JIMUEL BRIGGS, D.B.

(Editor Coboconk Irradiator.)

Blake was in town during the early part of the week, having to look after his private affairs.

He is Mackenzie's lieutenant—or to speak more correctly, George Brown's second lieutenant. He plays second fiddle to the music of the big organ, and is apt to get out of tune sometimes and produce discord instead of harmony.

Chancery is his best hold. He makes that pay considerably better than politics.

I met him Monday morning. He gazed vacantly into space through his spectacles and let on he didn't see me, but I froze on to him.

"Well Ed.," I said, "how do you find things?"

"By looking for them I suppose," said he, walking on.

"No you misunderstand me. I mean what are the chances at Ottawa. How's Sir John? Do you think you'll be able to bounce him?"

"I haven't the remotest idea what you mean by that expression, but I regret to say that *as affairs are at present managed* there is little prospect of a change of Government this session."

Now Blake passes as a cultivated man and I was surprised to hear him confess his ignorance of the language. The education of some of our political leaders is lamentably deficient.

Only the other day Hodgins asked me what the title "B. B." signified. Are such men fitted to mould a nation's destinies?

But I digress. "Suppose we go and talk over things with George," said I.

"Who do you refer to?" said Blake.

"Why, the *boss* of course—the Party Dictator. I know Brown would like to see you before you return. He may have some instructions to give you."

Blake stared at me with a perfectly ferocious expression. "Allow me to tell you sir, once for all, that I acknowledge no dictation outside of the House, and that no man, whether a newspaper editor or anyone else, dare so far presume as to give me instructions, the mere suggestion of which is a piece of impertinence." So saying he haughtily strode on in the direction of his office.

I appreciated the gravity of the crisis in the affairs of the great Reform Party. If Blake had really made up his mind to throw off his allegiance, the most disastrous results might ensue. Half the Party would follow him out of the Grit ranks.

The matter must be seen to at once, and the mutiny nipped in the bud.

I was not long in resolving on my course. I determined to see Brown at once, and apprise him of the impending defection.

Hastening to the *Globe* office, I enquired if Brown was in.

"Can't see him," said one of the clerks.

"Why not?"

"He is engaged at present in most important business."

"It ain't half as important as mine. He'll see me quick enough, if he knew what I've got to tell him."

I boldly walked into his private office, and was perfectly staggered with astonishment on seeing Blake in close confab with the venerable head of the Party.

"So you thought better of it, and came to draw inspiration from the fountain head after all," I said to him. "Quite right. Always pay due deference to the boss, he's got the pull on all of us, and it aint no use to try and shake him."

"What business has this individual here? said Blake, turning his most freezing gaze upon me."

"Oh, its a' richt mon," replied Brown, who appeared to comprehend the situation. "There's nae occasion to conceal our secrets frae Maister Briggs. He's a trusted member o' the party."

"I only wish I was was," I replied. "I'd like to get some enthusiastic Reformer to trust me for a suit of clothes."

"Bide a wee, mon, bide a wee. When ance we succeed in pitting Sir John oot o' office ye can wear purple and fine linen gin ye like."

It was just like Blake to go and repudiate Brown in public, and then to sneak into his office the back way to take his orders.

His inmost soul revolts at the degradation of having to acknowledge Brown and Mackenzie as his superiors, and he tries to conceal it from the public by an ostentatious assumption of independence.

Perhaps he even succeeds in making himself believe that he is only receiving a little friendly advice from Brown instead of submitting to his arbitrary commands.

"We were speakin'," resumed George, "o' the Pacific Railway an' the policy o' the Opposection. We hae failed, it is true, in the House, but ye maun baith admit that we hae mair than retrieved oor defeats by the influence the *Globe* has been able to exert on the English money market.

"Sir Hugh Allan has been for weeks trying to float the scheme, but the English capitalists hae been pit on their guard by the *Globe* and the New York *World*, and winna gie him a boddle."

"Boddle" is Scotch for a half farthing or some other infinitesimal coin current in that country. They must come in very handy for church collections and such.

"We hae the influence o' a' the Yankee speculators an' emigration agents on oor side, and everybody wha is interested in the Northern Pacific is helpin' us tae defeat Sir Hugh."

"But are you sure, Mr Brown, that he has failed in raising the money?" asked Blake.

"Why, o' course he has. Jist think o' the weeks an' weeks he has been in London trying to negotiate the bonds. Why, he should have been hame afore this."

It is rather unreasonable of Brown to expect Sir Hugh to conclude negotiations involving untold millions in a month or two, when he takes a far longer time to put through considerably smaller transactions.

It has taken him about six months to obtain that "short-hand reporter, first class, for Parliamentary work," and he hasn't got him yet, and doesn't seem likely to.

First-class reporters require first-class pay—a fact that Brown can't realize.

"But," suggested Blake, "the Pacific Railway is a great national undertaking, and should we not consider whether in embarrassing the projectors we are not playing into the hands of the Americans, doing in fact the very thing of which we accuse the Ministry. Patriotic considerations should prevent us from going too far in damaging our national credit abroad."

"Brown didn't like this. "I was no aware, Mr Blake," he replied, "that ony man in the ranks o' the pairty doubted that the first duty incumbent upon us as patriots was to oust the corrupt Ministry o' Sir John.

"Dinna fash aboot patriotism and national credit an' sicean like aibstract questions when victory is o'en within oor grasp by a little strategy in transferrin' the battle-groud frae Ottawa, whaur we are in a minority, to the English money market whaur a breath o' distrust and suspicion can destroy the soundest and maist substantial enterprize.

"I tell ye, mon, it's joost a grand idea. Here I hae been denouncing Sir John year in an' year oot wi' unco little effect, for people hae become sae used to newspaper clavers that noo they make nae account o' them ava, but when the scheme gets oot o' the scheme o' politics into that o' commerce a editorial or twa does the hail business. Capitalists are an unco scart lot, an' they dinna ken mackle about Canada, an' sin the *Globe* has tell't them its no jannock, deil a ane o' them wil listen till't."

"But supposing," said Blake, "that the scheme should fail through and the development of the country be retarded while the Americans reap the benefit.

"Sae it will, undoubtedly," replied Brown, rubbing his hands with delight, "an' then we can lay a' the blame o' the failure on the fact that the English people would hae naething to do wi' the corrupt Government o' Sir John. Dinna ye see, mon, that the waur the failure the better for the pairty?

"I wad advise ye if ye want to preserve yer poleetical position tae gie Mackenzie a little stronger support on this question than ye hae done—jist to shew, ye ken, that ye are in full accord wi' the pairty.

"Folks are beginning to speer 'What for doesna Blake say mair about it!' an' think that a's no gangin' richt wi' us. Let us hear frae you a wee bit mair often."

Blake didn't seem to relish this order—advice I mean—but suppressed his feelings and vowed a silent acquiescence in the mandate and left.

"Blake doesna seem ower weel pleased in the policy of the pairty," said Brown to me. "He's taen up a wheen o' fantastic notions about it's no bein' in accordance wi' honor an' patriotism to embarrass Sir Hugh, but he maun do oor work gin he expects to share the siller.

"He hauds his heid unco high, an instead o' comin to be directed by me like Mackenzie, McKellar and the rest, the puir body talks grandly about his independence o' a' dictation.

"He does na come to receive instructions, ye ken. Jist drops in for a friendly crack, sae to speak, an is willing to listen tae ony suggestions. As he always takes my advice, however distasteful, I am willing to humour him sae lang as he does what I tell him, whaur's the differ whether he ca's it 'advice' or 'dictation'."

I bade Brown *au revoir* and scooted.

I notice they had quite a debate in the House on Tuesday night on a motion introduced by Mr Joly respecting the raising of sugar from beets.

The idea is absurd. Any sensible man can see that the thing won't work.

I know any number of *beets*, and all attempts to extract the sugar from them have resulted in failure.

I shall shortly see you, as I am going to take a run up to Nipissing on Friday to attend the land sale.

JIMUEL BRIGGS, D.B.,
Graduate of Coboconk University.

Toronto, May 15th, 1873.

THE NEW BRUNSWICK SCHOOL BILL.

The Ottawa correspondent of the London *Free Press*, writing on Thursday, says: the New Brunswick school vote of last night will materially strengthen the Government in Ontario. The Grits, with one exception, Sutton of South Wellington, gave up their long continued opposition to separate schools, and played a card for the Roman Catholic vote. They also struck a fatal blow at Provincial Rights and introduced a policy of centralization which virtually establishes a legislative union. This is only following up the action of the Government of Ontario, who after two bills had been passed by the Legislature, refused to recommend to the Lt. Gov. either to sanction or disallow them, but were considerate enough to delegate their power in this respect to the Dominion Government.

The Montreal *Witness* (Grit) says: "The Premier in his speech dwelt very strongly on the fact that he had preferred a legislative union to a Confederation, but as the Province of Quebec was invincibly opposed to the former he had yielded for the sake of harmony. If, however, the Federal Legislature is expected to interfere with the action of Local Legislatures, the latter might as well be abolished and the country saved the very great expense of them and the paraphernalia. The whole system of legislation and government might be centralized at Ottawa. It looks too much of a luxury for Quebec, not only to have a Legislature of her own, but also to have the power, through her ecclesiastical system, of controlling the Legislatures of the other Provinces, as was shown in Wednesday's vote. There seems much truth in the statement that under the present system the Pope is the virtual ruler of Canada.

Dominion of Canada.

The schooner Hannah Butler, which has been rebuilt at Cobourg, was launched on Friday before one thousand spectators. She is owned by Messrs D. Rooney, H. Rooney, and P. Dermott.

On Friday afternoon while some men were blasting a large stone on the street opposite the Wesleyan Church, Gananoque, it scattered and struck the foreman, Mr S. J. Gemmell, on the head. Doubts are entertained as to his recovery.

Mr Pattison, private secretary of the Governor-General, arrived at Quebec on Friday, accompanied by his wife.

A London newspaper says that about 200 seats have been reserved for the Mendelssohn entertainment. The stage will be in front, opposite the Council Chamber, as at the Rudersdorff concert.

The Montreal *Gazette* has reason to state that in the event of Prince Edward Island coming into the Union, the Act will provide that goods entered in the Island cannot be brought back to the other parts of the Dominion without payment of the difference of duty.

On Wednesday afternoon the semi annual meeting of the Board of Governors of the College of Physicians and Surgeons of Lower Canada, took place in the building of the Natural History Society, when about 40 medical gentlemen received the license of the College, on presentation of their diplomas; others were admitted to the study of medicine after an examination.

A Rome correspondent says that up to yesterday noon 41 clearances had been issued at the canal collector's office in Rome. Most of the boats were light, going to Buffalo for load. Two boats, loaded with lumber, from Canada, went east. There will be shipped at this point this season some 50,000,000 feet of lumber reaching here from Canada via. Rome, Watertown & Ogdensburg railroad, that company having a contract to transport a large quantity of lumber.

THE NEW HARBOUR WORK.—Everybody will be glad to know that Col. Wilson decided yesterday, with the approval of the Engineer Department, to do the harbour work himself under the new appropriation for Oswego. He has already ordered about 70,000 lbs. of iron from Collins & Co., 1,200,000 ft. b. m. of hemlock from Post & Henderson, 130,000 ft. b. m. of pine timber from Canada, and is negotiating for stone. He will commence work about July 1st with a large force.—*Oswego Times.*

One man, reprimanding another, said that he talked like a fool. "True," he replied, "but it is that you may understand me."

At Mainville, Ohio the other day, Miss Mattie Shoemaker suffered the minister to change her name to Wit. Either name is good; but we advise her by all means to stick to her last.

Mr James I. Fellows, Manufacturing Chemist:

Sir,—For several months past I have used your Compound Syrup in the treatment of Incipient Phthisis, Chronic Bronchitis and other affections of the chest, and I have no hesitation in stating that it ranks foremost amongst the remedies used in those diseases. Being an excellent nervous tonic, it exerts a direct influence on the nervous system, and through it invigorates the body.

It affords me pleasure to recommend a remedy which is really good in cases for which it is intended, when so many advertised are worse than useless.—I am, sir, yours truly,

Z. S. EARLE, JR., M.D.

St. John, N.B., January, 1868. —*Adv.*

The *Times* says Dr. Walpole has lost his beautiful chestnut mare. She died suddenly in harness, it is supposed from bots or pin worms. If the Doctor had used Sheridan's Cavalry Condition Powers, he would, no doubt, have had his mare to-day—they are death on worms.

Chapped hands are very common with those who have their hands much in water. A few drops of Johnson's Anodyne Liniment rubbed over the hands two or three times a day, will keep them soft and white. Fishermen, sailors and others will do well to remember this. —*Adv.*

SPECIAL NOTICE.

DR. WHEELER'S ELIXIR OF PHOSPHATES and Calisaya—After having used your Compound Elixir of Phosphates and Calisaya for over two years in my daily practice, I must give it my unqualified approbation. During a practice of over twenty years, I have used many scientifically prepared compounds, made to fulfil the same therapeutical indications as your elixir, but none of them proved with me as valuable as yours. To the medical profession, and to the public, I would especially recommend it as the best remedy with which I am acquainted for the successful treatment of the large and constantly increasing class of cases of over worked and nervous exhausted women. Yours truly,

N. WATKYN BEEL, M.D.

GRAND TRUNK RAILWAY.

TRAINS LEAVE KINGSTON as follows:

Day Express for Montreal	1.35 p.m.
Mixed Train for "	5.15 p.m.
Night Express for "	2.40 a.m.
Day Express for Toronto and west	4.05 p.m.
Night Express " "	4.15 a.m.
Mixed Train for Toronto	6.00 a.m

C. J. BRYDGES,
Managing Director.

Feb. 4, 1873.

CANADA CENTRAL

—AND—

Brockville and Ottawa RAILWAYS.

BUY YOUR TICKETS

For Ottawa via Brockville.

CERTAIN CONNECTIONS MADE WITH GRAND TRUNK TRAINS.

THREE EXPRESS TRAINS DAILY

LEAVE.		
Brockville	7.20 a.m.	4.00 p.m.
Ottawa	9.20 a.m.	4.45 p.m
Renfrew	8.00 a.m.	3.00 p.m.
ARRIVE.		
Ottawa	8.00 p.m.	12.30 p.m.
Renfrew	2.00 p.m.	9.45 p.m.
Brockville	1.50 p.m.	9.45 p.m.

☞ These Roads are of the same gauge as the Grand Trunk, and there is consequently no transhipment of Freight, when in carloads.

H. ABBOTT,
Manager.

Brockville, May 6, 1873.

INTERCOLONIAL RAILWAY.

1872. Winter Arrangement. 1873.

ON and after SATURDAY, 21st instant, a Passenger and Mail Train will leave Halifax daily at 7.30 a.m., and be due in St. John at 5.35 p.m. A Passenger and Mail Train will also leave St. John daily at 8.00 a.m., and be due in Halifax at 9.30 p.m.

Trains will connect

At Painsec with trains to and from Shediac, and Intermediate Stations.

At Truro with trains to and from Pictou, and Intermediate Stations.

At Windsor Junction with the trains of the Windsor and Annapolis Railway.

At St. John with the Consolidated European and North American Railway for Bangor, Danville Junction, Montreal, Quebec, Portland, Boston; also with the International Steamers to and from Eastport, Portland and Boston.

LEWIS CARVELL,
General Superintendent.

Railway Office, Moncton, N.B.,
January 18th, 1873.

VICTORIA PAINT SHOP,

Robinson's Stone Block, 6 CLARENCE STREET.

PLAIN and ORNAMENTAL PAINTING, Paper Hanging, Glazing, Graining, &c., Transparent and Fancy Window Shades. SIGN-WRITING in all its branches, and on reasonable terms

T. R. ROBINSON & CO.,
Proprietors.

March 28.

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.

VETERINARY.

Daniel McIntosh.

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

LEGAL.

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.

Macdonald & Patton.

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

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

Toronto, April 16, 1872.

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, Homeopathic 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.

Dr. Maclean's Office

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

May 23.

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 27.

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,

CORNER of PRINCESS and MONTREAL STREETS (formerly the GERALDI HOUSE).—The proprietors having leased the above Hotel, are now refitting the premises, with their well-known reputation, they are prepared to furnish all who may favour them with their patronage with suitable accommodation, and at moderate charges. The Table will be provided with the best selections in the market. The Bar will be furnished with the best Wines, Liquors and Cigars. Good Yard and Stabling attached.

WILLIAM WAGGONER,
CAMPBELL McMILLAN.
Proprietors,

Kingston, 8th April, 1873.

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

ARCHITECTURE.

John Power,

ARCHITECT AND BUILDING SURVEYOR. Office and Residence Queen Street.

Oct. 24.

R. Gage,

ARCHITECT, MARBLE BLOCK, Princes Street.

Kingston, May 25th, 1872.

INSURANCE AGENT.

John V. Noel.

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

Kingston, Oct. 1st, 1872.

Canadian Navigation Company

ROYAL MAIL THROUGH LINE.

THE above Line is composed of the following splendid Upper-Cabin Steamers:

CORSICAN	CAPT.	SINCLAIR.
SPARTAN	"	DUNLOP.
PASSPORT	"	SIMPSON.
MAGNET	"	MCCOY.
CORINTHIAN	"	FARRELL.
BAVARIAN	"	CARMICHAEL.

One of the Steamers of the above Line will leave the St. Lawrence Wharf, foot of Johnson Street, for Toronto and Hamilton, every afternoon (Mondays excepted) at HALF-PAST FIVE o'clock. Also one of the Steamers will leave for Montreal every morning (Mondays excepted) at HALF-PAST five, calling at Gananoque, Brockville, Prescott and Cornwall, passing through the delightful scenery of the Thousand Islands and all the Rapids of the St. Lawrence by daylight.

For Passage Tickets apply at the Lake and River Steamboat Office, St. Lawrence Wharf, Foot of Johnson Street.

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.

A comfortable and convenient Waiting Room for ladies and gentlemen on the wharf.

C. H. HATCH, Agent.

Kingston, 7th May, 1873.

Cape Vincent, Garden Island, Wolfe Island and Gananoque Steamboat Route.

THE STEAMERS

Maud, Pierrepont, Watertown and Gazelle.

One of the above Steamers will leave Kingston for Cape Vincent daily (Sundays excepted) at 6 a.m. and 2:30 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 6 p.m., connecting with the Grand Trunk Railroad, Royal Mail Line, Bay of Quinte and Rideau Canal Steamers at Kingston.

Will leave Kingston for Gananoque every Tuesday, Wednesday, Thursday and Friday at 5 p.m.

Will leave Gananoque for Kingston every Wednesday and Friday at 6 a.m. and 8 p.m.

Will leave Kingston for Garden and Wolfe Islands every day at 8:30 a.m., 11:30 a.m., 2 p.m. and 4 p.m. Returning, will leave Wolfe Island at 9:15 a.m., 1 p.m., 2:30 p.m. and 4:30 p.m., and on Tuesdays, Thursdays and Saturdays will leave at 7 a.m; returning, leaving Wolfe Island at 7:30 a.m

SUNDAY TRIPS.—Will leave Kingston for Garden and Wolfe Islands at 9 a.m., 11 a.m., and 1:15 p.m. Returning—will leave Wolfe Island at 10 am., 12:30 p.m., and 3 p.m.

For Freight, Passage, or any other information, apply to the Captain on board, or to,

FOLGER & HANLEY,
Foot of Brock Street.

Kingston, 24th April, 1873.

Vermont Central Steamers.

N. T. Company,

CONSISTING of 21 Staunch First-Class Upper Cabin Steamers. Two Daily Lines between Ogdensburgh, Oswego, Cleveland, Toledo, Detroit, Port Huron, Milwaukee, Chicago, and all points West, Northwest and Southwest.

DAY BOATS AND NIGHT BOATS.

The Day Boat leaves Ogdensburgh at 1 o'clock p.m., daily (Sundays excepted), or on arrival of trains from Ottawa and the East, and runs through to Milwaukee, Chicago and intermediate points without change of boat.

Evening Line for Cleveland, Toledo and Lake Erie Ports.

THE PEOPLE'S FAVOURITE ROUTE WEST.

This Line offers the inducements of pleasure, comfort, safety, speed and economy combined, and at less rates, including meals and state rooms, than by any other Line. The passenger business will receive particular attention this season. Large cabins and state rooms comfortably furnished for first-class passengers. Also second cabins, with cook stoves and good accommodations for passengers and families who may wish to furnish their own provisions.

Rates for passage or freight always lower than by any other route.

☞ It will be for the interest of passengers and families going West to see the Agents of this Line before buying elsewhere.

General Agency, 65 Washington Street, Boston. G. A. EDDY, Superintendent; G. W. SMITH, Agent, Ogdensburgh.

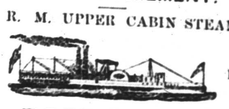
FOLGER & HANLEY, AGENTS,
Ferry Wharf, foot of Brock Street, Kingston

April 30, 1873.

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.

ÆTNA INSURANCE COMPANY OF HARTFORD.

INCORPORATED 1819. CHARTER PERPETUAL.

Cash Capital, $3,000,000.00.

LOSSES PAID IN 52 YEARS	...
Losses paid in 16 months	...
Capital subscribed by Stockholders since December 1st, 1871	...

Assets—March 1st, 1873 (market value).

Cash on hand and in Bank	...
Real Estate	...
Mortgage Bonds	...
Bank Stock	...
United States and City Stock and other Securities	...
Loans on Real Estate	...
Cash Receipts for 1872	...

This Company has been doing business in Canada for nearly 54 years, and 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 with the Government of Stocks to the extent of $50,000, and is prepared to issue Policies on terms as liberal as any other first class Company.

JAMES SWIFT, AGENT, St. Lawrence Hall.

Kingston, March 26, 1873.

$300,000—City of Kingston Bonds.

THE Kingston and Pembroke Railway Company offer for Sale at their office, Wellington Street, Kingston, $300,000 of Corporation of the City of Kingston Consolidated Coupon Bonds, in amounts to suit purchasers at long and short dates. Applications to be made to

F. C CLINE,
Sec-Treasurer.

K. and P. R. R. Office.
Kingston, Feb. 25th, 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	9.00	12.30	7.00	10.30
Western, per Grand Trunk Railway	9.00	2.45	7.00	10.30
United States, via Cape Vincent		2.45	7.00	10.30
Picton	9.00		7.00	10.30
Prince Edward Route (by Stage)		3.30		7.00
Newburgh, Odessa, Harrowsmith and Longborough Routes		12.30		7.00
Wolfe Island				7.00
Garden Island				7.00
Morton Route—Mondays, Wednesdays and Fridays, Tuesdays, Thursdays and Saturdays				7.00
Battersea and Sunbury—Mondays, Wednesdays and Fridays		3.30		7.00
Amherst Island and Stella—Wednesdays and Saturdays				7.00
Inverary Route—Tuesdays, Thursdays and Saturdays				7.00
Portsmouth				3.30

DUE FOR DELIVERY.	A.M.	P.M.
Eastern, per Grand Trunk Railway, including Maritime Provinces	7.30	4.25
Western, per Grand Trunk Railway	7.30	1.30
United States, via Cape Vincent	7.30	1.00
Picton	7.30	5.30
Prince Edward Route (by Stage)	11.30	5.30
Newburgh, Odessa, Harrowsmith and Longborough Routes	10.00	1.00
Wolfe Island	11.30	1.00
Garden Island	11.30	1.00
Morton Route—Mondays, Wednesdays and Fridays, Tuesdays, Thursdays and Saturdays	11.30	1.00
Battersea and Sunbury—Mondays, Wednesdays and Fridays	11.30	
Amherst Island and Stella—Wednesdays and Saturdays		5.30
Inverary Route—Tuesdays, Thursdays and Saturdays		

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 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.

BEAUPRE'S HOTEL.—Bath stage arrives at 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.

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

A. McCorkell,

BOAT-BUILDER, Ontario Street, Water Works, Kingston, Ont. Has assortment of first-class SKIFFS and Boats of all sizes on hand, ready for sale, such as I obtained Prizes at Provincial Exhibitions of Ontario for the past number of years.

All orders punctually attended to. Work leaving Kingston to be paid for leaving the establishment.

A. McCORKELL.

Feb. 10.

ROYAL INSURANCE COMPANY

Liverpool and London and Globe

OFFICE—CLARENCE STREET,

(Opposite the Post Office.)

SUBSCRIBED CAPITAL

$10,000,000,

WITH UNLIMITED LIABILITY OF SHAREHOLDERS.

Business of 1872.

Fire Premiums, less Reinsurances
Being the largest amount ever received by the Company in a single year.
New Life Policies issued for
Total Annual Fire Premiums, after deducting Reassurances

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

Reserve Fund
Capital paid up
Life Assurance Fund

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

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

ALLAN LINE

Under contract with the Government of Canada for the Conveyance of the Canadian and United States Mails.

1872-3.—Winter Arrangements.—1873.

This Company's Lines are composed of the undernoted First-class, Full-powered, Iron built, Double-Engine Iron Steamships:

Vessel.	Tonnage.	Commanders.
SARDINIAN	4100	(Built for this service)
CIRCASSIAN	3400	(Built for this service)
CANADIAN	3000	(Built for this service)
POLYNESIAN	4300	Capt. Wylie
SARMATIAN	3000	Capt. Jas. Wylie
HIBERNIAN	3434	Capt. John Wylie
CASPIAN	3200	Capt. Cook
SCANDINAVIAN	3000	Capt. Cabel
PRUSSIAN	3000	Lt. Dow
AUSTRIAN	2700	Capt. Graham
NESTORIAN	2700	Capt. Roy
MORAVIAN	2650	Capt. Cox
PERUVIAN	2600	Lt. Smith
MANITOBAN	3150	Lt. Archer
NOVA SCOTIAN	2300	Capt. Cook
NORTH AMERICAN	1784	Capt. Ryan
ARCADIAN	1350	Capt. Wylie
CORINTHIAN	2400	Capt. Richardson
ST. DAVID	1650	Capt. Dyke
ST. ANDREW	1432	Capt. Brown
ST. PATRICK	1207	Capt. Bell

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 the Mails and Passengers to and from Ireland and Scotland, are intended to be despatched from Portland:—

SARMATIAN from Quebec, 24th May
SCANDINAVIAN " 31st
POLYNESIAN " 7th June
HIBERNIAN " 14th
PRUSSIAN " 21st

Rates of Passage from Kingston:

1st Cabin $87.50
Steerage $29.10

THE STEAMERS OF THE

GLASGOW LINE

are intended to sail between the City of Portland at intervals during the Winter Navigation.

An experienced Surgeon carried on each vessel. Berths not secured until the day of sailing.

For Freight or other particulars apply in Portland to J. L. Farmer, or to Messrs Andrew Allan; in Quebec to Allan, Rae & Co.; in Havre to John M. Currie, 17 Rue D'Orleans; in Paris to Gustave Roy, 1 Rue du 4