The Daily News,

WEDNESDAY EVENING, NOV. 25.

☞ SEE FIRST PAGE.

## THE LATEST PARISIAN WHIM.

Mercurial Paris must have an excitement of some kind for its million and three-quarters of loquacious tongues to talk about, and as revolutions and political demonstrations generally are not "la mode" under a paternal government, it has constantly to content itself with, and make the most of, a very small nine days wonder. What a furore, for instance, was created by Procureur-General Dupin's tirade against the unbridled luxury of women, as though "painting the face, tiring the head, wearing of gold, and putting on apparel," were not as old as the prophets. Journalists, pamphleteers, dramatists, caricaturists, and "bavards" of the Boulevards, lived upon it for months, till the renown of Gladiateur drove Paris, as it were, racing mad, and the dames of both "mondes" took to flaunting Count Lagrange's colours in the Bois de Boulogne. Then the Giant balloon commenced its ascents, and, ere it had collapsed, Theresa, singing the praises of her "Sapeur" and the "Femme a Barbe," was in the plenitude of her fame. In due course the "*Jiru* of the people" had to *cider le pas* to Cinderella and "La Belle Helene," following whom came Pere Hyacinthe, the eloquent Carmelite, and the Grande Duchesse de Gerolstein, with the "Odeurs de Paris," the Universal Exhibition, and a surfeit of sovereigns from three quarters of the globe in her train. The last crowned head had barely departed, ere the telegraph proclaimed that "the Chassepot had done wonders" at Mentana, and then things warlike had their turn for a time, including endless discussions on the rival merits of the needle-gun, the Chassepot, and the Snider, and experiments with the Mitrailleuse, or revolving cannon, the "canons eventails," and the new Mortimer revolver, in the midst of which Rochefort hangs out his "Lantern," throwing all Paris into a whirl of excitement for a few weeks. Ere this is obscured by a bushel of legal condemnations, Paris is startled at the apparition of hundreds of velocipedes intersecting the avenues of the Bois de Boulogne, and cutting in and out the carriages in the Champs Elysees and the Boulevards at a maddening rate of speed.

The velocipedists have stolen a march on the coming flying man, for while he is busy adjusting the wings with which he intends to navigate the clouds, they have attached wheels to their legs, enabling them to skim the earth with the speed of a fast-trotting horse. The resuscitation of velocipedes—a ninety years' old invention—is due to the *petits creves* and *cocottes* of Paris. At the present moment, however, they are a mania with all classes, and count among their more fervent partizans princes, dukes, and other titled personages, several high functionaries, and even one staid member of the French Academy. Every alternate Sunday or so velocipede races have taken place in the environs of Paris,—at St. Cloud, Vincennes, Enghien, Pantin, and elsewhere. Mounted, too, upon these flying horses, amateurs dash along the crowded thoroughfares of the capital, while adepts at the risk of their lives drive their velocipedes of two wheels—one directly in front of the other—along the narrow stone parapet at the side of the Seine, and down the hundred and one steps of the Trocadero; rising up in their seats, lying down on their backs, letting go the handle of the vehicle, and throwing both legs over it while performing these daring feats. Government employees living in the suburbs ride to their offices every morning on the new iron horse, a hint to dwellers on certain suburban lines of railway on the other side of the Channel. You may see them on their return journey at night steering in between the throng of carriages with lighted lantern swinging in front of them, and with other velocipedes sent out by enterprising tradesmen displaying illuminated advertisements before and aft. The compositors of "Galignani's Messenger" and other newspapers are said to go to and return from work on velocipedes; and several of the collecting clerks of the Bank of France have begun to use them.

Provincials stare aghast at these modern centaurs dashing in and out the whirl of vehicles much as the country people of old did at the apparition of the Thessalonians mounted on the horses which they were the first to tame; while the cabmen of the capital exhibit their hostility by dodging in front of the velocipedists whenever they get the chance, and by chaffing such amateurs as are not sufficiently expert to give them a wide berth. Prices of velocipedes, including what Moses of the Minories would style directions for self-measurement, are advertised on the walls, outside the kiosques of the Boulevards, and in all the papers, and announcements of lessons on the art of managing them, may be met with in almost every journal, and posted up in all quarters of Paris. The public schools, too, are to have professors to lecture on the new method of locomotion, and to teach the youth of France how to manage the willing steed. Meanwhile the Prince Imperial has been furnished with a "velocipede de luxe," mounted in rose wood and aluminum bronze.

Paris is in a perfect state of frenzy with respect to its new toy. The newspapers call upon the government to order a supply of velocipedes to save the overworked legs of the rural postmen and of the messengers attached to the provincial telegraph bureaux; and even advise a limited number of these vehicles being furnished to infantry regiments, to enable outposts to reconnoitre and to communicate rapidly with the main body of the army. Some, carried away by their enthusiasm, ask why a species of light cavalry, mounted on velocipedes, should not be instituted. It is suggested, too, that lifeboat crews on thinly populated coasts should be provided with velocipedes, by means of which a more rapid assembling of them in time of need might be effected; and moreover, that gardes champetres, and country doctors and cures who cannot afford the expense of a horse, should travel about on the new vehicles, which, by the way, have already penetrated to the provinces, for seaside lounge rs, mounted on them, were to be seen at all the Norman and Breton watering-places, and on the shores of the Mediterranean, coursing along the coast. Eccentric sportsmen, too, chase their game with velocipedes; artiss use them to go on sketching tours, and photographers employ them on distant expeditions.

Guests at country chateaux organized races with velocipedes among themselves, just as in England they do games at croquet; and at a recent election contest in the department of the Var, on its being discovered that the government had hired all the public vehicles in Toulon for the day of the election, the partizans of the opposition candidate procured a supply of velocipedes, on which the liberal electors dashed to the poll. Dramatists introduce velocipedes into their pieces; and at several Parisian theatres they play a prominent part in some of the more striking scenes. Caricaturists, however, have turned them most to account, for every week brings forth some pictorial skit in which they occupy the first place. The toy dealers, too have not been idle, for you cannot pass along the Boulevards without getting your feet entangled in a toy velocipede, mounting a large red lantern,—at present a prohibited emblem in Paris,—and with the rider working his arms and legs up and down like an ordinary scaramouche, which some enterprising hawker, the better to display its attractions, has set going along the asphalte pavement.

Now that the velocipedes promise to become useful as well as popular, the French of course claim the merit of the invention—the "new conquest made by man," as they grandiloquently phrase it. They have exhumed from the "Journal de Paris" of July 27, 1770, a description of a vehicle invented by MM. Blanchard and Masurier—the former a celebrated aeronaut—which was exhibited in rapid motion in the Place Louis XV.—to-day Place de la Concorde—in presence of many members of the French Academy and a large concourse of ordinary spectators. At the head of the machine was the figure of an eagle with outspread wings, to which was attached the apparatus with which the driver directed his movements. Behind him was seated an individual who gave an impetus, more or less rapid, to the machine by pressing his feet alternately upon the ground. He sat down or stood at discretion, with his legs half concealed in a short box, where the springs that communicated movement to the machine were evidently placed. The inventor subsequently transported the vehicle to Versailles, and exhibited its capabilities in presence of Louis XVI., Marie Antoinette, and their idle court. The next velocipede, known under the name of "celerifere," made its appearance in the gardens of the Luxembourg exactly sixty years ago, in 1808, and people point to a caricature of the time in proof of the fact. This machine was mounted, it seems, on low wheels, enabling the rider to place his feet on the ground, and by means of the impulsion thus secured he made the heavy vehicle advance, guiding it as best he could. The forward movement was, in fact, a species of skating on dry land, sufficiently fatiguing, as may be supposed, and not unattended with danger, for the slightest false movement commonly resulted in painful sprains. The steering was accomplished with much difficulty, as the machine could not be restrained from accelerating its speed while going down hill, whereas the modern velocipede can be guided and stopped at will while descending the steepest incline.

The invention, unable to contend against the shafts of wit levelled mercilessly at it, speedily succumbed. Caricaturists represented it struggling with an improvised locomotive—at that time also an object of ridicule—each endeavouring to force the other along, and amidst shouts of laughter the celerifere disappeared from public view. Two-and-twenty years later, however, a M. Dreuze came forward with an improvement upon the original invention which met with partial success, inasmuch as a certain number of machines were constructed after this model and distributed among the country postmen, who used them with advantage for a year or two, until a heavy fall of snow rendered them unserviceable, and led to their ultimate abandonment, much to the gratification of that conservative class who detesting everything in the shape of innovation, had early prophesied their failure.

The velocipedes, about which the Parisians have run mad at the present moment, are of various kinds. Some have two and others three and even four wheels; all have either pedals or reels on which to place the feet, and usually either breaks or levers to regulate the speed. The two-wheel velocipedes, the bicycles as they are styled, are intended for the male sex only, and are by far the swiftest machines. They are usually of wrought iron, and have pedals or reels attached to the front and larger wheel, and the working of which, by a light movement of the feet, gives the requisite impulsion to the vehicle. The saddle is poised on a bar of iron suspended a few inches above the top of the fore-wheel. The hands rest on a handle in front of the machine, which, working on a pivot, serves as a balancing pole, the equilibrium being preserved by giving a slight twist to this handle. The break, which at once stops the revolving motion of the wheel, is applied by means of a sharper twist. Here are the rules which one of the most skilful amateurs has drawn up for the guidance of beginners:—

"Run beside your iron horse, leading it, as it were, with your hand, so as to familiarize yourself with its movements; this will be an affair of a few minutes merely. Then commence practising with it on a slope, and, after mounting it, let it move forward of its own accord, while you occupy yourself with studying the effects produced by the inclination which you give to the balancing pole or handle of the machine. When you thoroughly understand the action of this, place one foot on the pedal, and follow its movements without assisting them. The difficulty with beginners is to restrain the unnecessary expenditure of muscular force; they ordinarily perform ten times the labour that is requisite.

"Next repeat the experiment on level ground, having both feet on the pedals, and working them alternately with scrupulous regularity. Speed is obtained by simply accelerating this movement.

"After an hour or two's practice the tyro will be able to accomplish a distance of from thirty to forty yards without running the risk of an upset. Should the machine incline to one side, all that is necessary to be done is to remove the foot on the same side from the pedal and place it on the ground. This can of course only be accomplished when the velocipede is of a moderate height, which, by the way, is the proper kind of machine for beginners to make their first essays with.

"To alight, both feet are raised from the pedals at the same instant, which has the effect of slackening the speed of the machine; the feet are then placed simultaneously on the ground without the handle being let go."

The tricycle, or three-wheeled velocipede, is easier to guide and safer to use than the bicycle; its speed is, however, less rapid; still, it can be made to pass a carriage going at full trot. As the fair sex largely patronize this vehicle, the seat is more commodious than that of the bicycle, having sides and back of wicker, and a horsehair cushion to sit upon. The hind wheels, though large, are light, and revolve with facility; the fore-wheel, which is smaller, serves to guide the machine, being acted upon by means of the handle, which causes it instantly to turn in the direction indicated by the rider. The pedals are shaped like slippers, which facilitates the movements of the legs, and at the same time admits of the foot being disengaged instantaneously. The movement required to impel the machine is a perfectly natural one, analogous, in fact, to that of walking, that is to say, without the slightest pressure of the foot, and certainly without effort. In addition to all these advantages, the larger three-wheeled velocipedes have a lever which follows the line of the eccentrics attached to the pedals and fits on to the axles. By assisting the movements of this lever, the speed of the vehicle is considerably increased, and a simple pressure against it checks the rotatory movement of the wheel and stops the progress of the machine. This lever is, in fact, both a means of impulsion and a break.

Ordinary two-wheel velocipedes range in price from two hundred up to four hundred francs, according to the completeness of their fittings. Velocipedes de luxe mount up almost to any sum. Three-wheel machines are priced at from one hundred and sixty to two hundred and fifty francs, while smaller sizes for children can be purchased for fifty francs. The somewhat numerous etceteras comprise the requisite instruments in the event of the machine getting out of order on a journey, with a lantern, a grease box, India-rubber cushions for the iron bar in front of the machine, on which the legs are generally allowed to rest when not in action, and an indicator to mark the distance travelled.

The speed attained by the swifter kind of velocipedes averages from twelve to thirteen miles an hour; adepts find no difficulty whatever in accomplishing fully fifty miles within five hours without once alighting from their vehicles. A couple of amateurs making a tour through a part of France challenged each other as to which could perform the greatest distance within four-and-twenty hours. One gave in after having accomplished eighty-seven miles; the other went on an additional six and thirty miles, making one hundred and twenty-three miles in all. On the 21st of last September a party of nine quitted Rouen early in the morning mounted upon velocipedes, and arrived in Paris in time for dinner the same evening, having performed the distance of eighty-five miles, exclusive of stoppages, at a rate of speed averaging between ten and eleven miles an hour. It should be understood, that, in impelling a velocipede, the limbs are not constantly in motion, as on level ground; when the impetus is at the average rate, or when the machine is descendi g an incline, the feet may be removed from the pedals, and the legs be placed on the bar fixed in front of the velocipede for this purpose. A slight impulsion given to the vehicle from time to time suffices to keep up the speed. The ascent of any incline greater than 1 in 25 is said to be impracticable. When the rider, therefore, encounters a hill of more than average steepness, he has to dismount and lead his velocipede with his hand, which we are told he can do with almost the same ease as he can carry an ordinary walking-stick.

The velocipede races in the suburbs of Paris are ordinarily rather exciting affairs. Advantage is generally taken of some fete day, when the village selected to be invaded will be certain to be in holiday guise, with tricolor flags flying from the tops of tall Venetian masts, and decking the "Mairie" from roof to basement; when property pasteboard eagles and laurel wreaths and imperial crowns and ciphers brilliant as Dutch metal can make them, and hired for the occasion, will be certain to meet the eye at every turn; and when across the streets a few score coloured lamps will be seen suspended, to imply that a *fete de nuit*, in other words, illuminations, fireworks, dancing, and drinking in the booths until midnight, may be counted upon.

Perhaps Monsieur le Maire, in his tricolor scarf of office, will favor the races with his presence. Sapeurs-pompiers, with their broad belts, their big brass helmets, and affected military swagger, are certain to be particularly grand on these occasions, rendering the tall gendarmes in their large cocked hats, their bulky breeches, their long sabres, and their somewhat ferocious-looking mustachios, more than a trifle jealous. The racing-ground is all marked out with flags, and there is certain to be a larger cluster of banners flying at the starting place, near to which in some reserved enclosure scores of velocipedists are exercising their docile steeds. A certain number of them wear jockey hats and jackets of various colored silks, and all appear to have their legs encased in high leather boots. The moment of starting arrives, and the competitors are duly drawn up abreast, with as great a distance between each as the width of the course will allow. The fair sex mount on chairs and wave their little hands and flourish their pocket handkerchiefs, and laugh and almost scream with delight, as at the grounding of the starter's flag their several favourites dart off, working their legs up and down with such an amount of energy, that one cannot help thinking a fortnight's exercise upon the treadmill will be admirable probationary training for this sort of contest. Spite of the exertions of the tall gendarmes, the crowd closes in behind the competing charioteers, who are consequently soon lost to sight. After the lapse of a few minutes, however, distant shouts and cheers announce their return, and the crowd opens to allow of the passage of the victor, who, drenched in perspiration, and with his legs working up and down with equal regularity and greater speed than the piston of a steam-engine, the safety-valve of which is fastened down, passes the winning post amidst the cheers and laughter of the crowd, who enjoy the sport more than they would the finest horse-race; and, as soon as he has dismounted, proceeds to dip his sunburnt beak into a foaming glass of Strasburg beer.

At these races the average length of the course is 1800 metres, nearly a mile and a furlong. At Enghien this distance was traversed—a portion of it being over a stone-paved road—in 4 minutes and 25 seconds by a velocipede with two wheels, and in 6 minutes and 28 seconds by a velocipede with three wheels. At Vincennes the same distance took 5 minutes and 5 minutes 45 seconds respectively to accomplish, two-wheel velocipedes only competing. Greater speed was attained at St. Cloud, when the course of 2400 metres, almost equivalent to a mile and a half, with an incline of 8 in 100 for a third of the distance, was traversed in 4 minutes and 50 seconds; whereas the final race at Vincennes over a level course of 3600 metres, —20 yards short of 2 miles,—took 9 minutes and 10 seconds to accomplish. But at these races prizes are not given for speed alone; they are also accorded to those who occupy the longest time in traversing a specified distance, a far more difficult proceeding than accomplishing a mile in a few minutes, as when going at a snail's pace, it is almost impossible to preserve the proper balance, and horse and rider are usually both capsized. In a contest of this character at Vincennes, over a course of some 160 yards in length, out of six experienced amateurs who started only one succeeded in reaching the goal. In another race over the same course, where the competitors were deprived of the means of steering their vehicles, out of seven who started only two arrived at the winning-post.

The prizes given at the foregoing contests have been usually gold and silver medals and silver cups; now and then, however, money prizes of 500 francs are awarded. Several efforts have been made to induce the fair sex to compete at these races, but hitherto without success, although they are ready enough to engage in a contest with any casual cavalier whom they may encounter on his velocipede in the Bois de Boulogne.

The latest novelty in the velocipede line is the podoscaphe or velocipede-marin, as it is called, formed of a couple of canoes covered with canvas and joined together by two iron bars, between which is a paddle-wheel put in motion by means of two pedals placed at the extremity of the arc. These machines may be constantly seen in action on the Lake of the Bois de Boulogne and on the Lake at Enghien, and even on the Seine itself opposite the Tuileries. The inventor is sanguine that these machines will eventually attain the same rate of speed as the land velocipede already accomplishes. Quite recently an enterprising amateur offered to wager 10,000 francs that he would cross the channel between Boulogne and Folkestone on a velocipede-marin within the limit of three hours,—wind and weather, we presume, permitting.—*London Society.*

**Campbell, Mowat & Macdonell,**
BARRISTERS, &c., Princess Street, Kingston (opposite Daily News Office).
ALEXANDER CAMPBELL, Q.C.,
GEORGE LEVACK MOWAT,
GEORGE MILNES MACDONNELL.
March 15, 67.

**O'Reilly & Draper,**
BARRISTERS, ATTORNEYS-at-LAW Solicitors in Chancery—Chambers Nos. 7, 8, & 9, Anchor Buildings, Kingston, C. W.
JAMES O'REILLY, Q.C. | FRANK C. DRAPER.

**Gildersleeve & Walkem,**
BARRISTERS and ATTORNEYS-at-LAW, Conveyancers, Notaries Public.
**Richard T. Walkem,**
SOLICITOR IN CHANCERY.
Office—Clarence Street, Kingston, C.W.
J. P. GILDERSLEEVE, L.L.B. | RICH. T. WALKEM.

**Macdonald, Patton & Machar,**
BARRISTERS AND ATTORNEYS-at-LAW, Solicitors in Chancery, &c.
Offices—18 Clarence St., opposite the Post Office, KINGSTON, C. W.
JOHN A. MACDONALD, Q.C. | JAMES PATTON, Q.C
JOHN M. MACHAR.
Kingston, Jan'y 16.

**W. R. Mingaye,**
ATTORNEY-AT-LAW, Conveyancer, &c. Kingston, C. W. Dec. 1.

**Wm. B. Thibodo,**
BARRISTER AND ATTORNEY-AT-LAW, Solicitor in Chancery, Conveyancer, &c., Anchor Buildings.

**Wilkison & Reeve,**
BARRISTERS AND ATTORNEYS-at-LAW, Solicitors, Conveyancers, &c. Napanee, C. W.
OFFICE.—South West corner of Dundas and East Streets.
WM. H. WILKISON. W. A. REEVE, M. A. County Crown Attorney.

**James Agnew,**
BARRISTER and ATTORNEY-at-LAW, Conveyancer, &c. Office Bagot Street, second door south of the *British Whig* Office, upstairs. August 1.

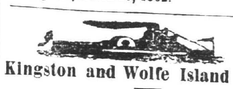
**John Mudie,**
BARRISTER, Attorney-at-Law, Conveyancer, &c. Office opposite Post Office, Clarence Street, Kingston.
August 6.

OFFICE REMOVED TO KING STREET NEARLY OPPOSITE THE CITY BOOK STORE.
**Joseph Bawden,**
ATTORNEY AT LAW, Solicitor in Chancery, Notary Public, &c., 33 King street, Kingston.

**Signor Carlo Mora,**
PROFESSOR of the PIANO & THOROUGH BASS, & CULTIVATION of the VOICE. For terms, address MR J. REYNER'S Music Store.
Kingston, May 6.

**J. R. Smith, M.D.,**
PHYSICIAN, SURGEON, &c., PORTLAND, Residence Harrowsmith.

**Royal Assurance Company**
OF
LIVERPOOL AND LONDON.
MAXWELL W. STRANGE,
Agent for Kingston
Office—33, Clarence Street.
Kingston, March 20, 1862.



**Kingston and Wolfe Island Ferry.**
**CHANGE OF HOURS.**
COMMENCING MONDAY, 26th instant, one of the Ferry Steamers will run as under:

| Leave Kingston daily, | Leave Wolfe Isl'd daily, |
|---|---|
| At 11:30 a.m. | At 9 a.m. |
| 3:30 p.m. | 1 p.m. |

ON MONDAYS, TUESDAYS, & SATURDAYS,

| | |
|---|---|
| 8 a.m. | 7:30 a.m. |

ON MONDAYS AND SATURDAYS,

| | |
|---|---|
| | 4 p.m. |

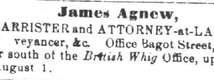
SUNDAY TRIPS.

| Leave Kingston, | Leave Wolfe Island, |
|---|---|
| 9:00 a.m. | 9:30 a.m. |
| 1:15 p.m. | 2 p.m. |

G. M. KINGHORN,
Ferry Wharf, foot Brock Street.
Kingston, October 24, 1868.

**Kingston and Gananoque Route.**
THE Steamer PIERREPONT, C. Hinckley, Jr., Master, will run as under.
LEAVE KINGSTON
On Tuesdays, Wednesdays, and Fridays at 3:30 P.M.
LEAVE GANANOQUE.
On Wednesdays, Fridays, and Saturdays, at 6 A.M.
For Freight or Passage apply to Captain on board, or to
G. M. KINGHORN.
Ferry Wharf, foot Brock Street.
Kingston, 24th Oct. 1868.

DAILY BOAT
**For Bath Picton and Belleville.**
THE ROYAL MAIL STEAMER



**Bay of Quinte,**
CAPTAIN FRANK COMBE,
WILL LEAVE THE ST. LAWRENCE WHARF, foot of Johnson Street, for the above and intermediate ports, every day (Sundays excepted) at FOUR O'CLOCK,
Returning, leaves Belleville every morning (Sundays excepted) at SIX o'clock, a.m.
For rates of Freight and Passage apply to the Captain on board, or to
J. SWIFT & Co.,
Freight Agents.
C. H. HATCH,
Passenger Agent.
Kingston, April 20, 1868.

BILL HEADS and other kinds of JOB PRINTING executed with neatness and despatch at the Daily News office, Princess Street

STATUTORY DEEDS—Approved and carefully printed copies of the Short Form of Deed legalised by Statute, for sale at the Daily News Office. Statutory Mortgages and other law forms kept on hand.

STEAM PRINTING HOUSE, Princess Street, Kingston. Printing of all kinds at the DAILY NEWS STEAM PRINTING HOUSE.

**Phœnix Fire Assurance Company**
OF LONDON.
Agent at Kingston,
THOS. KIRKPATRICK.

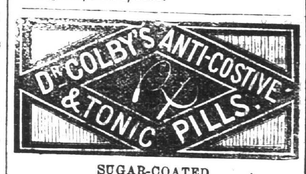
Home Insurance Company of New Haven, Conn.
CAPITAL .. .. $1,000,000.
PREMIUMS RECEIVED DURING 1867—$2,000,000.
Funds deposited in the hands of the Goverment for the security of Policyholders.
☞ All fire risks carefully surveyed, and the rate of Premium made to correspond with the risk assumed.
JAMES SWIFT,
Agent,
St. Lawrence Wharf
Kingston, Feb. 4, 1868.

**RELIANCE MUTUAL**
*LIFE ASSURANCE COMPANY.*
**ETNA**
**Fire and Marine**
*INSURANCE COMPANY OF DUBLIN.*
CAPITAL .. .. .. .. $2,500,000
ANNUAL INCOME . .. .. 1,000,000
T. W. GRIFFITH,
Manager for Canada
F. HOOPER,
Agent for Kingston.
Office opposite Burnett House.
Dec. 20, 1867.

**1866. Marine Insurance. 1866.**
**Ætna Insurance Company of Hartford Conn.**
THOS. A. ALEXANDER, President. | E. P. DORR, General Agent.
INCORPORATED IN 1819.
CAPITAL $3,000,000. ASSETS $4,650,938,27
HULL AND CARGO RISKS to and from Inland Ports on favourable terms.
Losses promptly and liberally adjusted and paid in Canada Currency.
JAMES SWIFT, Agent,
July 1. St. Lawrence Wharf.

**Home Insurance Company of New Haven,**
D. SATTERLEE, President. | CHARLES WILSON Secretary.
CASH CAPITAL .. .. $1,000,000.
LAKE AND RIVER RISKS taken on hulls and cargoes at reasonable rates.
JAMES SWIFT, Agent,
July 1. St. Lawrence Wharf.

"Ætna" Insurance Co. of Hartford, Conn
PAID UP CAPITAL AND SURPLUS—$4,833,543,39.
Losses paid in 49 years, .. .. $23,000,000.
THIS Company has been doing business in Canada for nearly 50 years, and during that time has secured the public confidence by the prompt and liberal settlement of every fair claim. It has fully complied with the laws of Canada by the deposit with the Government of Stocks to the amount of
**$50.000**
And is prepared to issue policies on terms as low as the safety of the assured will permit.
JAMES SWIFT,
Agent,
St. Lawrence Wharf.
Kingston, Feb. 4, 1868.




SUGAR-COATED
ARE a safe and reliable remedy in all diseases of the *Stomach, Liver* and *Bowels*. They are not *Quack* Medicines puffed up by high sounding testimonials from imaginary people, but are the result of forty years experience of a first-class physician, and their extraordinary success is due to the fact that they answer exactly their name. The formula from which they are prepared, is based on sound, scientific principles, and has received the unqualified approbation of the *medical profession*. They do not profess to be a cure-all, but for all diseases arising from any derangement of the *Stomach, Liver* and *Bowels*, they furnish an effectual remedy. We have in our possession, over one hundred testimonials from physicians who have used them in their practice and highly approve of them, among which are the following:
J. H. GIBSON, M. D., Dunham, C. E.
C. E. COTTON, M. D., Cowansville.
CHARLES BROWN, M.D., Cowansville.
S. S. FOSTER, M. D. Broome.
J. C. BUTLER, M. D., Waterloo.
JOHN ERSKINE, M.D., Waterloo.
NORMAN CLEVELAND, M. D., Barnston.
N. JENKS, M. D. Barnston.
C. W. COWLES, M. D. Stanstead.
JOHN MEIGS, M. D., Stanstead.
JOSEPH BREADON, M. D.. Surgeon, R N.
BENJAMIN DAMON, M.D., Coaticook.
LEMEUL RICHMOND, M.D., Derby Line.
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