AN UNFORTUNATE ILLUSTRATION.

The Opposition journals are evidently very much concerned that the English press refused to take their view on the subject of the appointment of the Royal Commission. Upon that point, on which the opinion of English writers is really of value because it is a constitution issue equally applicable to England as to Canada, there is a singular uniformity in the London newspapers. Upon the question of fact connected with the Commission they have generally united in condemning the administration, but they have done so upon partial evidence which, presenting the only feature of the testimony given before the Commission of a doubtful character, suppresses all the surrounding circumstances which fully considered lead to an entirely different conclusion; but upon the constitutional issue, upon which the Opposition have set their chief hopes, the English press refuses to become excited. Angry at this tone the Toronto *Globe* grows frantic, and places a suppositious case in the following terms:

> But there is a graver considertion than this, to which the English press appears to attach too little weight, and that is the radical objection to the Commission itself. Let us suppose that the British Government for military, political and commercial reasons, had determined to intersect Great Britain with a railroad from Southampton to John OGroats. Let us imagine that the project being regard coldly by London capitalists, Mr Lowe had sought out a second George Hudson, and induced him to bring Frenchmen and French capital into the undertaking; that Hudson, taking his foreign allies into his confidence, had persuaded them to advance large sums of money, or to sanction his advancing large sums of money, to influence the press, bribe members of Parliament, carry the elections, and so cause the Government to feel that he and he alone has the power to give them the political support they needed in the face of an adverse public opinion and the consequent threatened loss of office. Suppose that Mr Gladstone kept the railway magnate hovering in uncertainty until the very eve of the elections and them promised him the contract or what was equivalent to it, on condition that the hungry speculator or "his company" should advance to the Government or their friends six hundred thousand pounds sterling, or about the same amount in proportion to the population of Canada, that Sir Hugh Allan says he expended. Suppose, further, that when the house met, parts of this iniquity were disclosed and a committee granted, but that a technical objection to their proceeding having arisen, Mr Gladstone suddenly prorogued Parliament so as to destroy the committee; and that, without seeking any authority but his own, he appointed a commission consisting of three men, who were either his bosom friends or dependents upon his favour, and then asked the House and the country to accept their finding. Why, a British Minister committing such an outrage could not face Parliament, on its re-assembling, for a day."

Now we are quite prepared to admit that if the case was as presented here, there would be some ground for condemning the Administration. But unfortunately the case is not as so presented. Following the example of our contemporary, let us, too, imagine a case. Let us suppose that the British Government for military, political or commercial reasons, had determined to interest Great Britain with a railroad from Southampton to John O'Groats. Let us suppose that a prominent capitalist, "a second George Hudson," deeply interested in other enterprises which would be promoted by the construction of this railway, presented himself to the Government and offered to undertake the work. Let us suppose that, doubting the willingness of English capitalists to take any part in, or to subscribe sufficiently liberally to enable him to carry out, the enterprise, he should take foreign allies into his confidence and persuade them to advance a sum of money towards preliminary expenses. Let us imagine that the Government, learning of this alliance, had steadfastly refused to permit it to be carried out; that in order to place themselves in a position of independence of such combinations, they permitted a rival company to be incorporated, and at the same time took powers either to amalgamate the two companies or to form an entirely new one for the completion of their railway; that after having done this they used every means in their power to secure an amalgamation of the two companies on the basis of the absolute exclusion of foreign capital and foreign control; that while these negotiations were going on they were interrupted by a general election at which this railway policy was the chief question at issue, the Opposition doing all they possibly could to defeat the Government because of their adoption of it; that one member of the Government entered into an arrangement with this "second George Hudson" by which he undertook to give the contract to the amalgamated company on terms which were agreed to, or failing that, to give it to the company of which he personally was the head; that Mr Gladstone on learning of this arrangement at once repudiated it, compelling its withdrawal and adhering to the original policy of effecting an amalgamation of the two companies. Suppose that in view of the fact that this "second George Hudson" was the wealthiest man in England, was engaged in large commercial enterprises, and was President of at least half a dozen companies, banking and others, Mr Gladstone consented that in the event of amalgamation the influence of the Government would be used to make him President of the new company, but that he steadily refused to enter into any other arrangement or make any other promise. Suppose that this "second George Hudson," influenced, as he himself alleged, by a desire to sustain the policy of the Government, had contributed a sum to the general elections equal to about one-fourth of his ordinary annual income, and that in the absence of any ordinary machinery for the management of party funds he contributed this to the local leaders of parties. Suppose that after the elections were over, the old efforts to amalgamate the two companies were renewed, but without success, and that finally a new company was chartered on the same terms as those authorized by Parliament, and composed of the leading gentlemen of the different parts of the United Kingdom. Suppose that in this new company, this "second George Hudson" had no more influence than any one of the twelve gentlemen associated with him, that they all stood upon the same footing, and that the Government made no effort whatever to secure to him any advantage. Suppose that his colleagues of their own free will unanimously elected him President of the company. Let us suppose that his foreign associates, finding that they had been prevented from having any part or interest in the enterprise by the determination of the Government, should enter into a conspiracy with Mr Disraeli to bring charges against the Administration, to the effect that they had agreed with this "second George Hudson" that he should form a company, really foreign, though nominally British, and that in consideration of contributions to elections the contract for the construction of this railway should be given to the company so formed. Suppose that Mr Gladstone should offer to submit this charge either to a Royal Commission or to a Committee of Parliament; that Parliament should prefer the latter, stipulating, however, that the evidence to be taken by it should be taken under oath. Suppose that it turned out afterwards that the committee for some technical reason, was unable thus to take the evidence, and that the [illegible] conspirators with their British allies [illegible] Opposition should commence publishing private letters which had passed between "the second George Hudson" and them previous to the formation of the company that had obtained the charter. Suppose, further, that they had bribed confidential clerks of Ministers and others to steal telegrams and letters, and that those also had been published; and that in view of the excitement created by those publications, Mr Gladstone determined that an investigation of the whole matter should at once take place under oath, and that he therefore appointed a Royal Commission for that purpose. Suppose that this Royal Commission met and invited Mr Disraeli, who had brought the charges, to appear before them and prosecute them, and that he, having poisoned the public mind by the improper publication of partial evidence, refused the summons; but that the Royal Commission nevertheless did proceed, and that the evidence showed clearly not only that the charges were not proved, but that they had actually arisen from the fact of the Government's determination to prevent that from occurring which they were accused of having sanctioned. Suppose, we say, that these things occurred in England what would be said of the Opposition which, having brought charges refused to prosecute them, but on the contrary violated the confidence of private correspondence and bribed confidential clerks to betray the confidence of their masters, in order to establish what turned out not to be a fact. We submit that this supposition represents the case as it actually stands, and we would be quite prepared to accept the verdict of any candid man who had not an interest, personal or political, in the defeat of the Administration, upon such a case. The Opposition have succeeded, unfortunately in poisoning the minds of the English press by a suppression of the evidence, but the people of Canada, fortunately, cannot be thus dealt with, and we are satisfied that when Parliament meets the decision will be that the charges have not only not been proven, but that the complete innocence of the Government has been established beyond the possibility of successful questioning.—*Montreal Gazette.*

THE BAZAINE TRIAL.

Paris, Oct. 7.—The second sitting of the court martial for the trial of Marshal Bazaine began at noon to-day. There were but few spectators present owing to the uninteresting character of the proceedings, which consisted merely of the reading of documents. The Clerk resumed the reading of M. Riviere's report, which is a very lengthy document. M. Riviere lays great stress on Bazaine's failure to move from Metz when notified of McMahon's advance, and claims that there is proof that the former personally received notification on the 23rd of August. The Marshal's friends have hitherto alleged that it was not received until the 29th, when it was too late. Report generally stigmatizes as insufficient all efforts made from Metz to co-operate with MacMahon, and charges Bazaine with purposely remaining in the city to await political events, with endeavouring to shift the responsibility, with propagating unfavourable, and with holding favourable views, and otherwise spreading discouragement among the besieged, with entering into negotiations with Prince Frederick Charles before making a final effort to break his lines, which is declared unprecedented in history; with confiding the date at which he was willing to surrender to Regnier, who was a stranger and at the time in relations with the enemy. It points to the contradictory dispatches of the 26th Aug. in which Bazaine informed MacMahon it was possible, and Paliake impossible, to break out. Pending the reading of the report, the Court adjourned until to-morrow.

A STRANGE STORY.

The Philadelphia *Sunday Laura* has the following romantic account of an event which occurred at the prison at Auburn:

A lady who was some years ago left a widow with a small family of children, after much tribulation succeeded in bringing up to manhood one son, who proved himself able and willing to be a support not only to her, but to his younger brothers and sisters. About a year after becoming of age he was offered a lucrative position in the West, and he emigrated thither, and settling there permanently, soon married. New ties, however, did not absorb old affections; and as he prospered in his business, he sent regularly to his mother the means necessary for her support and that of her family. The years passed on and brought many changes; but still regularly as the quarter came, so also did the ample remittance of this model son and brother. When the tide of emigration turned to the far West, this son was carried off with it to Omaha, where he invested his earnings in town lots, which speedily arose in value and made him a man of wealth. At least this was the intelligence sent his mother. Lately while visiting Auburn, his parent was invited to make the tour of the State Prison, and whilst passing through the various wards she accidently encountered one whose presence caused her cheeks to pale and her heart to temporarily stop its beating. It was her son, her good and well-beloved boy who for years had been her pride and support; for a moment she was speechless, but at length bursting into a torrent of tears in which the prisoner joined, she said: "O, my son, my son? how came you here?" His story being told developed the fact that he had by trading with strangers come into possession of a large quantity of counterfeit money, and that in ignorance of its character, he being on a visit to New York, had attempted to pass it, and had been arrested as a chief of a gang of counterfeiters, and having been identified as having endeavoured to circulate it was, in spite of all evidence of previous good conduct offered, convicted and sentenced to serve out a term in the State prison. His wife with whom he was in constant correspondence, had aided him in keeping his incarceration a secret from his mother, and had regularly remitted the quarterly allowance, together with letters forwarded from the prison by him. But for her unfortunate visit the mother would have remained forever unaware that her son was serving out a penal sentence for a crime never committed by him; she learned, however, that by the rise of corner lots in Omaha he had been made a wealthy man, and when he should come out of prison, which would be in a few months, he, through the skilful stewardship of his wife, would find awaiting him the sum of not less than $200,000 in United States bonds. Such are the vicissitudes of life.

Two young men were arrested on Tuesday at London, charged with outraging a woman named Elizabeth Richardson on Friday night, the 26th ult.

Hon. Mr De Cosmo is the *avant courier* of the October session. The honourable gentleman arrived at Ottawa on Wednesday, in eleven days from Victoria, B.C.

Mr Wilmot, of Newcastle, Ont., has just returned from the Maritime Provinces, after an absence of three months, having been successfully engaged there in the erection of salmon breeding establishments for the Dominion Government. He reports that the works in the Ristigouche and Miramichi Rivers will be in successful operation this autumn. The latter will, no doubt, be unequalled in capacity and adaptation for artificial fish breeding on this continent. The third one at Gaspe, which had been far advanced, will have to lie over for this season for the want of a skilled hand to complete the building and take charge of the operations. Thus far, through the individual exertions of Mr Wilmot, ably assisted by the Dominion Government, Newcastle has taken the lead in the science of pisciculture in America.

"CURRENT EVENTS."

In the recent number of the *Canadian Monthly* the writer of the papers taking the title of *"Current Events"* scolds heavily on the Pacific Scandal, and the Grit sheets rehearse it with effusion. The Hamilton *Spectator* has some pointed remarks upon the subject, of which we make room for the following:—

"This impartial bystander who only lectures us for our own good, who is so ready to attribute only the best of motives to the Opposition, complacently assumes that the money raised by Ministers was for purposes of "corruption." Of course, charges of bribery will be made by both parties after every election; and we would not like to say that both parties are generally to some extent right; but what evidence is there that Ministers raised the money in question for any currupt purpose; and why are we to assume that $45,000 spread over eighty-eight constituencies was necessarily spent in bribery? The writer objects to a parallel being drawn between the advances of money made by Earl Derby to his party in England, and those made by Sir John Macdonald to his party in Canada. The Earl of Derby, it is said, "may very well have subscribed to an election fund without being an accomplice in electoral curruption, since election expenses are so large in England, owing to the exacting habits of constituencies and the costliness of organization, that forty thousand dollars have been spent without bringing in a single election." One would think that the costliness of organization would be greater in the country where some constituencies cover as much ground as half a dozen English counties than in the country where the constituencies are compact and the electors easily accessible. Again, the average Canadian, who has not had the advantage of acquiring his insight into politics in England, would like to be informed "wherein the exacting habits of constituencies" in England differ from bribery. And yet again, how is it that the writer we are reviewing assumes that because $45,000 was contributed from a central fund to the aid of elections throughout Ontario "electoral corruption" must necessarily have resulted? Forty-five thousand dollars is something more than an average of $500 to a constituency. Will the writer in question assert that he would naturally infer "electoral corruption" in England if he knew of a hundred pounds being contributed by political friends outside of the riding concerned? And if not there, why here? One, at least, does not look for such unfriendly inferences from a strictly impartial bystander.

We have not the space at our disposal in which to notice all the arguments brought forward by the writer of "Current Events" which we deem partial; but we may be permitted a word or two concerning the writer's defence of Mr Young for retaining, reading and publishing Sir John Macdonald's private letter to Mr Pope. That letter, says the writer, disclosed "a project for inducing a member of parliament to vacate his seat under the temptation of a place." Now, is it possible to consider a man impartial who could write that sentence when the correspondence stared him in the face in which Mr Young begged for the place, affirmed that his necessities compelled him to retain it, and said that he would resign his seat if necessary to take the place? Is it within the bounds of possibility that a man could intend to write impartially who, after reading the correspondence of Mr Young, could say that ministers were trying to induce that member to vacate his seat in the House? Why, they had not so much as submitted his name for the appointment until Mr Young, in the most abject manner, begged for it. We look for that style of argument in the *Globe*. We certainly did not expect to meet with it in the pages of the *Canadian Monthly.*

At the Parliament buildings, Toronto, several changes have been effected. The old fence and outbuildings have been removed, the latter being replaced by new brick ones. The committee room, smoking room, wash rooms, closets, etc., will be in the new buildings. The old trees are being removed, and new ones being planted. The draining and levelling of the grounds are nearly completed.

SPECIAL NOTICES.

THE DRUGGISTS have just received a supply of Dr. Wheeler's Chemical Food and Nutritive Tonic, the Compound Elixir of Phosphates and Calisaya. This preparation has been in use in private practice for fifteen years, and is confidently recommended to the public as the most elegant and reliable tonic in use for building up constitutions that have for a long time been suffering from Chronic Wasting Diseases, depending upon poor blood. It perfects nutrition by aiding the digestion and assimilation of food, and thereby building up and vitalizing all the organs and tissues of the body. In diseases peculiar to women, and in delicate children, it supplies a want long felt by the physician, of a safe and agreeable remedy that may be taken for a protracted period without any possibility of injury, or of becoming repugnant to the patient. Sold at $1.

THE EQUITABLE
Life Assurance Society
OF THE UNITED STATES,
No. 120 BROADWAY, NEW YORK.

Assets, Dec. 31st, 1872	$20,000,000.00
Amount Cash Income over ...	9,000,000.00
Total paid Policy-holders in 1872	3,646,289.96
Total Surplus, 1872...............	2,520,000.00

NEW BUSINESS, 1869, 1870, 1871 and 1872

THE LARGEST of any Company in the world. New business. Sum assured for the year 1872 exceeded that of the second Company in rank by more than sixteen million dollars. The Society issues all the most desirable forms of Life and Endowment Policies, on which Dividends will be paid annually, securing to the assured the least possible outlay consistent with undoubted safety. All Policies Non-forfeitable after the second or third annual payment. Policies are also issued on the Tontine Savings Fund Plan, first introduced by this Society.

Although only established in Canada about five years, its business exceeds many of the older established Companies, having issued, in 1872, 895 Policies, insuring $2,324,15, —being a very little short of the largest business done by any Company, foreign or local, in Canada.

For rates and other information apply to

J. J. CHRISTIE, *Agent*,
Bank of Montreal,
Kingston.

☞ Residence, No. 3 Barrie Street.
August 1st, 1873.

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.

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, Cacouna, 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 an the wharf.

C. H. HATCH, Passenger Agent.
Kingston, Sept 13th, 1873.

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.

Feb. 10. A. McCORKELL.

Ætna 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 Bank..........	$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.

Champagne Pure and Cheap

500 cases for sale cheap, to close a consignment, in lots to suit customer. Send for sample case. 1 doz. quart case, $[illegible], pints, 2 doz., $7.

G. GORDON & CO.,
Montreal.
May 15.

INSURANCE AGENT.

John V. Noel.

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

LEGAL.

Macdonald & Patton,

BARRISTERS, Attorneys, Solicitors, &c., Trust and Loan Company's Building, Toronto Street, Toronto.

JOHN A. MACDONALD, Q.C.
JAMES PATTON, Q.C.
HUGH J. MACDONALD.
ROBT. M. FLEMING.

Sept. 23.

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.

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

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. J. Jarvis,

LATE OF LONDON, England, Homœopathic 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.

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.

Morton's B

NO

I AM prepared to sup at the following rate

High Wines 50%, 46 ce duty paid per gallon.

Family Proof 20%, 30 cent cents duty paid per gallon,

Proof 25%, 25 cents in bond; 72 paid per gallon.

Rye 25%, 26 cents in bond; 73 duty paid per gallon.

Common Whiskey 30%, 20 cents in bo 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 -	**6,603,216**

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

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

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 car-loads.

HON. A. B. FOSTER,
Managing Director.
Brockville, May 6, 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.

. 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, North-west 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.

and Ogdensburg Railro Northern Syracuse Railroad, and N 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.
7:39 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.—1872-3.

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. Brown.
SARMATIAN	3600	Capt. J. Wylie.
HIBERNIAN	3434	Capt. R.S. Watts
CASPIAN	3200	Capt. Barclay.
SCANDINAVIAN	3000	Capt. Aird.
PRUSSIAN	3000	Lt Dutton, RNR
AUSTRIAN	2700	Capt Richardson
NESTORIAN	2700	Capt. Ritchie.
MORAVIAN	2650	Capt. Graham.
PERUVIAN	2600	Lt. Smith, RNR
MANITOBAN	3150	Lt. Archer, RNR
NOVA SCOTIAN	2300	Capt. Grange.
NORTH AMERICAN	1784	Capt. Miller.
ARCADIAN	1350	Capt. Wilson.
CORINTHIAN	2400	Capt. Jas. Scott.
ST. DAVID	1650	Capt. E. 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 Quebec:—

POLYNESIAN,	from Quebec,	11th Oct. 1873.
SCANDINAVIAN	"	18th " "
PRUSSIAN	"	25th " "
CASPIAN	"	1st Nov., "

Rates of Passage from Quebec:

Cabin..........................	$70 to $80.
Steerage........................	$25.

THE STEAMERS OF THE

GLASGOW LINE

Sailing from Glasgow every Tuesday, and from Quebec about every Thursday, are intended to be despatched from Quebec:

MANITOBIAN	9th Oct., 1873.
ST. PATRICK..............	28th Oct., 1873.

are intended to sail between the Clyde and Portland at intervals during the season of Winter Navigation.

An experienced Surgeon carried on each vessel. Berths not secured until paid for. For Freight or other particulars apply in Portland to J. L. Farmer, or Hugh and Andrew Allan; in Quebec to Allans Rae & Co.; in Havre to John M. Currie, 21 Quai D'Orleans; in Paris to Gustave Bossange, Rue du 4 Septembre; in Antwerp to Aug. Schmitz & Co., or Richard Berns; in Rotterdam to S. P. Ittmann & Zoon; in Hamburg to W. Gibson & Hugo; in Belfast to Charley & Malcolm; in London to Montgomrie & Grernmorne, 17 Grace-church Street; in Glasgow to James and Alex. Allan, 70 Great Clyde Street; in Liverpool to Allan Bros., James Street; or to H. & A. Allan, corner of Youville and Common Streets, Montreal.

FOLGER & HANLEY,
Agents, foot of Brock Street.
Jan. 22.

The Daily News

IS PUBLISHED every lawful evening at Six Dollars per annum, payable in advance. Subscribers who receive their paper by mail are charged Five Dollars.

The Chronicle and News

IS PUBLISHED every Friday morning and contains the news of the week. It embraces a large amount of reading, and is furnished at Two Dollars per annum, paid in advance. Address orders to the publisher,

JAMES SHANNON,