[Continued from first page.]

the suggestion of Mr. Johnston has likewise done yeoman's service to Canada by contradicting in the Belfast *News Letter*, the malicious articles published in the *Irish Democrat*, of New York, upon the steerage passenger question. The libeller of the *Democrat* attacks the Allan Steamer "Nestorian," but it happens that Mr Johnston went out in this very ship, and at the same time with the writer, whose every statement he demolishes in the most complete fashion. In almost as many words he says the man is telling deliberate falsehoods.

The *quid nunc* are, of course, busily engaged in finding out the reason of the petitish and childish outburst of the *Times*. The truth is, the great journal was in a rage because a question concerning Canada had led to a second British defeat under the Washington Treaty. The *Times* was in a rage with Canada and stuck at nothing to show it. The proof is, that in the same issue there was a quotation from the Toronto *Globe* upon the emigrant ship question, upon which the *Times* fastened as a leading article in order to do all the harm it could to Canada, by making out a bad case for Canadian steamships. The editors knew well enough that the whole business was concerned the Canadian line at all, but they chose to make the Toronto *Globe* the weapon of attack. The *Globe* has quietly adopted all the stories about the New York emigrant ships for the purpose of damaging Canadian interests. The *Globe* must have known that the Montreal Line has been, over and over again, demonstrated in the Liverpool and London papers to be superior in the very particulars upon which the *Globe* insisted, namely, the decency of the arrangements with regard to the sexes. The *Globe* could not have been ignorant of this.

We are beginning to understand that organ now. At one time we were amazed to find it running down Canada in every way, depreciating her commercial undertakings, and doing everything that could be possibly achieved to hinder the prosperity of the Dominion. If the people wanted paragraphs calculated to check emigration from England to Canada, they always looked to the *Globe*. It was a paragraph from that paper, deprecating emigration on account of the number of advertisements of persons wanting parties in Canada that was circulated by the English farmers among the agricultural labourers. Every one here did not so readily understand that it was all opposition to the government. We could not understand the motive which led to such a fouling of one's own nest, especially at the expense of the truth. It is, indeed, discreditable to know that there are people who would rather ruin their country than that any one but themselves should govern it. The *Globe* furnished the means by which the *Times* was able to vent its British Philistine spite upon Canada; and it is to be hoped that in the tempest of emotion, which this event is sure to arouse, the eminent services of the *Globe* will not be forgotten. You will know better than Englishmen how to appreciate and reward them.

To persons of this description, who think it an honourable thing to thwart the efforts of persons sent over here at a great expense by the Dominion, it must be gall and wormwood to know how very slight is the effect of their efforts. Only the other day last there was a meeting of the Agricultural labourers Union at Leamington, the centre of the agricultural strike, at which the most amazing accounts were given of what was being done in the way of organizing the emigration of agricultural labourers to Canada. At the same meeting it was stated that Mr Walter, M.P., the chief proprietor of the *Times*, had ejected from his estate, in Berkshire, certain tenants who had been guilty of joining the labourers' union. That accounts for a good deal, does it not? We know that as soon as you get to work with your Pacific Railway (it ought to have been begun long since), you will want a lot of labourers, and these labourers you may depend upon getting, the *Globe* and the *Times* notwithstanding. The desire of the Agricultural Labourers' Union Leaders is for nothing less than the removal by emigration of half-a-million labourers.

The Polynesian has just made a wonderful run home on her maiden trip in 7 days, 18 hours, and 55 minutes; so Canada is not going to be beaten any way.

It may be interesting to you to know that many girls in Montreal go without boots on account of their prohibitous price. Yet we hear of heavy crops in Canada, and the quality is highly spoken of.

It is understood that the Imperial Government have an intention of reducing the rank of the officer who shall have charge of Imperial concerns in Canada, as Commander-in-Chief. The successor of General Doyle will have the rank of Lieutenant-Colonel.

Loss of memory is ever the first indication of a disorder or degeneration of Nervous element. The rapidity with which the mind is restored by the use of Fellows' Compound Syrup of Hypophosphites is perhaps the best proof of its power in re-establishing the strength of the nervous system.—*Adv.*

Butter and cheese are almost indispensable articles of food. Properly used, they are nutritious and healthy; but an inordinate use of either causes indigestion and dyspepsia. Parsons' Purgative Pills, judiciously used, will remove both of these troubles.—*Adv.*

Have you taken the fact that your head is badly swollen? Have you severe pain in the chest, back, or side? Have you cramps or pains in the stomach or bowels? Have you bilious colic or severe griping pains? If so, use Johnson's Anodyne Liniment.—*Adv.*

To protect the understanding of humanity nothing there is like Leather fastened together by Cable Screw Wire. Boots and Shoes made in this way never rip, leak or come apart.—*Adv.*

Trains arrive and depart from the Kingston station as follows:—

GOING WEST.	Arrive.	Depart.
Express	2.10 A.M.	2.20 A.M.
Express	3.45 P.M.	4.05 P.M.
Mixed Train	9.30 P.M.	6.00 A.M.

GOING EAST.	Arrive.	Depart.
Express	1.15 P.M.	1.35 P.M.
Express	2.30 A.M.	2.40 A.M.
Mixed	6.30 p.m.	9 a.m.

POST OFFICE GUIDE.

	Close.	Arrive.
Eastern Mails	12.20 p.m.	4.15 p.m.
Western Mails	2.45 p.m.	2.00 p.m.
East & West	[illegible]	[illegible]
Night	[illegible]	[illegible]

UNITED STATES MAILS.

Through Mails for New York, Boston, and Canada will be closed at 4 p.m. each evening. Closes at 5.30 p.m. daily, Sundays excepted.

BRITISH MAILS

per Canadian steamers will be closed every Friday at 11.30 a.m.

Mails for Germany, France, Switzerland, Belgium, Holland, Denmark, Sweden, Norway, Prussia, Saxony, Hamburg, Bremen, Italy, Portugal, Spain, Turkey, Egypt, Alexandria, Malta, Gibraltar, Aden, Bombay, Calcutta, Ceylon, Hong Kong, Shanghai, Japan, Victoria, Australia, New Zealand, Tasmania, Fiji Islands, Cape of Good Hope, Mauritius, Natal, West Coast of Africa, Madeira, Bermuda, Nassau, Havana, Vera Cruz, Yucatan, Campeachy, Honduras, Costa Rica, Panama, Chili, Peru, Ecuador, New Granada, Venezuela, Brazil, Buenos Ayres, Montevideo, Valparaiso, Chiloe, Sandwich Islands, China, Manila, Batavia, Java, Singapore, Penang, Ceylon, Calcutta, Bombay, Aden, Malta, Gibraltar, Madeira, Lisbon, Cadiz, Malaga, Smyrna, Constantinople, Alexandria, Jerusalem, Beyrout, Damascus, Bagdad, Tripoli, Barbary, Egypt, Greece, Turkey, Wallachia, Moldavia, Syria, Tuscany, Sardinia, Corsica, Piedmont, Malta, Switzerland, Italy, Austria, Prussia, Saxony, Hamburg, Bremen, Holland, Belgium, Denmark, Sweden, Norway, Russia, Poland, Turkey, Egypt, East Indies, Madras, Bombay, Calcutta, Ceylon, Penang, Singapore