(Continued from one first page.)

mercantile men, even at present, to send their agents over to the British and European markets once, twice, and sometimes more frequently during the course of the year; and it was obvious that if within a distance of four days from London, and able to make the journey to and from it, besides transacting business, in three weeks, the number of these would be immediately increased; besides, it would be a double traffic, as the passengers who went the one way would of necessity also return in almost every case. The mail contract, too, would be an immense advantage to the route as well as the route to the expedition of business. Through the post one million of letters and as a great number of newspapers went yearly from this country to Europe, and the facility for forwarding them would almost certainly increase the number forwarded very largely. It might be inquired, if the advantages were as great as represented, why there had been no effort up till now to realize them, but he had to reply that until the construction of the Intercolonial Railway was completed, these advantages could not be of themselves apparent. The construction of the Atlantic Cable had also distracted public attention from the subject, although previous to that a good deal of interest had in reality been felt in it. It might also be argued that it was essentially a summer route, which he granted was partially true, but he also had to reply that the trade which it was intended to accommodate was also essentially a summer trade. The difficulty of transhipment at Valencia and St. George's will also likely be taken as an objection to the proposed route, but he did not propose that it should be available for goods traffic, except of the very lightest description, and should be confined as much as possible to the conveyance of mails and passengers. He, however, had no objection to making Milford Haven, instead of Valencia, the terminus of the English and Cape Breton the terminus for the Canadian goods traffic, which would entirely obviate this objection and yet greatly shorten the passage. He could not give any appropriate estimate of the cost of the railway across Newfoundland, or the entire cost of the equipment of the route, and that also might be used as an argument against him; but a great deal was known of its probable cost, and English capitalists could invest in its stock with far less risk than in the Canadian Pacific Railway. (Hear, hear.) In a few years the country would be benefitted very greatly, both directly and indirectly; a higher class of emigrants would be induced to come to the country on account of the short sea passage, and the inconveniences and hardships which were thereby obviated. He pointed out the good that would unquestionably arise from a systematizing of the emigration policy of the Government, and bringing out emigrants in batches or colonies instead of allowing them to land at hap-hazard, unheeded, as at present, upon a strange shore, with little information as to where they were most wanted, and no definite idea as to where they should go. (Hear, hear.) But the mere question of the shortest route between this country and Britain could in itself be a matter of no slight importance to the House, to this country, and to Britain. If the difficulties which now stood in the way of that grand scheme of an Imperial federation were to be overcome, everyone knew that it was our perpetual boast that the Dominion of Canada must be the key-stone of any possible confederation of the British Empire. (Hear, hear) With the Pacific and Intercolonial Railways extending across the Dominion from British Columbia to the Atlantic Ocean, it was unquestionable that a great step had been gained towards this end; but this would not be in itself complete without the joint action of some such transatlantic route as he had just proposed. Granted that this scheme and the Pacific Railway were complete, we would then have brought the Pacific Ocean within ten days' travel of London, China and Japan within twenty-five days, and the Australian colonies within fifty days of the same centre. Thus, too, through one great highway of communication passing through British territory, we could unite not only the territories of the British Crown already mentioned, but our great Indian Empire, and consummate a magnificent and complete confederation of all the British possessions. (Hear, hear.) For these reasons any route which placed us within the smallest possible distance from Great Britain should receive the serious consideration of the House; and he moved that a Select Committee be appointed for the purpose of enquiring into the matter to consist of Messrs. Campbell, Anglin, Fortin, Young, (Montreal) Young (Waterloo), Mackay and the mover.

Mr Anglin said the importance of this subject could not well be over-estimated, but it could not have been dealt with sooner. He wished to point out a few of the facts, as laid down in Fleming's report, which had not been noticed by the mover of the resolution. The proposed route was not only the shortest to Europe from this country, but it was also the shortest from New York to Europe, and, therefore, in the summer season, a very large passenger traffic might reasonably be expected over this route, which would diminish the risks and inconvenience and sufferings of a sea voyage. From his own personal knowledge he could say that the expenditure on the continent would be a mere trifle. A branch railway from the Intercolonial Railway, down to Shippegan would, according to Mr Fleming, be about 22 miles in length. He knew the country, and he knew that except on the prairies there was no country where a railway could be more cheaply constructed. There would be no bridges nor cuttings required of any importance. With regard to the harbour, it was one of the finest in America. There was a magnificent entrance to the Bay of Chaleurs. The entrance to Miramichi Bay would need some improvement, but some expenditure would be required any way. He considered the time had now come when this subject should receive the serious consideration of the Government and Parliament. There was an impression that the interior of Newfoundland was waste and uninhabited; but explorations had of late been made which showed that the country was well watered and timbered, and a railway could be built through it without any great expense. It might be said that Newfoundland was not within the Dominion, and therefore the Dominion could not be expected to seriously entertain any project which would involve an expenditure of public money to a very large extent upon the island. That was, no doubt, true, but he believed the Government hoped at no distant day to induce Newfoundland to join the Union. It was scarcely probable that Prince Edward Island and Newfoundland would remain outside of the Union any very great length of time, and one of the means of inducing Newfoundland to come into the Union probably would be to hold out the expectation that, in addition to other advantages, the island would be opened up by a railway running across it, bringing a stream of travel to and from Europe, which would be of great advantage to the country. The importance of the subject having been sufficiently stated by the mover of the resolution, it was not necessary for him to dwell upon it. He might say that the harbour of Shippagan was very conveniently situated on a point of land which ran down from the mainland, having the Bay of Chaleurs on one side and Miramichi on the other, and it was stated by Mr Fleming that this port was the nearest point on the mainland to Europe, excepting a point on Gaspe, which was out of the question as a shipping point.

Sir John Macdonald regretted that the Hon. Dr. Tupper was not present, as he had always taken a special interest in the subject. He agreed that this matter was one of very great importance, and the House was very much indebted to the mover of the resolution for having brought the matter before them so ably. The Committee, he had no doubt, would be able to report some valuable suggestions, and after that, perhaps, the question might be again discussed by the House this session. The motion was agreed to.

The Guelph *Herald* says that an oysterman of Guelph is receiving "oysters for the million." We don't believe a word of it: there are not a million people in Guelph altogether, nor anything like it. And the editor of the *Herald* knows it.

REMINISCENCE.

TO M. A. J.

Anna, dear, do you remember
An hour of olden happy days,
When blithe joy was no dissembler,
And the sunlight were no haze?
When our our hearts knew nought of sorrow,
And our thoughts were free from care,
As we welcomed each bright morrow,
For the gladness it would bear?

Oh the future had a golden
Setting. Anna, had it not?
And how fairylike the olden
Happy girlish dreams we wrought.
Anna, I have often wondered,
Musing on our early trust,
If our worship e'en were sundered
Altogether from the dust.

So much love and joy were given
To us, a life's morning time,
That our thoughts of God and heaven
Seem an echo of their chime.
But the years in sweeping o'er us
Tore the dreamland veil in twain,
And He who was watching o'er us
Knew our hearts most needed pain.

Have the years our love been spending?
Still a place within your heart
I would claim, our soul thoughts blending,
Though our life-paths lie apart.
Anna, Anna, ever cherish
Gentle kindly thoughts of me,
And 'till earthly love shall perish,
I will murmur prayers for thee.

ROSA MYERS.

Harrowsmith, March, 1873.

THE "CAR HOOK" MURDER.

As Governor Dix refuses to commute the sentence of Foster, the car-hook murderer in New York, it may be interesting to recall the circumstances of his crime, the penalty of which he will suffer to-day.

At about half-past nine o'clock on the night of April 26th, 1871, Mr Avery D. Putman, a provision merchant took a Broadway car, to go to West 46th street. In company with Mr Putman, who was a highly respected citizen, were Madame Ann S. Duval and her two daughters, Miss Mabel and Miss Jennie Duval, the elder lady being a modiste. At Sixteenth street William Foster, aged 33 years, and who was very much intoxicated at the time, got on the car. Foster made faces at Miss Jennie several times during the ride and opened and shut the door several times, and finally came in and sat down and quarrelled with Mr Putman, who had been protecting the ladies and who as finally told by Foster that "he would ride as far as he did, and give him hell" when he got out. He accordingly did ride in silence for three-quarters of a mile till at 46th street, Mr Putman got out, and while handing Mrs. Duval from the car, Foster in a drunken rage ran from the front of the car with a car-hook (an iron hook to hold up the pole, while attaching it to the car,) in his hand and delivering two powerful blows on the back of Putman's head fracturing his skull. Mr Putman was carried to a drug store, and from thence to St. Luke Hospital, where he died. The prisoner was duly tried and found guilty of murder in the first degree, but was recommended to mercy by the jury. His case was carried to the Court of Appeals upon the usual profuse bill of exceptions, and all the points made in his favor were reviewed by that tribunal and decided against him. An application was then made to the Governor to commute his sentence, which he has felt it to be his duty to decline to do.

ACCIDENT TO ST. JUDE'S CHURCH.—During the high wind on Saturday evening the top part of the brick wall of St. Jude's church Brantford was blown in, carrying with it in its fall, inside of the church, a portion of the rafters and ceiling. The wall it appears was insufficiently fastened to the roof [illegible] the fact of the top being unable to withstand the pressure of the heavy gusts of wind. The regular service in consequence of this mishap had to be held in the School House adjoining.

WEST DURHAM.—The Oshawa *Vindicator* says:—It is well known that Mr Glen has received strong overtures from this Riding to present himself as a candidate in opposition to Mr E. B. Wood. His friends in this town, his business friends and his medical advisers were strongly against his acceptance. He, however, agreed to visit the Riding, and last week did so, receiving the most flattering assurances of support, not only from Conservatives but also from Reformers, who could not stomach the "Speak Now" hero. He has now acceded to the earnest solicitations of his friends here and declined the honour. We are glad, however, that a candidate has been chosen in the person of Mr S. Wilmot. Mr Wilmot is a resident, has been Warden of the United Counties, is an able speaker, and will do honour to the constituency.

It is a rare thing that physicians give any countenance to a medicine, the manufacture of which is a secret. About the only exception we know of is Johnson's Anodyne Liniment. This, we believe, all endorse, and many of them use it in their practice with great success.—*Adv.*

Persons requiring purgatives or pills should be careful what they buy. Some pills not only cause griping pains, but leave the bowels in a torpid, costive state. Parsons' Purgative Pills will relieve the bowels and cleanse the blood without injury to the system.—*Adv.*

James H. Johnston, Esq., Montreal, wrote in August, 1871, as follows: It affords me great pleasure to bear testimony to the benefit received from using Fellows' Compound Syrup of Hypophosphites. I found it a nervous tonic of great power and efficacy, curing me in a short time from general debility and nervousness, and I became robust and vigorous under its influence, and gained considerably in weight withal.—*Adv.*

SPECIAL NOTICES.

Improve Nutrition.

THE central idea in the treatment of all Chronic Wasting Diseases, resulting in Nervous Prostration and General Debility, is to improve the Digestion and Assimilation of Food, and the formation of Healthy Blood. Dr. Wheeler's Compound Elixir of Phosphates and Calisaya contains the only agents known that act directly as excitants of nutrition, by imparting tone to the Stomach, Liver and Pancreas, the great tripod that prepares nourishment for building up the organs and tissues of the body. The action of this remarkable preparation is extraordinary in strengthening and vitalizing the constitution, whether impaired by age, exhausted by excesses, bad habits, or run down by old complaints that have resisted all ordinary methods of treatment.

Being a delicious cordial to take, and perfectly harmless under all circumstances, it is eminently adapted to prostrate, anæmic women and delicate children.

FRESH GARDEN, Flower, Tree and Shrub, Evergreen, Fruit and Herb Seeds, prepaid by mail. A complete and judicious assortment. 25 sorts of either class $1. The six classes (150 packets) for $5. Also, an immense stock of one year Grafted Fruit Trees, Small Fruits, Fruit Stocks, Young Fruit, Ornamental and Evergreen Seedlings, Bulbs, Roses, Vines, House and Border Plants, &c., &c., the most complete assortment in America. Prepaid by mail. Priced Catalogues to any address, also Trade List, gratis. Seeds on Commission. Agents wanted.

B. M. WATSON, Old Colony Nurseries and Seed Warehouse, Plymouth, Mass. Established 1842.

Business Directory.

Architects.
GAGE, ROBERT, Princess-st.
POWER, JOHN, Queen-st.

Auctioneers.
HOLDER, BENJ., Princess-st.
MURRAY, WILLIAM, Anchor Buildings, Market Square.
WERNER, F., Princess-st.

Booksellers and Stationers.
HENDERSON, JOHN, Princess-st.
McAULEY, THOS. & CO., King-st.
STACEY, E., King-st.

Boots and Shoes.
ROSE, EDWIN, Princess-st.

Clothing.
T. MOORE, Brock street.

Coal Oil Merchant
SHIELS, JOHN, King-st.

Confectioners and Fruit Stores.
DUMBLE, H., Brock-st.
TOWN, R., Market Square.
REES BROS., Princess-st.

Dentists.
CLARK, F. M., Wellington-st.
CLEMENT, L., Wellington-st.
MACDONALD, J. L., Princess-st.

Druggists.
HEATH & GUNN, Princess-st.
HOBART, GEO., Princess-st.
MACLEAN & CO., Princess-st.
PARKER, E. H., Market Square.
WHITE, R., Princess-st.
YOUNG, SILLS & CO., Bath.

Doctors.
DUPUIS, THOS R., Princess-st.
EVANS, H. B., Princess-st.
JARVIS, J., Wellington-st.
McCAMMON, JAMES, Wellington st

Dry Goods.
COUSINEAU, F. X. & CO., Princess-st.
ERLY, L. J., Princess-st.
GARDINER, R. & J., Princess st.
GREENFIELD, JAMES, Princess-st
MACNEE & WADDELL, Princess-st.
MACPHERSON, A. B. & CO., Princess-st.
McDONELL, A. B., Market-square.
MOORE, JAMES, Princess-st.
McNAUGHTON & CO., corner of King and Princess-sts.
RICHMOND & BOYDEN, Princess-st.
ROSS, ALEX., Princess-st.
SHAW & MINNES, Princess-st.
WALDRON, R., Wilson's Buildings, Wellington-st.

Wholesale Dry Goods.
MACNEE & WADDELL, Princess-st.

Flour Merchant.
MORRISON, M., Princess-st.

Grocers.
BEGG, WM. & CO., Brock-st.
DONNELLY JOSEPH Princess-st.
HARBACK & CO., Princess-st.
McRAE & CO., W. R., corner Wellington and Brock sts.
PARKHILL, JOHN, Princess-st.
REDDEN & ROWE, Princess street.
REES & CO., Princess-st.
SCOTT & DALTON, Princess-st.
SCOBELL, BROS. corner of Brock and Ontario streets.

Hardware.
YARKER, JAS. S., Princess-st.

Hotels.
ANGLO-AMERICAN, Ontario-st.
ALBION HOTEL, Stirling.
DANIELS HOTEL, Ottawa.
"INTERNATIONAL," Brockville.
"PROVINCIAL," Gananoque.
STIRLING HOTEL, Stirling.

Insurance.
ETNA FIRE, James Swift, St. Lawrence Wharf.
HARTFORD, J. V. Noel.
ROYAL, M. W. Strange, Clarence-st.
RELIANCE, J. V. Noel.
WESTERN—M. W. STRANGE, Agent.

Jewelry and Fancy Store.
CRIDIFORD, JOHN, King-st.
GRIGOR, C., Sheffield House, Princess-st.
REES BROS., Princess-st.

Lawyers.
BAWDEN, JOSEPH, King-st.
HILDERSLEEVE & WALKEM, Clarence-st.
KIRKPATRICK, A. S., County Crown Attorney, Ontario-st.
KIRKPATRICK & SMYTHE, Ontario-st.
KIRKPATRICK & ROGERS, Ontario-st.
MACDONALD & PATTON, Trust and Loan Building, corner of Toronto and Adelaide Streets, Toronto.
MUDIE, JOHN, Clarence-st.
SULLIVAN, W. R., Clarence-st.
WALKEM, R. T., Clarence-st.

Liquor Store.
THOMPSON, GEO., King-st.

Notary Public, &c.
McCAMMON, S., Gananoque.

Organ Makers.
MEE & CO., Gore-st.
REYNER, JOSEPH, Princess-st.

Pianofortes.
WEBER & CO., corner Princess and Ontario-sts.
REYNER, J., Princess-st.

Printer and Publisher.
SHANNON, JAMES, Princess-st.

Steam Saw Mills.
STEAM SAW MILLS, Barriefield.

Ticket Agency.
FOLGER BROS., foot of Brock-st.

Veterinary Surgeon.
McINTOSH, DANIEL, City Hotel Princess-st.

Wharfinger.
SWIFT, JAMES & CO., St. Lawrence Wharf.

ROYAL INSURANCE COMPANY.

Liverpool and London.

OFFICE—CLARENCE STREET,

(Opposite the Post Office.)

SUBSCRIBED CAPITAL,

$10,000,000,

WITH UNLIMITED LIABILITY OF SHAREHOLDERS.

Business of 1870.

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

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

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

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

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

Jan. 22.

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:

Vessels.	*Tonnage.*	*Commanders.*
SARDINIAN	1400	(Building.)
CIRCASSIAN	3400	(Building.)
CANADIAN	3000	(Building.)
POLYNESIAN	2900	Capt. Brown.
SARMATIAN	3000	Capt. J. Wylie.
HIBERNIAN	3000	Capt. R.S. Watts
CASPIAN	3000	Capt. Barclay.
SCANDINAVIAN	3000	Capt. Aird.
PRUSSIAN	3000	Lt. Dutton, R.N.R
AUSTRIAN	2700	Capt Richardson
NESTORIAN	2700	Capt. Ritchie.
MORAVIAN	2650	Capt. Graham.
PERUVIAN	2600	Lt. Smith, R.N.R
MANITOBAN	3150	Lt. Archer, R.N.R
NOVA SCOTIAN	2360	Capt. Grange.
NORTH AMERICAN	1781	Capt. Miller.
ARCADIAN	1350	Capt. Wilson.
CORINTHIAN	2460	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 Portland every Saturday, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched from Portland:—

POLYNESIAN, Saturday, 15th March, 1873.
PRUSSIAN, " 22nd " "
MORAVIAN, " 29th " "
SARMATIAN, " 5th April, "
CIRCASSIAN, " 12th " "
SCANDINAVIAN " 19th " "

Rates of Passage from Portland:
Cabin.....$70 to $80.
Steerage.....$25.

THE STEAMERS OF THE

GLASGOW LINE

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 & Greenmorne, 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 Yonville and Common Streets, Montreal.

Jan. 22.

PARLIAMENTARY NOTICE.

HOUSE OF COMMONS.

THE CLERK'S OFFICE,
Ottawa, January 30th, 1873.

Pursuant to the 56th Rule of the House, notice is hereby given, that the time for

Receiving Petitions

FOR

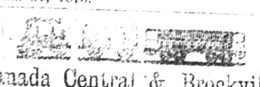
PRIVATE BILLS

will expire on WEDNESDAY, the 26th day of MARCH next.

ALFRED PATRICK,
Clerk of the House.

☞ All newspapers will please insert above until the meeting of Parliament.

Jan. 31, 1873.



Canada Central & Brockville & Ottawa Railways.

Great Broad Gauge Route to Ottawa.

ASK FOR TICKETS VIA BROCKVILLE.

On and after Monday, December 9, 1872,

TRAINS WILL RUN AS FOLLOWS:—

CANADA CENTRAL RAILWAY.

Leave	No. 2 Exprs.	No. 4 Exprs.	Leave	No. 4 Exprs.	No. 1 Exprs.
Ott'wa	a.m. 10 00	p.m. 5 00	Brockville	a.m. 8 00	p.m. 3 20
Arrive Brockville	p.m. 1 50	9 30	Arrive Renfrew	p.m. 2 15	9 10
Renfrew	2 15	9 10	Ott'wa	12 30	7 40

BROCKVILLE & OTTAWA RAILWAY

Leave	No. 3 Exprs	No. 1 Exprs.	Leave	No. 2 Exprs.	No. 4 Exprs.
Brockville	a.m. 8 50	p.m. 3 20	Sand Point	a.m. 8 50	p.m. 3 50
Arrive Perth	10 45	8 10	Carleton Place	10 45	6 00
Carleton Place	11 00	6 20	Perth	p.m. 1 00	8 10
Sand Point	p.m. 1 25	8 20	Brockville	1 50	9 30

No. 1 and 2 C. C. connect at Brockville with the Grand Trunk Eastern and Western Express trains.

Freight loaded with dispatch, and no transhipment from points on the Grand Trunk to points on the Brockville and Ottawa Railway.

H. ABBOTT,
Manager.

Brockville, Dec. 9, 1872.

AUCTIONEERS.

F. Werner,

LICENSED AUCTIONEER, Commission Merchant. All kinds of Second-hand Goods, Furniture, Clothing and Jewelry bought and sold.

☞ Money to Loan in small sums on satisfactory security. Martin's Block, Princess Street, Kingston.

Dec. 20th, 1872.

LEGAL.

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.

Macdonald & Patton.

BARRISTERS, &c., Trust and Loan Building, corner of Toronto and Adelaide Streets.

JOHN A MACDONALD, Q.C.
JAMES PATTON, Q.C.

To to, April 16, 1872.

Kirkpatrick & Smythe.

BARRISTERS and Attorneys-at-Law, Solicitors in Chancery, &c.

A. S. KIRKPATRICK.
E. H. SMYTHE, M.A.

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.

Gildersleeve & Walkem,

BARRISTERS and Attorneys-at-Law, Conveyancers, Notaries Public.

Richard T. Walkem,

SOLICITOR IN CHANCERY. Office Clarence Street, Kingston, Ont.

J. P. GILDERSLEEVE, L.L.B.
RICHARD T. WALKEM.

Joseph Bawden,

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

John Mudie,

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

S. McCammon, Gananoque,

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

Nov. 27.

MEDICAL.

Dr. Henry B. Evans.

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

James McCammon, M.D.,

MEMBER of the Royal College of Surgeons, England. Residence and Office:—Dumble's Block, Wellington Street, Kingston.

June 29

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.

Thos. R. Dupuis. M.D., F.R.C.P.S

SOMETIME Assistant Surgeon U. S. Army, Washington, and later, Attendant at the Massachusetts and City Hospitals, and Eye and Ear Infirmary, Boston).

OFFICE AND RESIDENCE—in the premises recently occupied by Dr. Jarvis, and previously by Drs. Evans and Maclean,

No. 155 PRINCESS STREET,

nearly opposite Tandy Bros' Marble Works.

August 7.

Dr. Maclean's Office

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

May 23.

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. 1 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.

ARCHITECTURE.

John Power,

ARCHITECT AND BUILDING SURVEYOR. Office and Residence Queen Street.

Oct. 24.

R. Gage,

ARCHITECT, MARBLE BLOCK, Princess Street.

Kingston, May 25th, 1872.

HOTELS.

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.

International Hotel.

NOS. 175 and 177 Main Street, Brockville, Ont.—JOHN JELLY, Jr., Proprietor. Free Omnibus to and from the boats and cars. Carriages for parties wishing to visit places of interest can be secured at the office. A First Class Livery attached.

May 21.

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 grounds. ☞ Good Boats and Oarsmen always in attendance for Fishing Parties.

May 23.

ÆTNA INSURANCE COMPANY

INCORPORATED 1819. CHARTER PERPETUAL.

Cash Capital, $3,000,000.00.

LOSSES PAID IN 52 YEARS... ... ... $25,000,000

Assets—July 1, 1871 (at market value).

Cash on hand and in Bank	600,000
Real Estate	225,000
Mortgage Bonds	900,000
Bank Stock	1,000,000
United States, State and City Stock and other Public Securities	2,400,000
Total	$6,025,000
LIABILITIES.—Claims not due, and unadjusted	240,000

This Company has been doing business in Canada for nearly 50 years, and during that time has secured the public confidence by prompt and liberal settlement of every fair claim. It has fully complied with the laws of Canada by depositing with the Government of Stocks to the extent 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, July 20, 1871.

VETERINARY.

Daniel McIntosh.

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

INSURANCE AGENT.

John V. Noel.

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

Kingston, Oct. 1st, 1872.

POST OFFICE, KINGSTON.

Arrival and Departure of Mails.

1873.

MAILS.	A.M.	P.M.	CLOSE. A.M.	CLOSE. P.M.
Eastern, per Grand Trunk Railway, including Maritime Provinces	7.30	4.35	7.00	12.20
Western, per Grand Trunk Railway	7.30	1.30	9.00	12.45
United States, via Cape Vincent	7.30	1.00	9.00	12.30
Picton	7.30	5.50	9.03	2.45
Prince Edward Route (by Stage)	11.30	5.50		
Newburgh, Odessa, Harrowsmith and Loughborough Routes	11.30	1.00		
Wolfe Island	10.00	1.00	10.30	3.30
Garden Island	11.30	1.00	7.00	12.30
Morton Route—Mondays, Wednesdays and Fridays, Tuesdays, Thursdays and Saturdays				
Battersea and Sunbury—Mondays, Wednesdays and Fridays				
Amherst Island and Stella—Wednesdays and Saturdays				
Inverary Route—Tuesdays, Thursdays and Saturdays				
Portsmouth	9.00	5.50	7.00	3.30

DUE FOR DELIVERY	A.M.	P.M.
	11.30	5.50
	9.00	

BRITISH MAILS will be closed as follows:

Per DIRECT LINE (via New York) every Monday at 11.30 a.m. Postage 8c. per half ounce.

Per CANADIAN LINE (via Portland) every Friday at 11.30 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. DEACON,
Postmaster.

Post Office, Kingston,
1st Feb., 1873.

Grand Trunk Railway.

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

GOING WEST.

	Arrive.	*Depart*
Express	4.10 A.M.	4.15 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 Train	5.15 A.M.	

Stage Lines.

MARTIN'S HOTEL.—Stages arrive and depart from this place as follows:—

From Picton, daily, 5 p.m.; leave at 8 a.m Sydenham, daily, 11 a.m.; leave at 4 p.m Harrowsmith, daily, 11 a.m.; leave at 4 p.m. Battersea, daily, 11 a.m.; leave at 4 p.m. Inverary, Tuesday, Thursday and Saturday at 11 a.m.; leave same days at 4 p.m. Newburgh, daily, 11 a.m.; leave at 4 p.m. Cape Vincent, daily, 1 p.m.; leave at 3 p.m.

BEAUPRE'S HOTEL.—Bath stage arrives a 11:30 a.m. on Tuesday, Thursday and Saturday; leaves at 3:30 o'clock the same days. Gananoque, daily, arrives at 11:30 a.m.; leaves at 3:30 p.m. Cape Vincent, arrive at 11:30 a.m.; leave at 8 a.m., 1 and 2 p.m.

STAGE OFFICE.—Cape Vincent stages arrive at 12, noon; leave at 8 a.m., 1 and 2 p.m.

GERALDI'S HOTEL.—Morton stage arrives on Monday, Wednesday and Friday at 2:30 p.m.; leaves at 7 p.m.

Cape Vincent stages at abovetime. ye

GENERAL TICKET AGENCY.

FOLGER BROS., Ontario Street, foot of Brock Street. Tickets to all points at the very lowest rates by all routes—Rome, Watertown and Ogdensburg Railroad; New York Central and Hudson River, Oswego and Northern Syracuse, and PACIFIC MAIL STEAMSHIP COMPANY'S THROUGH LINE to CALIFORNIA leaves on the 16th and 30th of each month. Steam weekly to QUEENSTOWN and LIVERPOOL.

May 6.

The Daily News

IS PUBLISHED every evening (Sundays excepted) at Five Dollars per annum in advance, or two cents a copy.

The NEWS is the only CONSERVATIVE DAILY PAPER published in Kingston, and is a medium of communication between the Capital of Ontario and the Clergy and Laity, and the official receipts for subscriptions and donations for Dioceses have to be acknowledged in the NEWS.

ADVERTISING TERMS.—Eight cents a line for first insertion; four cents a line for every subsequent insertion. Special rates for monthly, half-yearly, or yearly advertisements made on moderate terms.

The Chronicle and Times

is the weekly edition of the Daily News, and has a large and increasing circulation throughout the Diocese of Ontario. Price $1.50 per annum. Notices intended to reach the editor on publication should be published in this paper in the district. Established 1861.

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JAMES SHANNAN, Publisher.

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Ottawa, Feb. 8.

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R. S. M. BOUCHETTE,
Commissioner of Customs.

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New subscribers for the year 1873 may have, without charge, the numbers for the last quarter of 1871 of such periodicals as they may subscribe for.

Or instead of the above, new subscribers, any two, three or four of the above periodicals, may have, as premium, one of the Reviews for 1871; subscribers to all the Reviews have two of the four Reviews for 1871.

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