much money Mr McMullen got, or whether he got any money for violating the agreement entered into with Sir Hugh Allan in relation to this correspondence, and handing the letters over to be used as they have been used What we know is this, that by doing this he forfeited the not inconsiderable sum of seventeen thousand dollars. What we know further is that he converted this correspondence into merchandise, and attempted to sell it at first for two hundred and fifty thousand dollars, and finally actually sold it for forty thousand. And stil further we know that while pretending to sell the letters, he kept copies of them which afterwards found their way into other hands, to his own prejudice if he got nothing for these copies, because he thereby made forfeit of a large sum of money. There may be sweet innocents who believe that he gave up these letters out of a spirit of gushing honesty, which compelled him to the exposure of wrong doing. We decline to take that view of the case. But as we have said, it is not worth while speculating upon this point, when we have so much to deal with which is beyond the realm of mere speculation, and is within the realm of fixed fact. McMullen says he did not give up these copies of letters. Who then did give them up? We know by his own statement that when he took twenty thousand dollars from Sir Hugh Allan, he declared himself possessed of the control of them, and that their contents had not been divulged nor copies of them given. At that time then there were but two persons who could give them up, Sir Hugh Allan, who may have had copies of them, or McMullen who claimed exclusive control of them. We need scarcely say that Sir Hugh Allan, after paying forty thousand dollars to prevent their being made public, was not likely to hand them over to his personal and political enemies. There remains only McMullen, and we have, therefore, these points now established beyond a doubt, either that McMullen lied when, on the 26th February, he declared that no copies had been or would be given to any one, or he lies now in saying that he was no party to the giving up of this correspondence to be used as it has been used. Upon this point the curb stone broker can make his selection. But which ever horn he may perch upon, this further fact remains, that he obtained the twenty thousand dollars from Sir Hugh Allan on false pretences, and stands before the world self-convicted by his own hand of having been guilty of a disgraceful act of swindling.

Messrs Arch and Claydon, of the English Agricultural Labourers' Association, arrived in Ottawa last night, accompanied by Mr J. J. Daly, Immigration Agent at Montreal.

THE ROYAL COMMISSION.

On the meeting of the Royal Commission on Tuesday, Geo. Norris, Junr., was called, but failed to answer. No other witness having been subpoenaed for to-day, and a great deal of the evidence already taken being yet to be transcribed, the Commission adjourned. Before doing so, the Chairman said they had exhausted the list of witnesses given them, with the exception of Hon. D. A. Smith and Mr Nathan, M.P., both of whom had to come a long distance. It was uncertain when they would arrive, but the Commissioners were now prepared to receive the names of any other persons who were likely to assist them in the investigation.—*Citizen*

A SAFE DELIVERY.

It was a matter of great surprise to many Canadians why responsible American bankers and brokers sought to obtain a controlling influence in a Canadian Pacific Railroad, especially when an unlimited field for railroad enterprise existed in their own country. The recent failures in New York, of bankers who have been carrying on their shoulders the American Pacific Railroad, have revealed their true motives, and have tended to clear away the fog which has hung over the Grit "Pacific Scandal" muddle. It now clearly appears, that these great American capitalists who were to build *our* road, have gone down under the burden of their own Pacific Railroad. The advantages to them of tacking on their road to ours, of sharing in the English bonus, and of claiming, under the sanction and prestige of a Canadian charter, the confidence of English capitalists, were very apparent. They have been, doubtless, for a long time needy, and would naturally wish to creep out of their scrape on the back of the Canadian Pacific.—*Mail.*

PROVINCIAL EXHIBITION.

The officers of the provincial exhibition have been here since Friday, and their offices are situated as formerly. The horticultural and floral buildings are extended sixty feet and decorated. A goodly number of fruits and flowers are already in their places. The greater portion of the new building is occupied with dairy produce. No liquor is to be sold on the grounds, owing to the action of the Prohibition League and Y. M. C. Association. In the palace as yet everything is more or less unsettled, as might be expected. Articles are being rapidly put into departments alloted them. Heavy machinery occupies a space to the right of the palace, and half way round. Next comes saddlery, leather trunks, &c. The second circle is taken up with chemicals, machinery, cabinet ware and miscellaneous. The centre of the palace is occupied with musical instruments and billiard tables. Upstairs are the fine arts, ladies' work and ornamental writing. An additional carriage shed has been erected outside, and is nearly filled. There is a large show of engine mills, planing machines and other machinery. A sawing machine is in operation, and there are seats about it for 1,000 people. The display of agricultural implements is not very large as yet. The live stock show promises to be the largest and best yet seen. Pickpockets are at work. About 200 special detectives and police have been sworn to assist the regular force. The great rush is expected on Thursday.—*London Despatch.*

MACKENZIE IN THE TIGHT LITTLE ISLAND.

"Mr Mackenzie," says the Prince Edward *Islander*, "makes a very pretty showing of his disinterestedness and great regard for the people in prosecuting the objects of his Reform Party, which, instead of being the party of progress, is really the oostructionist party today in the Dominion. Had that party gone into power when the Dominion was organized in 1867, we venture to say Nova Scotia would not have been a member of it to-day, and certainly not Columbia, Manitoba, or Prince Edward Island. This party is one of narrow ideas and geographical limits. It is not the party to amalgamate general interests and create a nation. Strongly tinctured with annexation principles, as being mainly from Ontario, and which Province is more like a Western State of the United States than a British Province, in its idea of individual government, and sectional interest, this party can never, if it remains constituted as it is, rise to a generous trust in the ultimate and grand success of the Dominion of Canada. A waggon road to British Columbia is the limit of its ideas. To grow rapidly, to grow freely, and to provide for such a growth, is beyond its comprehension, and it is apparently oblivious of the fact that the civilized world has entered upon that era of its existence when nations may be organized and peopled, so to say, in a day; and that it is to the bold and far-seeing adventurer, rather than to the short-sighted plodder, is given to rule, and thrive, and possess the land."

MAWWORMS ON POLITICS.

The *Witness*, after defending the letter-stealers, has been made the subject of a renewed attack of piety. The revulsion has been somewhat violent, to be sure, but as it is the fashion of the day to seek for the most exemplary saints from among the ranks of the most confirmed sinners, so the moral phenomenon alluded to may not be very much wondered at.

The only "religious daily" says:

"In Israel's darkest hour the prophet received divine assurance that there were seven thousand left for the deliverance of the nation who had never bowed the knee to Baal; and we hope and believe there are sufficient honest, clean-handed men of all parties in Canada to vindicate the cause of purity of government."

Really, this is very affecting. Though Israel was rather poorly provided in the matter of honest men just then, their number being so small, yet Canada is far better off than that. But we should be sorry to accept our pious contemporary's evidence as to where they might be found. Asking for honest-clean-handed men, he might refer us to the Clear Grit chiefs, Holton, Young and Dorion, because those persons have been its ideal statesmen, and never more so than since that letter-stealing business at Montreal. If Canada stands in need of being saved at all, it is from being subjected to the dishonour of having in the ranks of its Government men who could do such an "accursed thing." And the general public naturally asks, "If they aid and abet the purloining of letters belonging to private individuals, is it not likely that such a disposition might manifest itself in an unpleasant way if the larger opportunities which public affairs afford were to be placed in their hands?" The question is full of pertinence. But this wailing and gnashing of teeth on the part of those that affect superior morality and yet approve of letter stealing, is a sham. The tears are hired, the pocket-handkerchief lent out for an occasion, and the snivelling, if not the result of cheap gin, may be readily set down to onions. The constant wail, that political corruption stalks through Canada, is a pretence by which to influence the weak-minded. It was never so pure, earnest and prosperous as now. The public affairs have been carried on with exceptional honesty. No slur was ever cast upon us until, for party purposes, the professors of pure morality trumped up malicious charges against the Government, born out of revenge for the defeat of an anti-national conspiracy. Then up go the eyes of the *Witness* and cognate sheets. "See how bad we are?" they exclaim. "Oh, we are very wicked! Oh, the national wickedness is very great! Oh, fire and brimstone and a horrible tempest will certainly overtake us if the present naughty government is not turned out, and those true servants of the Lord, Young, Holton, Dorion and the rest of the Clear Grits put in their place. Let us implore for this, and keep Baal before us, and fetch on the sick-cloth and ashes. Such is a literal interpretation of the hypocritical outpourings that prevail with the so-called "religious" daily press just now. Canada is sound; the governing men are honest and true; their policy is progressive and national, and the most ingenious misrepresentations have not been able to fix upon them aught of what they need be ashamed.—*London Free Press.*

We notice that even the *Herald* is beginning to belittle Mr Huntington's charges. This morning it says: "We have never ourselves attached so much importance to the presence of Americans in Sir Hugh Allan's first Pacific Railway Company, as has been attached to it by some other persons."

The Montreal *Star* says: Those politicians who have been going around proclaiming that the rights of the people have been burked, a despotism established with much more to the same effect, will be grieved to hear that the system of constitutional government is still in working order, and that Parliament has been summoned to meet on the 23rd of next month.

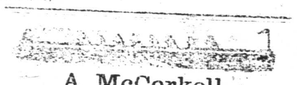
The Hon. John Young has written a letter to the *Herald*, in which he admits that on the 23rd of August last he wrote to the Minister of Inland Revenue to say that he was ready to resign his seat in the House of Commons in order to secure the Inspectorship. The letter goes on to say that he changed his mind on the 27th, and determined to adhere to his seat. In justification of his complicity in the Macdonald-Pope letter affair, he pleads that it revealed a "conspiracy" to deprive him of the Inspectorship, thus ignoring the fact that if a conspiracy existed he was a party to it by his letter of the 23rd August.

CENTRAL FAIR.—The Central Fair at Guelph passed over with creditable success. The entries footed up to 5,000, an increase of 200 upon last year, and though the articles on exhibition were mostly all of local production, the display was a most meritorious one. The weather on the opening day was gloriously fine, the arrangements perfect, and the judges completed their task in good time. On the second day there were about 12,000 visitors present, and notwithstanding a few slight showers of rain, everything came off satisfactorily. On the third day, Thursday last, 14,000 or 15,000 people attended, thus establishing the financial success of the undertaking.

A STARTLING TRUTH!—Thousands die annually from neglected coughs and colds, which soon ripen into consumption, or other equally fatal diseases of the lungs; when by the timely use of a single bottle of Dr. Wistar's Balsam of Wild Cherry their lives have been preserved to a green old age.—*Adv.*

SPECIAL NOTICES.

THE Compound Elixir of Phosphates and Calisaya has become a great favourite on account of its perfect reliability in treating derangements of the stomach, liver complaint, and diseases of the kidneys, which are the cause of poor blood and breaking down of the general health. It restores vitality to all the organs, removing suppressions, irregularities, and exhausting discharges, and every description of humors which disfigure the body. It is adapted to all ages and conditions of life, being a blood food and nutritive tonic. Sold at $1.00.



A. McCorkell,

BOAT-BUILDER, Ontario Street, near the Water Works, Kingston, Ont. A large assortment of first-class SKIFFS and BOATS of all sizes on hand, ready built, FOR SALE OR TO HIRE. Ships Boats For Sale, Fancy Cedar Skiffs kept on hand and for sale, such as I obtained Prizes with at the Provincial Exhibitions of Ontario and Quebec for the past number of years.

All orders punctually attended to; and all work leaving Kingston to be paid for before leaving the establishment.

A. McCORKELL.

Feb. 10.

Pianos, Organs and Melodeons.

WE ALWAYS keep on hand ORGANS and MELODEONS of the best Canadian make, and have now in stock some excellent ENGLISH UPRIGHT PIANOS (made by Broadwood, Chapell, &c.,) to which we invite attention.

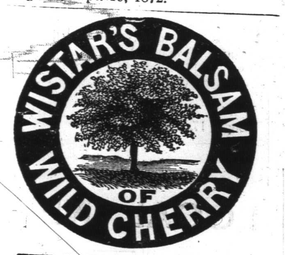
A superior "STEINWAY" for sale on reasonable terms. Also a few Pianos to rent.

We feel confident that our own Instruments will continue to sustain their well-earned reputation.

Factory and Warerooms corner of Princess and Ontario Streets, Kingston.

WEBER & CO.

Kingston, Sept. 19, 1872.



THE GREAT REMEDY FOR

CONSUMPTION

which can be cured by a timely resort to this standard preparation, as has been proved by the hundreds of testimonials received by the proprietors. It is acknowledged by many prominent physicians to be the most reliable preparation ever introduced for the relief and cure of all Lung complaints, and is offered to the public, sanctioned by the experience of over forty years. When resorted to in season it seldom fails to effect a speedy cure in the most severe cases of Coughs, Bronchitis, Croup, Whooping Cough, Influenza, Asthma, Colds, Sore Throat, Pains or Soreness in the Chest and Side, Liver Complaint, Bleeding at the Lungs, &c. Wistar's Balsam does not dry up a Cough, and leave the cause behind, as is the case with most preparations, but it loosens and cleanses the lungs, and allays irritation, thus removing the cause of the complaint.

PREPARED BY
SETH W. FOWLE & SONS, Boston, Mass.,
And sold by Druggists and Dealers generally.

Morton's Brewery & Distillery

NOTICE.

I AM prepared to supply my WHISKIES at the following rates:—

High Wines 50%, 46 cents in bond; $1.40 duty paid per gallon.

Family Proof 20%, 30 cents in bond; 75 cents duty paid per gallon,

Proof 25%, 25 cents in bond; 72½ cents duty paid per gallon.

Rye 25%, 26 cents in bond; 73½ cents duty paid per gallon.

Common Whiskey 30%, 20 cents in bond; 60 cents duty paid per gallon.

F. HOOPER,
Proprietor.

Kingston, 14th June, 1873.

ROYAL INSURANCE COMPANY.

Liverpool and London.

OFFICE—CLARENCE STREET,

(Opposite the Post Office.)

SUBSCRIBED CAPITAL,

$10,000,000,

WITH UNLIMITED LIABILITY OF SHAREHOLDERS.

Business of 1870.

Fire Premiums, less Reinsurances	$2,559,180
Being the largest amount ever received by the Company in a single year.	
New Life Policies issued for	3,002,740
Total Annual Life Premiums, after deducting Reassurances	1,103,929

After payment of the usual dividend and providing for all losses, claims and expenses, the sum of $905,905 was put by to increase the Funds in hands, which now amount to—

Reserve Fund	**$1,571,520**
Capital paid up	**1,445,465**
Life Assurance Fund	**6,603,210**

Risks taken for three years on Private Dwellings and Contents on very favourable terms.

D. S. STRANGE, M.D. ..... *Medical Examiner*
MAXWELL W. STRANGE,
AGENT

Etna Insurance Co.

OF HARTFORD, CONN. Incorporated 1819. Charter Perpetual.

Cash Capital	$ 3,000,000 00
Losses paid in 54 years	39,000,000 00
Losses paid in 16 months	9,000,000 00
Capital subscribed by Stockholders since Dec. 1st, 1871	2,500,000 00
ASSETS, MARCH 1ST, 1873 (AT MARKET VALUE).	
Cash in hand and in Ban	$867,783 50
Real Estate	405,000 00
Mortgage Bonds	926,725 00
Bank Stock	1,337,050 00
United States and City Stock and other Securities	2,350,978 96
Loans and Real Estate	93,330 00
	$5,980,867 46
Cash Receipts	5,042,497 00

This Company has been doing business in Canada for nearly 54 years, and during that time has secured the public confidence by prompt and liberal settlement of every just claim. It has complied with the laws of Canada by the deposit of Stocks to the extent of $50,000, and isprepared to issue Policies on terms as low as any other first class Company.

JAMES SWIFT, AGENT,
St. Lawrence Wharf.

Aug. 4, 1873.

Kingston Bottling Depot

HAS NOW ON HAND A LARGE STOCK of superior

ALES AND PORTER, in quarts and pints, from the best Brewers in the Dominion. Also English Ales and Porters.

BRANDIES.—James Hennessy's, in wood or bottle; J. & F. Martell's, in wood or bottle; Pinet, Castillon & Co's, in wood or bottle. SUPERIOR OLD JAMAICA RUM.

GINS.—John De Kuyper & Son's, in wood bottle.

OLD TOM GIN.—Bernard & Co's, in wood or bottle; Betts & Co's, in wood or bottle.

WINES.—SUPERIOR PORTS and SHERRIES.

WHISKIES.—Old Family Proof, Old Rye Proof and Common Whiskeys, the best in the city, at REDUCED PRICES.

GEO. THOMPSON.

Feb. 5.

LIEBIG'S Liquid Extract of Beef

AND TONIC INVIGORATOR.

BESIDES the Condensed Beef prepared from the best parts of the animal, the preparation contains Quinine, Peruvian Bark, and numerous herbs and roots grown for their tonic and health-giving properties.

THIS IS THE ONLY CONDENSED BEEF THAT DOES NOT REQUIRE COOKING OR WARMING. It was especially manufactured under the direction of BARON VON LIEBIG, before the FRANCO-PRUSSIAN WAR, for the German soldiers. Its tonic qualities are much greater than those found in any ordinary Specific or Appetiser, and its nutritive properties are sufficient to sustain the body without the addition of solid food. It is now recommended by the Faculty in preference to anything else as the best remedy for CONSUMPTION, GENERAL DEBILITY, LOSS OF APPETITE, LOWNESS OF SPIRITS, INDIGESTION, DYSPEPSIA, LASSITUDE, &c.

No article has yet been discovered that is so effective in all cases of failing health in the old or weakness in the young. This preparation is not only the best, but it is the cheapest Beef Extract offered to the public: TWO TABLESPOONFUL being sufficient THREE TIMES A DAY.

Great care should be taken in purchasing the LIQUID BEEF EXTRACT. See that the bottle contains the German Label and Certificate from Professor Wagner, of the University of Wurtzburgh, and that it is prepared by the Liebig's German Beef Extract Co., of Hamburg, as other Extract of an inferior quality have been put on the market.

Sold by all Hotel keepers, Grocers, and Druggists throughout Canada.

Price 60 cents per bottle.

WHOLESALE AGENTS WANTED, in unrepresented Districts.

Address

G. GORDON, & CO.,
Montreal.

May 15th.

Customs Department,

OTTAWA, 4TH JULY, 1873.

AUTHORIZED DISCOUNT on American Invoices until further notice: 14 per cent.

R. S. M. BOUCHETTE,
Commissioner of Customs

ARCHITECTURE.

John Power,

ARCHITECT AND BUILDING SURVEYOR. Office and Residence Queen Street.

Oct. 24.

R. Gage,

ARCHITECT, MARBLE BLOCK, Princes Street.

Kingston, May 25th, 1872.

LEGAL.

James P. Gildersleeve, LL.B.

BARRISTER and Attorney-at-Law, Solicitor, Conveyancer, Notary Public. Office, Clarence Street, opposite Post Office, Kingston.

July 1st, 1873.

Richard T. Walkem,

BARRISTER, Solicitor in Chancery, Attorney-at-Law, and Notary Public, Clarence Street, Kingston, opposite the Post Office.

July 1st, 1873.

Edw. H. Smythe, M.A.,

BARRISTER and Attorney-at-Law, Solicitor in Chancery, Conveyancer, etc. Office, Ontario Street, next door to Montreal Telegraph Company's Office.

May 1, 1873.

J. M. Machar, M.A.,

BARRISTER and Attorney-at-Law, Solicitor in Chancery, Notary Public, Conveyancer, 32 King Street, Kingston; Ont. At Gananoque, over S. McCammon's Drug Store, every Tuesday and Friday.

Jan. 14, 1873.

B. C. Davy,

BARRISTER and Attorney-at-Law, Solicitor in Chancery and Insolvency, Conveyancer and Notary Public, KINGSTON, Ont. Office, corner of King and Clarence Streets.

July 8, 1873.

Alex. S. Kirkpatrick,

COUNTY CROWN ATTORNEY and Clerk of the Peace for the County of Frontenac, Ontario Street, Kingston, directly opposite the Montreal Telegraph Company's office.

Kingston, July 19, 1871.

Joseph Bawden,

ATTORNEY-AT-LAW, Solicitor in Chancery, Notary Public, 33 King Street, Kingston.

John Mudie,

BARRISTER-AT-LAW, Solicitor in Chancery, &c., Clarence Street, between King and Wellington Streets.

S. McCammon, Gananoque,

CLERK OF DIVISION COURT, Notary Public, Conveyancer, Commissioner in Queen's Bench, &c.

Nov. 27.

DENTISTRY.

L. Clements, Dentist.

OFFICE AND RESIDENCE opposite the Post Office, Wellington Street. Established in Kingston in 1857.

Aug. 22.

F. M. Clark, L.D.S.

F. M. CLARK, L.D.S., DENTAL ROOMS, No. 4 Wilson's Block, Wellington Street, Between Princess and Brock Sts. Satisfaction Guaranteed.

July 31.

J. L. Macdonald, L.D.S.,

DENTIST (successor to Dr. Day) No. 156 Princess Street, Kingston, Ont. OFFICE HOURS from 9 A.M. to 5 P.M. From 9 to 10 A.M., on Fridays, devoted to the poor.

HOTELS.

City Hotel,

PRINCESS STREET, KINGSTON, ONT. The most central Hotel in the city. Superior accommodation for travellers and commercial gentlemen. Charges moderate.

R. IRWIN, Proprietor.

June 23.

Daniels' Hotel.

CENTRE TOWN, OTTAWA.—This house is entirely new in every respect, having been enlarged, refitted and refurnished this season. First-class Sample Rooms and ample accommodation. Omnibuses meet all trains and boats.

S. DANIELS, PROPRIETOR.

Feb. 7, 1873.

Anglo-American Hotel,

JOHNSON AND ONTARIO STREETS, Kingston, Canada.

E. MILSAP & CO., Proprietors.

Albion Hotel, Mill-st., Stirling.

JOHN ACKERS, Manager. First-class Commercial Rooms. Good Yards and Stabling.

March 30.

Provincial Hotel, Gananoque.

A. BROPHY, PROPRIETOR.—This First Class Hotel is centrally located in the business part of the town, in view of the Thousand Islands of the St. Lawrence, and in close proximity to the Fishing and Hunting Grounds. Good Boats and Oarsmen always in attendance for Fishing Parties.

May 23.

Albion Hotel, Westport.

GEO. JEACLE, Proprietor. First-class accommodation for Commercial Travellers. Good Sample Rooms, &c.

March 28.

Stirling House, Stirling, County of Hastings.

FIRST CLASS HOTEL—cannot be excelled by any House in the County. The House and Furniture are new; the Bar is at all times furnished with the best of Liquors; the Table is second to none in the County; good and commodious Stables and Sheds, with careful attendance; a good Commercial Room for travellers. Charges moderate.

A. G. SCOTT, Proprietor

Feb. 26, 1873

INSURANCE AGENT.

John V. Noel.

INSURANCE Agent, Notary Public, Accountant, &c. Office over Mr Parker's Drug Store.

Kingston, Oct. 1st, 1872.

VETERINARY.

Daniel McIntosh.

DANIEL McINTOSH, Veterinary Surgeon Graduate of the Ontario Veterinary College, Toronto. Office, City Hotel, Kingston.

MEDICAL.

Dr. Henry B. Evans.

DR HENRY B. EVANS, M.R.C.S., London. Office, 156 Princess Street.

Dr. Maclean's Office

REMOVED TO MACLEAN & CO.'S Drug Store, Princess Street.

May 23.

Dr. J. Jarvis,

LATE OF LONDON, England, Homeopathic Physician, Surgeon, &c. Office and Residence removed to Wellington Street, nearly opposite the Post Office. Calls in city or country, night or day, promptly attended

J. JARVIS, M.D.

Aug 9.

CANADA CENTRAL

—AND—

Brockville and Ottawa RAILWAYS.

BUY YOUR TICKETS

For Ottawa via Brockville.

CERTAIN CONNECTIONS MADE WITH GRAND TRUNK TRAINS.

THREE EXPRESS TRAINS DAILY

LEAVE.		
Brockville	7.20 a.m.	4.00 p.m.
Ottawa	9.20 a.m.	4.45 p.m
Renfrew	8.00 a.m.	3.00 p.m.
ARRIVE.		
Ottawa	8.00 p.m.	12.30 p.m.
Renfrew	2.00 p.m.	9.45 p.m.
Brockville	1.50 p.m.	9.45 p.m.

These Roads are of the same gauge as the Grand Trunk, and there is consequently no transhipment of Freight, when in carloads.

H. ABBOTT,
Manager.

Brockville, May 6, 1873.

Canadian Navigation Co'y.

ROYAL MAIL LINE.

TIME OF DEPARTURE from Kingston, commencing 12th Sept., 1873:—

CORSICAN	CAPT.	SINCLAIR.
SPARTAN	"	DUNLOP.
PASSPORT	"	SHERWOOD.
MAGNET	"	McCOY.
CORINTHIAN	"	FARRELL.
BAVARIAN	"	CARMICHAEL.

At 5:30 p.m., for Cobourg, Port Hope, Bowmanville, Toronto and Hamilton, daily (Mondays excepted), weather permitting.

At 6 a.m., for GANANOQUE, Brockville, PRESCOTT, Ogdensburg, Cornwall, and Montreal, daily (Mondays excepted), connecting at Montreal with the steamers for Quebec, Murray Bay, Riviere du Loup, Caconna, Tadousac, and the far-famed River Saguenay.

Passengers going to the West can procure Tickets via Great Western, Detroit and Milwaukee and Michigan Central Railways for Detroit, Chicago, Milwaukee, Grand Haven, and also for all the principal points in the West, and also via Pacific Railroad to Utah, Nebraska, Colorado, Nevada and California.

Cabin Tickets include Meals and Berths going East and West.

For Passage Tickets apply at the Lake and River Steamboat Office, St. Lawrence Wharf, Foot of Johnson Street.

A comfortable and convenient Waiting Room for ladies and gentlemen on the wharf.

C. H. HATCH, Passenger Agent.

Kingston, Sept 13th, 1873.

For Picton, Belleville and Intermediate Ports.

NEW ARRANGEMENT.

THE R. M. UPPER CABIN STEAMER

1873. 1873.

ROCHESTER,

CAPT. SWALES,

WILL leave as follows:—Mondays, Wednesdays and Fridays—Belleville at 5, Picton at 8, in the morning, arriving in Kingston about 12:15 p.m.

Tuesdays, Thursdays and Saturdays—Belleville at 2:45 a.m., Picton at 6 a.m., arriving in Kingston about 10 a.m.

Returning—will leave Kingston daily at 3 p.m., arriving at Picton about 7 p.m., and Belleville 10:30 p.m.

Connects at Kingston with Cape Vincent Ferry Steamers, G. T. R. Trains East and West, Mail Line Steamers for Toronto, Hamilton, Oswego and Montreal, and Ottawa Steamers every Tuesday and Friday.

This splendid steamer having during the winter received large renewals and additions will be found unsurpassed in her furnishings and general occommodation.

C. H. HATCH, Ticket Agent.

Kingston, May 14th, 1873.

Vermont Central Steamers.

N. T. Company,

CONSISTING of 21 Staunch First-Class Upper Cabin Steamers. Two Daily Lines between Ogdensburgh, Oswego, Cleveland, Toledo, Detroit, Port Huron, Milwaukee, Chicago, and all points West, Northwest and Southwest.

DAY BOATS AND NIGHT BOATS.

The Day Boat leaves Ogdensburgh at 1 o'clock p.m., daily (Sundays excepted), or on arrival of trains from Ottawa and the East, and runs through to Milwaukee, Chicago and intermediate ports without change of boat.

Evening Line for Cleveland, Toledo and Lake Erie Ports.

THE PEOPLE'S FAVOURITE ROUTE WEST.

This Line offers the inducements of pleasure, comfort, safety, speed and economy combined, and at less rates, including meals and state rooms, than by any other Line. The passenger business will receive particular attention this season. Large cabins and state rooms comfortably furnished for first-class passengers. Also second cabins, with cook stoves and good accommodations for passengers and families who may wish to furnish their own provisions.

Rates for passage or freight always lower than by any other route.

It will be for the interest of passengers and families going West to see the Agents of this Line before buying elsewhere.

General Agency, 65 Washington Street, Boston. G. A. EDDY, Superintendent; G. W. SMITH, Agent, Ogdensburgh.

FOLGER & HANLEY, AGENTS,
Ferry Wharf, foot of Brock Street, Kingston.

April 30, 1873.

GRAND TRUNK RAILWAY.

TRAINS LEAVE KINGSTON as follows:

Day Express for Montreal	1.35 p.m.
Mixed Train for "	5.15 a.m.
Night Express for "	2.40 a.m.
Day Express for Toronto and west	4.05 p.m.
Night Express " "	4.15 a.m
Mixed Train for Toronto	6.00 a.m

C. J. BRYDGES,
Managing Director.

Feb. 4, 1873.

Cape Vincent, Garden Island Wolfe Island and Gananoque Steamboat Route.

THE STEAMERS

Maud, Pierrepont, Watertown

ONE of the above Steamers will leave Kingston for Cape Vincent daily (Sundays excepted) at 6:30 a.m. and 2:15 p.m., making close connections with the Rome, Watertown and Ogdensburg Railroad, Oswego Railroad, Northern Syracuse Railroad, and New York Central Railroad.

Returning—will leave Cape Vincent on arrival of trains at 10 a.m. and 5 p.m., connecting with the Grand Trunk Railroad, Royal Mail Line, Bay of Quinte and Rideau Canal Steamers at Kingston.

Will leave Kingston for Wolfe and Garden Islands as follows:

MONDAYS.

7:00 o'clock a.m., 8:30 a.m., 11:30 a.m., 2 p.m., 4 p.m.

RETURNING.

7:30 o'clock a.m., 9:15 a.m., 1 p.m., 2:30 p.m., 4:30 p.m.

TUESDAYS.

7:00 o'clock a.m., 8:30 a.m., 11:30 a.m., 2 p.m., 4 p.m.

RETURNING.

7:30 o'clock a.m., 9:15 a.m., 1 p.m., 2:30 p.m., 4:30 p.m.

WEDNESDAYS

8:30 o'clock a.m., 11:30 a.m., 2 p.m., 4 p.m.

RETURNING

9:15 o'clock a.m., 1 p.m., 2:30 p.m., 4:30 p.m.

THURSDAYS.

8:00 o'clock a.m., 9 a.m., 11:30 a.m., 2 p.m., 4 p.m.

RETURNING.

8:30 o'clock a.m., 9:30 a.m., 1 p.m., 2:30 p.m., 4:30 p.m.

FRIDAYS.

8:30 o'clock a.m., 11:30 a.m., 2 p.m., 4 p.m.

RETURNING.

9:15 o'clock a.m., 1 p.m., 2:30 p.m., 4:30 p.m.

SATURDAYS.

7:00 o'clock a.m., 8:30 a.m., 11:30 a.m., 2 p.m., 4 p.m.

RETURNING.

7:30 o'clock a.m., 9:15 a.m., 1 p.m., 2:30 p.m., 4:30 p.m.

SUNDAYS.

9:00 o'clock a.m., 11:30 a.m., 1:15 p.m., 4 p.m.

RETURNING.

10.00 o'clock a.m., 12:30 p.m., 3 p.m., 5 p.m.

Will leave Kingston for Gananoque calling at Howe Island:

5:00 o'clock p.m., Tuesdays, Wednesdays and Fridays.

RETURNING.

6:00 a.m., Wednesdays; 5 a.m., Thursdays; 6 a.m. and 8 p.m., Fridays.

For Freight, Passage, or any other information, apply to the Captain on board, or to

FOLGER & HANLEY,
Foot of Brock Street.

Kingston, 10th June, 1873.

ALLAN LINE.

Under contract with the Government of Canada for the Conveyance of

Canadian and United States Mails.

1872-3.—Winter Arrangements.—1873-4.

This Company's Lines are composed of the undernoted First-class, Full-powered, Clyde-built, Double-Engine Iron Steamships:

Vessel.	*Tonnage.*	*Commanders*
SARDINIAN	4100	(Building)
CIRCASSIAN	3400	(Building)
CANADIAN	2600	(Building)
POLYNESIAN	4100	Capt. Trout.
SARMATIAN	3600	Capt. J. Wylie.
HIBERNIAN	3434	Capt. R.S. Watts
CASPIAN	3200	Capt. Barclay.
SCANDINAVIAN	3000	Capt. Aird.
PRUSSIAN	3000	Lt Dutton, R.N.R
AUSTRIAN	2700	Capt Richardson
NESTORIAN	2700	Capt. Ritchie.
MORAVIAN	2650	Capt. Graham.
PERUVIAN	2600	Lt. Smith, R.N.R
MANITOBAN	3150	Lt. Archer, R.N.R
NOVA SCOTIAN	2300	Capt. Grange.
NORTH AMERICAN	1784	Capt. Miller.
ARCADIAN	1350	Capt. Wilson.
CORINTHIAN	2400	Capt. Jas. Scott.
ST. DAVID	1650	Capt. K. Scott.
ST. ANDREW	1432	Capt. H. Wylie.
ST. PATRICK	1207	Capt. Stephen.

THE STEAMERS OF THE

LIVERPOOL MAIL LINE

Sailing from Liverpool every Thursday, and from Quebec every Saturday, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched from Portland:—

SARMATIAN,