A CHANGE FOR THE WORSE.

Written for the Ottawa Citizen.

Alas! the day and sad the hour
That gave to hands of Grits, the power,
To guide our ship of state.
With anxious eyes we look ahead,
Not knowing whither we are led,
Or driven by adverse fate.

How happy were our hearts and light,
When good Sir John the helm tight
Grasped in his own right hand,
But now our confidence is gone,
Whatever we do without Sir John
To rule and guide our land!

Men praise the bridge whose strength has stood
The surging of the angry flood
And borne them safely o'er,
And we have known and felt Sir John
A man to trust and lean upon
In many an anxious hour.

And shall we see his cause desert
So dear to every loyal heart,
Nor for our Leader care?
Never! the thought we treat with scorn,
Sir John is "to the manor born,"
And soon we'll see him there.

We are content to wait awhile,
Our cause is good and Fortune's smile
Will soon be ours again,
For quarrels, ignorance and strife,
Will soon destroy and sap the life
Of these misguided men.

But yet, they say do very well;
Perhaps, they will not buy or sell,
Our votes or bribe electors,
How Safe our interests will be,
No public money spent we'll see,
With such *high toned* protectors.

But we confess to gravest doubt,
Or *all* except their "going out,"
In ignominious haste,
And then will we with joy restore
Our own Sir John to place and power,
And feel our danger past.

FRANK FAIRPLAY.

THE PACIFIC RAILWAY SLANDER.

(From the London Morning Advertiser.)

The establishment of the Dominion of Canada was a deeply interesting experiment. Could British institutions be transported to the other side of the Atlantic and there be maintained in their integrity? We all had fondly hoped that a triumphant affirmative would be the only reply. But, alas! the Confederation of the North American Provinces had barely seen the sixth year of its existence, when the Pacific Railway Scandal, fanned abroad by the press, by telegraph, and by Parliamentary assaults, caused the warmest friends of the new experiment in government to waver in their opinions, and to look with doubt and foreboding to its future. So dense a cloud of suspicion rested on the Government of the Dominion, so grave and so specific were the charges made against it, based as we were solemnly assured on evidence of the most irrefragable character, that we on this side of the ocean might well be pardoned if our faith in the vitality of British constitutional principles, and their capability of withstanding the shock of transplanting, was somewhat shaken. The Royal Commission, has now (nearly) closed its labours, and the field of vision has become somewhat less nebulous. The haze has resolved itself into a more defined aspect, and we can at length see the form and substance which the scandal must ultimately assume.

Mr George Brown, who owns and controls the Toronto *Globe*, was, at the formation of the Union Government, a member of the Cabinet. He had been long the recognized leader of the Liberal party, while Sir John Macdonald was equally recognized as the leader of the Conservatives. When the Union of the Provinces into one great Dominion was accomplished, the old party lines were, for a time at least, lost in the new and more important question of the Dominion on a firm and lasting basis. Mr Brown thus entered a Government which, so far as previous party distinctions were involved, was a coalition; all parties agreeing in good faith to sink minor differences and unite in the accomplishment of the great object before them. Had ambition never entered into Heaven, Satan had not been cast out, and Milton had wanted a subject for his great epic; and had Mr Brown not listened to the promptings of the same evil passion, he had not retired from the Government, and Mr McMullen had wanted a basis for his dissisal tale of Ministerial corruption. But so it was; Mr Brown could brook no rival, and so he retired from the Ministry of which Sir John Macdonald was the universally acknowledged leader. From that date to the present Mr Brown, and his organ, the *Globe*, have not ceased to make the most envenomed assaults on the Government of which he was once a member. He had signally failed in his efforts to regain his seat in the Canadian Parliament, and his direct attacks on the Government have therefore been necessarily confined to the columns of his paper. But what he could not personally accomplish in Parliament, he has attempted to do through the agency of Mr Huntington. Mr Mackenzie, who is the acknowledged Parliamentary leader of the Opposition, was passed over, because as is generally surmised, he was too cautious to commit himself to the design, however willing he may be to reap its fruits if successful, and he Mr Huntington, who only holds a subaltern's commission in the Opposition ranks, was selected to lead the assault. That this gentleman is merely the mouthpiece of another behind the scenes is now evident, from the ridiculous position in which he has placed himself by furnishing a long list of witnesses who, according to the brief entrusted to him by his employers were to establish the guilt of the Ministry beyond dispute, but many of whom, when sworn, stated that they knew nothing whatever of the matter, and were at a loss to know why they had been summoned; while others contradicted in the most emphatic manner statements and charges relied on by Mr Huntington.

The witnesses of the former class of course proved nothing of a direct character either for or against the Government. The indirect effect, however, of a multitude of names paraded before the public, as evidence of Ministerial guilt who were clearly the mere scenesuffers and supernumerarics hurried upon the stage to swell the number of the actors and save the piece from its impending damnation, was very great in favour of the Government. The conclusion irresistibly took possession of men's minds, that the case against the Ministry could not be very complete, when it was found necessary to resort to such a transparent artifice to mislead public opinion.

This negative testimony, however, would not have been sufficient to save the Ministry from the imputation of guilt. It was fortunate for them that some of the witnesses did know and testify some of the facts of the case. In a variety of the specific charges of criminality, the most direct and positive contradiction has been given to them under oath.

Thus, Sir Francis Hincks was stated to have received, either directly or in promise, fifty thousand dollars and a valuable appointment for his son, as his price for giving the Charter of the Pacific Railway to Sir Hugh Allan. Sir Francis, on oath, gives a most emphatic denial to these charges, and he almost exhausts language in his statement that the Government neither directly nor indirectly promised to grant the Charter for corrupt considerations to Sir Hugh Allan, or to anyone else. So Attorney-General Ouimet, who was stated to have received a sum in cash for his advocacy of the same cause, not only explicitly denies that he ever received any sum of money, or the promise of any, but that he ever was retained or had any connection whatever with the parties named. But it is needless to go over the statement of similar contradictions under oath of various particular charges. In addition to Sir Francis Hincks, several other members of the Cabinet, including Sir John Macdonald himself, were examined under oath, and they all clearly and emphatically disavowed the existence of any corrupt bargain or understanding with Sir Hugh Allan or his agents.

One fact alone, which is admitted by all parties to be beyond dispute, sets the matter at rest conclusively. Sir John A. Macdonald at the moment when the supposed need of the Government for aid in the elections was most urgent, distinctly refused, as he had always previously done, to let Americans into the proposed company, this being the great point on which Sir Hugh Allan and the American capitalists allied with him were intent.

On a calm review of the proceedings there can be no doubt that, to use an expressive Americanism, the bottom has fallen out of the case against the Ministry. We cannot, however, but wonder that, on grounds so slight, such a tornado of opinion has arisen both in Canada, and to some extent, in this country, in connection with this matter. We are aware that political warfare is conducted with somewhat more personal acrimony in Canada than in England; but no ordinary anemometer could gauge the pressure of the storm which has been sweeping over the Dominion during the past six months. Perhaps the cause is not far to seek. The party now in opposition in Canada is identical in its creed with the party now in power in England, its members are merely using means similar in recklessness to oust their opponents, which Mr Gladstone has been using to prevent his opponents from getting into power. The leader of the Grits, or Revolutionary Liberals in Canada, has made unfounded charges of the most damaging nature against the Government of the day. Mr Gladstone has sacrificed the Irish Church, Irish landlords, Irish education, everything, to retain the support of the Ultramontane party in Ireland; while in England his policy has trampled on vested rights in the most reckless manner to secure a further lease of power from the masses. In what then consists the great enormity of Mr George Brown's policy? We, too, live in a glass house; let us avoid odious comparisons.

ORGANIZE!

An important meeting of Liberal Conservatives was held last Saturday evening with a view to effecting an organization of the party in this city. Such a step was deemed unnecessary until now. There seemed to be no difference of opinion in this part of Canada as to which party deserved support. Sir John Macdonald's Government and their supporters were recognized as the friends of Central Canada; the Opposition as our enemies; and it was only when the late crisis brought the Grit minority into prominence that an organization of the Liberal Conservative party was thought advisable. On an hour's notice Saturday evening, some forty of our leading citizens assembled at a preliminary meeting, where a Committee was appointed to take the necessary steps towards organizing the party. A grand banquet to Sir John Macdonald and his colleagues in the late Ministry was also decided upon, and the meeting adjourned until to morrow evening, when, no doubt, there will be an attendance fitting the importance of the occasion. This movement has commenced not a moment too soon. From the status of our people on political questions it is inferred that there was "no public opinion at the Capital." We have often heard Grits sneeringly remark that Ottawa would always be a Ministerial constituency, with a press and a people ready to pay homage to any party that might happen to get into power. To a certain extent this has unfortunately been proved too true. Within a month we have seen one journal change from Conservative to Grit, another seems to be in a transition state, and only one, in the hour of adversity, remains true to the friends it supported in their day of prosperity. We have seen a few vacillating time servers and office seekers bow the knee to the Grit Baal, but we are confident that the great mass of our people will remain loyal to their fallen chief, and will recognize his leadership in Opposition as they did when he controlled the destinies of the Dominion. But if they would contribute anything to the success of their party, and aid in overthrowing the foes of our honour and prosperity, they must organize and send men to represent them on whom they can depend. With organization much can be accomplished; without it we leave ourselves defenceless before an enemy that has never disguised its hostility to the Ottawa Valley, that has impaired our credit, and slandered our good name to the world, to get possession of the treasury benches.—*Ottawa Citizen.*

DAVID GLASS.

People are wondering why the great man from East Middlesex was not nearer the front in the grand scramble for office at Ottawa. A week ago the *Globe* patted him on the back as a great man and an honour to his country, now the pat comes in a little lower, and is much more forcible. It was not David's fault that he still has a seat on the back benches. The moment Sir John's resignation was announced, the brittle traitor rushed over to Mackenzie to congratulate him, and inform him that he, David, had the thirteen Conservative protesters under his thumb, and that the new Government might count on their solid support. But the hint was entirely thrown away. Mackenzie has already discovered that Glass' assistance is worse than his opposition, besides being so much dearer, and having used him for his purpose, he has no hesitation in kicking him out of his way. David now occupies the position of Mr Vansyperkin, in Margaret's novel of Snarleyyow, despised by both parties, and trusted by neither. Politically speaking he is as dead as that same Mr Snarleyyow when Smallbones got through with him, and after the next election in East Middlesex he, David, not the dog, will disappear from sight as rapidly as he, the dog, not David, went under when his worthless carcass was flung overboard from the schooner. When he, this is David again, does go down, we are still speaking politically mind, it will be without hope of resurrection.—*London Herald.*

A John Bull, conversing with an Indian, asked him if he knew the sun never sets on the Queen's dominions. "No," said the Indian. "Do you know the reason why?" asked John. "Because God is afraid to trust an Englishman in the dark," was the savage's reply.

The curious fact has been developed in England that, while one-eighth of the people of that country are members of friendly societies (such as Odd Fellows, Foresters, Druids, and other organizations establish ded for mutual financial benefit) more than one-half of these societies are insolvent.

It is rumoured that the unstable Cabinet is likely to undergo further changes. Hon. Mr Dorion is to be named Chief Justice of the Court of Queen's Bench, and Mr Geoffrion will resign in his stead. The rumour is credited in Ministerial circles.

Dr Wistar's Balsam of Wild Cherry is "a combination a form indeed" for healing and curing diseases of the throat, lungs and chest. It cures a cough by loosening and cleansing the lungs, and allaying irritation; thus removing the cause, instead of drying up the cough and leaving the disease behind.

HEART DISEASE,

PALPITATION, FEEBLE AND IRREGULAR ACTION OF THE HEART CURED BY FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES.

Freeport, Digby County, N.S., Feb. 10, 1869.

JAMES I. FELLOWS, Esq.—Dear Sir: Gratitude to you, and sympathy for the afflicted, induces me to send you a written statement of my case, and the cure affected by using your Compound Syrup of Hypophosphites.

In April, 1868, I was attacked with Palpitation of the Heart; I sent for the doctor, and he said that nothing could be done for me, and that I was liable to die very suddenly; being very weak and unable to leave my bed, I became discouraged.

After my physician gave me up, I was induced to use your Compound Syrup of Hypophosphites, and the effect was wonderful. In two days I felt the benefit of it, and after taking half a bottle I was entirely free from the complaint, and to this day have not been troubled with a return of the Heart Disease.

Yours, very truly, SARAH LENT.

SPECIAL NOTICES.

THE attention of those who have been suffering for a long time from old complaints that have resisted all ordinary methods of treatment, is called to Dr. Wheeler's Compound Elixir of Phosphates and Calisaya. This remarkable preparation, by promoting the complete digestion and assimilation of food, creates pure vitalizing blood to restore diseased tissues and supply nerve force to all the organs of the body. It is a specific for Dyspepsia in all its forms, Liver Complaint and Disease of the Kidneys; and so speedily does it act, that improvement is frequently manifest the first day of taking it. Being a chemical food, its properties are nutritive, and cannot injure child or adult under any condition of the system whatever.

PSYCHOMANCY, OR SOUL CHARMING

How either sex may fascinate and gain the love and affections of any persons they choose, instantly. This simple mental acquirement all can possess, free, by mail, for 25 cents, together with a Marriage Guide, Egyptian Oracle, Dreams, Hints to Ladies, &c. A queer, exciting book. 100,000 sold. Address PARTS, WILLIAM & CO., South Eighth St., Philadelphia, Pa.

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 Total paid Policy-holders in 1872	9,000,000.00
Total Surplus, 1872	3,646,289.96
	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, in 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. CRISTIN, Jun.,
Bank of Montreal,
Kingston.

ro Residence, No. 3 Barrie Street.

August 1st, 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 $2,539,180
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.

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

WISTAR'S BALSAM OF WILD CHERRY

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.

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.

GRAND TRUNK RAILWAY.

AFTER OCTOBER 6th, Trains leave KINGSTON as follows:—

TRAINS GOING EAST.

Day Express	2.35 p.m.
Night Express	2.25 a.m.
Mixed Train for Montreal	1.15 a.m.
Mixed Train for Brockville	5.20 a.m.

TRAINS GOING WEST.

Day Express	4.15 p.m.
Night Express	3.15 a.m.
Mixed Train for Toronto	6.00 a.m

C. J. BRYDGES,
Managing Director.

Oct. 6, 1873.

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, $6; pints, 2 doz., $7.

G. GORDON & CO.,
Montreal

May 15.

POST OFFICE, KINGSTON.—Arrival and Departure of Mails, 1873.

MAILS.

	A.M.	A.M.	P.M.	P.M.
Eastern, per Grand Trunk Railway, including Maritime Provinces	7.00	10.30	1.20	9.00
Western, per Grand Trunk Railway	7.00	7.00	2.50	9.00
United States, via Cape Vincent			1.30	
Picton			2.45	
Prince Edward Route (by Stage)				9.00
Newburgh, Ottawa, Harrowsmith and Longborough Routes		3.30		
Garden Island		12.30		
Wolfe Island				
Morton Route—Mondays, Wednesdays and Fridays, Tuesdays, Thursdays and Saturdays				
Battersea and Sunbury—Mondays, Wednesdays and Fridays		3.30		
Amherst Island and Stella—Wednesdays and Saturdays				
Inverary Route—Tuesdays, Thursdays and Saturdays				
Portsmouth				

CLOSE.

	A.M.	P.M.	P.M.
Eastern, per Grand Trunk Railway	7.30	4.30	11.30
Western, per Grand Trunk Railway	7.30	2.30	9.00
Picton	7.30	12.30	
Newburgh, Ottawa, Harrowsmith and Longborough Routes	11.30	5.30	
Garden Island, Wolfe Island, Amherst Island, Stella, Battersea, Sunbury, Inverary, Portsmouth	10.00	1.00	
Morton	11.30	1.00	
Picton	11.30	1.00	
Prince Edward Route (by Stage)	9.00	5.50	

DUE FOR DELIVERY.

BRITISH MAILS will be closed as follows:

Per DIRECT LINE (via New York) every Monday at 1.09 p.m. Postage 8c. per half ounce.

Per CANADIAN LINE (via Portland) every Friday at 12.30 a.m. Postage 6c. per half ounce.

Registered Letters should be mailed half an hour previous to the time of closing the Mails. Registration Fee 8c.

MONEY ORDERS, on Money Order Offices throughout the Dominion, Great Britain and Ireland, Newfoundland and Prince Edward Island, can be obtained at this Office. Also Postage Stamps and Post Cards.

DEPOSITS received under the regulations of the Post Office Savings Bank, between the hours of 9 a.m. and 4 p.m.

Office hours from 7.30 a.m. to 6.30 p.m., daily, Sundays excepted.

R. DRACON,
Postmaster.

Post Office, Kingston,
1st Feb., 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, 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 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.

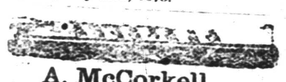
Returning—will leave Kingston daily at 3 p.m., arriving at Picton about 7 p.m., and Belleville 10:30 p.m.

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 accommodation.

C. H. HATCH, Ticket Agent.

Kingston, May 14th, 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, and 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.

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.

WESTERN
ASSURANCE COMPANY.
HEAD OFFICE, TORONTO.

Capital - - - $600,000.

MAXWELL W. STRANGE, AGENT. Office, Clarence Street, opposite the Post Office.

Kingston, 27th Jan. 1873.
September 19, 1873.

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 is prepared to issue Policies on terms as low as any other first class Company.

JAMES SWIFT, AGENT,
St. Lawrence Wharf.

Aug. 4, 1873.

THE FEDERAL BANK
of Canada.

BY order of the Board of Provisional Directors, STOCK BOOKS will be open on and after MONDAY, the 21st inst., for the Subscription of Stock, at the Offices of Messrs Blaikie & Alexander, and of Clarke & Feilde, Stock Brokers, Toronto, of Strathy & Strathy, Stock Brokers, Montreal, and of Messrs Kirkpatrick & Rogers, Solicitors, Kingston.

(Signed)
A. J. CATTANACH,
Secretary.

Toronto, July 8th, 1873.

INSURANCE AGENT.

John V. Noel.

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

Kingston, Oct. 10.

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 Rawden,

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 returnished 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.

Power & Son,

ARCHITECTS AND BUILDING SURVEYORS. Office and Residence Queen Street.

Oct. 24.

R. Gage,

ARCHITECT, MARBLE BLOCK, Princes Street.

Kingston, May 25th, 1872.

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.

For Wolfe and Garden Islands.

MONDAYS.
8:30 o'clock a.m., 11:30 a.m., and 3 p.m.
RETURNING.
9:15 o'clock a.m., 1 p.m., and 3:30 p.m.
TUESDAYS.
7:30 o'clock a.m., 8:30 a.m., 11:30 a.m., and 3 p.m.
RETURNING.
8:00 o'clock a.m., 9:15 a.m., 1 p.m., and 3:30 p.m.
WEDNESDAYS.
8:30 o'clock a.m., 11:30 a.m., 3 p.m.
RETURNING
9:15 o'clock a.m., 1 p.m., 3:30 p.m.
THURSDAYS.
8:30 o'clock a.m., 11:30 a.m., 3 p.m.
RETURNING.
9:15 o'clock a.m., 1 p.m., and 3:30 p.m.
FRIDAYS.
8:30 o'clock a.m., 11:30 a.m., 3 p.m.
RETURNING.
9:15 o'clock a.m., 1 p.m., 3:30 p.m.
SATURDAYS.
7:30 o'clock a.m., 8:30 a.m., 11:30 a.m., and 3 p.m.
RETURNING.
8:00 o'clock a.m., 9:15 a.m., 12:30 p.m. and 3:30 p.m.
SUNDAYS.
9:00 o'clock a.m., 11:30 a.m., 1:15 p.m.
RETURNING.
10.00 o'clock a.m., 12:30 p.m., 3 p.m.

For Gananoque,

Calling at Howe Island at 4 p.m., every Wednesday, Thursday and Friday. Returning—6 a.m. Wednesdays, 6 a.m. Thursdays, 6 a.m. and 7 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, 18th Oct., 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	1422	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:—

CIRCASSIAN, from Quebec, 15th Nov. 1873.
POLYNESIAN " 22nd " "

Rates of Passage from Quebec: