The Daily News.

MONDAY EVENING, AUGUST 19.

Correspondence.

TO THE EDITOR OF THE DAILY NEWS.

Sir,—Is it according to custom or law that Postmasters after receiving their appointment from the Dominion Government, should use all their power to injure and defeat the very parties who have allowed them to taste the sweets of office? Is there not too much of the viper about such, who, having been warmed in your bosom, return your kindness with a sting? We are troubled here with one of the above class and perhaps the worst conducted office in Ontario.

I think if the P. M. G. would ask him to attend to the office better and electioneer less, it would be a boon to all.—Truly yours,

A SUFFERER.

Wellington, 10th Aug., 1872.

THE "GREAT BLUNDERER" AGAIN.

TO THE EDITOR OF THE DAILY NEWS.

Dear Sir,—The great blunderer in his issue of Friday last, speaking editorially on what he calls "Sir John's Electioneering Sophisms," tells his readers that "no sane man ever feared, that war would ever arise out of these troubles, and however desirous all parties may have been to get them settled in the interests of peace, this desire had no connection with any dread of hostilities. Now, sir, I beg to differ with the honourable blunderer, humble and unknown in the political world as I am, and to inform him that had the Parliament of Canada refused to ratify its share of the Treaty of Washington, when urged to do so by the Ministers of the Crown in England in all human probability war could not have been averted for any great length of time. At the time the Treaty came up for ratification in the Canadian Parliament, I was in England, and can therefore speak positively as to the general feeling there. It was just during the excitement consequent on the refusal of the Advisers of Her Majesty to allow the English case to go before the Geneva tribunal unless the indirect claims were withdrawn by the United States. People in England (wiser people evidently than the great Grit Autocrat) foresaw that if Canada would not ratify her share in the treaty it *must* fall to the ground, and the English people had their blood worked up to such a state of indignation against the United States at the persistent manner they held on to those indirect claims, rather than stoop to which England had gone in humbling herself before the American Eagle, that war was openly talked of everywhere as highly probable before many months could have passed *unless by means of the Canadians passing their share in the Treaty*, or a more generous and less arrogant tone should be evinced by the representatives of the American nation in the matter of those claims. *It was* the opinion of most people in England at that time, that the people of Canada had virtually in their own hands the fate of that great Treaty. I say "great Treaty," because in the centuries to come it will be held up by the statesmen of those days as a model of the extent to which a great and powerful nation may go in apologizing to another without actually lowering itself in the dust. I say nothing as to the magnanimous spirit exhibited on the other side, because circumstances may have necessitated those in power to hold out for the judicial claims until the last moment. You see the presidential election comes off this fall. All I can say, in conclusion, with regard to Sir John's sophism, as far as they may relate to the Treaty, and the Honourable Blunderer who directs the movements of the Grit party so well (!), will not alter the fact, that in England the action of the representatives of the people of Canada on the Washington Treaty was closely and eagerly scanned; that the feeling in the London clubs at that time *was* that, *if* Canada did not ratify her share in the Treaty, it must collapse, and that the consequence would be (the people of England being then fearfully excited against the United States about the indirect claims) war must come before many months should have passed. Luckily Sir John has a longer head than that *would-be statesman*, George Brown, and, I presume, had a clearer insight into the state English feeling was drifting in those days of doubt and great anxiety for her Majesty's advisers in England.—Yours very sincerely,

RICHARD W. BARROW.

Kingston, Aug. 17, 1872.

Marine News.

Messrs Jones and Miller's wharf—The barge America arrived from Montreal with 200 tons of railroad iron.

Messrs Coulthurst and Macphie's wharf—Arrivals: Schooners Amelia, from Toronto, 5,145 bushels of wheat; New Dominion, from Chicago, 14,757 bushels of wheat; J. H. Hartnell, from Chicago, 16,200 bushels of do; Barges Quebec, from Montreal, 267 tons of railroad iron; Oneida, 267 bars of railroad iron. Departures: Barge Seneca, for Hamilton, 27 cases of fish bolts and 237 bars of railroad iron.

Montreal Transportation Company's wharf—Prop. Enterprise, from Port Dalhousie, 20,114 bushels of corn, and schr. J. E. Gilmore, from Chicago, arrived since Saturday. The tug Glide reached here from Montreal with two barges light, and left in the evening with the following: Barges Kinghorn, 18,527 bushels of corn; Toledo, 20,472 bushels of do; Advance, 18,500 bushels of do; Wheat Bin, 19,570 bushels of do.

Messrs James Swift and Company's wharf—The steamers Osprey, Magnet and Spartan passed up; and the steamers Athenian and Corinthian down from Toronto and Hamilton.

Messrs Holcomb and Stewart's wharf—The tug Wren arrived with five barges carrying a combined cargo of 1,200 tons of pig iron and salt.

Port Colborne, Aug. 17.—Down—Props. Michigan, Toledo, Ogdensburg, forward flour; City of London, Toledo, Montreal, wheat.

Up—Schr. Rathbun, steam barge Mary Pringle, barque J. C. Woodruff, schr. Florida, prop. Granite State, schrs. Meteor, D. Freeman.

Welland—Schrs. Yankee Blade, Kate Kelly, Miami Belle, Hungerford, Olive Branch, Antelope, Thos. Martin, Nevada.

Elevator repaired this evening.

Wind, southwest.

Attendance at the Long Branch churches is better this year than it has been before.

THE ELECTIONS.

ONTARIO.

	NOMINATION.	POLLING.
Toronto West		Aug. 19
Brant, S.R.		Aug. 19
Wentworth, S.R.		Aug. 19
Wentworth, N.R.		Aug. 19
Huron, N.R.		Aug. 19
Peterboro', W.R.		Aug. 20
Waterloo, N.R.		Aug. 20
Elgin, E.R.		Aug. 20
Ontario, N.R.		Aug. 20
Toronto Centre		Aug. 21
Monck		Aug. 21
Algoma		Aug. 22
Halton		Aug. 22
Muskoka		Aug. 23
Glengarry		Aug. 23
Leeds, S.R.		Aug. 23
Brant, N.R.		Aug. 23
Perth, N.R.		Aug. 23
Perth, S.R.		Aug. 23
Huron, C.R.		Aug. 23
Huron, S.R.		Aug. 23
Prince Edward		Aug. 23
Renfrew, N.R.		Aug. 23
Waterloo, S.R.		Aug. 24
Durham, W.R.		Aug. 24
Addington		Aug. 26
Northumberland, E.R.		Aug. 27
Elgin, W.R.		Aug. 27
Durham, E.R.		Aug. 28
Wellington, S.R.	Aug. 20	Aug. 27
York, E.R.	Aug. 20	Aug. 27
Lambton	Aug. 21	Aug. 28
Cornwall	Aug. 21	Aug. 28
Middlesex, W.R.	Aug. 21	Aug. 28
Renfrew, S.R.	Aug. 20	Aug. 28
York, W.R.	Aug. 22	Aug. 29
Middlesex, E.R.	Aug. 22	Aug. 29
Bruce, S.R.	Aug. 22	Aug. 29
Victoria, N.R.	Aug. 22	Aug. 29
Haldimand	Aug. 22	Aug. 30
Oxford, N.R.	Aug. 23	Aug. 30
Oxford, S.R.	Aug. 24	Sept. 1
Victoria, S.R.	Aug. 23	Sept. 2

QUEBEC.

Montreal, C.		Aug. 19
Montreal, E.		Aug. 19
Montreal, W.		Aug. 19
Rimouski		Aug. 19
Vaudreuil		Aug. 22
Beauville		Aug. 23
Jacques Cartier		Aug. 24

Members Elected.

	M.	I.	O.
Argenteuil—Abbott	1	0	0
Annapolis—T. Kay	1	0	0
Antigonish—McDonald	1	0	0
Bagot—P. S. Gendron	1	0	0
Bellechasse—T. Fournier	0	0	1
Beauharnois—M. Robillard	0	1	0
Bonaventure—T. Robitaille	1	0	0
Brockville—N. Buell	0	0	1
Brome—E. Carter	1	0	0
Cape Breton { I. McKeaguey / N. L. McDonald	1	0	0
	1	0	0
Carleton—J. Rochester	1	0	0
Carleton, N.B.—C. Connell	0	0	1
Champlain—John J. Ross	1	0	0
Chambly—B. Benoit	1	0	0
Charlotte, (N.B.)—T. McAdam	1	0	0
Charlevoix—M. Tremblay	0	0	1
Chicoutimi—D. E. Price	1	0	0
Colchester—Pearson	1	0	0
Compton—J. H. Pope	1	0	0
Cumberland—Dr. Tupper	1	0	0
Digby—A. W. Savary	1	0	0
Dorchester—H. L. Langevin	1	0	0
Dundas—J. Gibson	0	0	1
Essex—J. O'Connor	1	0	0
Frontenac—G. A. Kirkpatrick	1	0	0
Grenville, S.R.—Dr. Brouse	0	0	1
Grey, N.R.—Geo. Snider	0	0	1
Grey, S.R.—Dr. Landerkin	0	0	1
Guysborough—Stewart Campbell	1	0	0
Halifax { Almon / Tobin	1	0	0
	1	0	0
Hamilton City—Chisholm	1	0	0
" " Wilton	1	0	0
Hants—J. Howe	1	0	0
Hastings, E.R.—John White	1	0	0
Hastings, N.R.—M. Bowell	1	0	0
Hastings, W.R.—James Brown	1	0	0
Huntingdon—J. Scriver	1	0	0
Inverness—McDonald	1	0	0
Joliette—George Baby	1	0	0
Kamouraska—C. A. P. Pelletier	0	0	1
Kings (N.B.)—C. Domville	1	0	0
Kings (N.S.)—T. Chapman	1	0	0
Kent, N.B.—A. Renaud	1	0	0
Kent—R. Stephenson	1	0	0
Kingston—Sir John Macdonald	1	0	0
Lanark, N.R.—D. Galbraith	0	0	1
Lanark, S.R.—J. Haggart	1	0	0
Laval—J. H. Bellerose	1	0	0
Leeds & Grenville—Francis Jones	1	0	0
Lennox—R. J. Cartwright	0	1	0
Levis—Dr. Blanchet	1	0	0
Lincoln—T. R. Merritt	1	0	0
L'Islet—M. Cosgrain	0	0	1
Lotbiniere—H. G. Joly	0	0	1
London—John Carling	1	0	0
Lunenburg—Church	0	0	1
Maskinonge—A. Boyer	0	0	1
Megantic—M. Richard	1	0	0
Montcalm—P. Dugas	1	0	0
Montmagny—H. T. Taschereau	0	0	1
Montmorency—J. Langlois	1	0	0
Missisquoi—G. B. Baker	1	0	0
Niagara—A. Morrison	1	0	0
Nicolet—J. Gaudet	1	0	0
Norfolk, N.R.—J. Charlton	0	0	1
Northumberland—W. R. J. Cockburn	1	0	0
Northumberland, N.B.—P. Mitchell	1	0	0
Ottawa—J. M. Currier	1	0	0
" J. B. Lewis	1	0	0
Ottawa (Co)—Alonzo Wright	1	0	0
Ontario, S.R.—T. N. Gibbs	1	0	0
Peel—J. Smith	0	0	1
Peterboro', E.R.—P. M. Grover	1	0	0
Pictou { James Macdonald / Donell	1	0	0
	1	0	0
Pontiac—McKay Wright	1	0	0
Portneuf—Dr. De St. George	0	1	0
Prescott—Albert Hagar	1	0	0
Quebec Centre—J. Cauchon	1	0	0
Quebec East—A. Tourangeau	1	0	0
Quebec West—J. McGreevey	1	0	0
Quebec County—P. J. Chauveau	1	0	0
Queens (N.B)—J. Ferris	0	1	0
Queen's (N.S.)—J. F. Forbes	1	0	0
Restigouche (N.B.)—T. Moffatt	1	0	0
Richelieu—M. Mathieu	1	0	0
Richmond—Isaac LeVesconte	1	0	0
Rassel—Dr. Grant	1	0	0
Shelburne—T. Coffin	1	0	0
Sherbrooke—E. T. Brooks	1	0	0
Simcoe, N.R.—H. H. Cook	0	0	1
Simcoe (S.R.)—W. C. Little	1	0	0
Soulanges—T. Langthier	1	0	0
St. Maurice—Dr. Lacerte	1	0	0
Stanstead—C. C. Colby	1	0	0
Stormont—Archibald	0	0	1
St John Co.—L. Burpee	1	0	0
(N.B) J. Palmer	1	0	0
St. John City—S. L. Tilley, C.B.	1	0	0
Terrebonne—L. F. R. Masson	1	0	0
Temiscouata—M. Mailloux	1	0	0
Three Rivers—Wm. McDougall	1	0	0
Victoria (N.S.)—W. Ross	1	0	0
Waterloo, N.R.—J. E. Bowman	0	0	1
Wellington, N.R.—Higginbotham	0	0	1
Wellington, C.R.—James Ross	0	0	1
Westmoreland (N.B.)—A. J. Smith	1	0	0
Welland—T. C. Street	1	0	0
Yarmouth—J. Killam	1	0	0
York, N.R.—A. G. P. Dodge	0	1	0
York (N.B.)—J. Pickard	1	0	0

RECAPITULATION.

Ministerialist	86
Independent	5
Opposition	23
	114

Great harm and discomfort is caused by the use of purgatives which gripe and rack the system. Parsons' Purgative Pills are free from all impure matter, and are mild and health-giving in their operation.—*Adv.*

Cable Screw Wire Boots and Shoes are sure to supersede all others, because they are the most pliable, durable, do not rip or leak. Try them.—*Adv.*

Sore Throat, Cough, Cold, and similar troubles, if suffered to progress, result in serious pulmonary affections, oftentimes incurable. Brown's Bronchial Troches reach directly the seat of the disease, and give almost instant relief.—*Adv.*

SOUTH LEEDS NOMINATION.

Farmersville, Ont., Aug. 16.—The nomination for the South Riding of Leeds was held in this place to-day. About 500 electors were present. The following gentlemen were nominated:—Mr A. N. Richards, of Brockville, nominated by Mr R. Fields, of Mallorytown, seconded by Mr W. H. Freisenburg, of Westport; Mr George Morton, of Kingston, nominated by Mr John Cavanagh, of Escott, seconded by Mr Thomas Hayes, of Younge; Mr D. F. Jones, of Gananoque, nominated by Mr Henry Green, of Lyndhurst, seconded by Dr. Dunham, of Newboro. Mr Jones resigned in favour of Mr Morton, leaving the contest between him and Mr Richards, who comes out as an Oppositionist. Mr Morton in his speech did not fully define the position he would take if elected, but gave the electors to understand he would not pledge himself to vote for a want of confidence in the present Government, and farther than that they would have to trust him. The polling takes place on the 23rd inst.

PRINCE EDWARD NOMINATION.

Picton, Aug. 16.—The nomination for the County of Prince Edward took place to-day at noon; Mr Philip Low, Q.C., Clerk of the Peace, returning officer. Mr James S. McCuaig, lately M.P.P. for the County; Mr Walter Ross, the late representative in the Commons; Hon. Wm. Macdougall, C.B., and sixteen others, were nominated. After the formal proceedings were concluded, an arrangement was made to divide the time among the candidates, ten minutes to each being allowed. The returning officer began with the last on the list. The friends of McCuaig gave their time to Mr Macdougall, which left him fifty minutes. Mr Macdougall was received in the most enthusiastic manner, and throughout his address he was listened to with rapt attention; he was in great force, and dealt some vigorous blows at the Party of Faction, which were much relished by the assemblage, which seemed to be made up principally of friends of the Government candidate; he complimented Mr Ross on his support of the Government while he (Mr Macdougall) was a member of it, and expressed his regret that he now came forward as the follower of Mr Mackenzie and the fault-finding Faction which he led. Mr Macdougall reviewed briefly the political events of the past eight years, and showed that the Union Party led by Sir John Macdonald was entitled to all the credit of the great Reforms which had been accomplished, and which had placed the Dominion in its present happy and prosperous position. He then defended the Treaty of Washington, and explained its great advantages to Canada and to the civilized world. His triumphant vindication of the Treaty was received with loud and repeated applause. His refutation of the false statements respecting the Pacific Railway, repeated at every hustings by the Factionists, was, perhaps, his happiest effort, and carried conviction to every unprejudiced mind. In the course of his speech he administered a scathing rebuke to Dr Platt who had preceded him and the other upstart politicians who condemned the action of the Imperial Government and the Government of the United States and of Canada in their arrangements to settle the embarrassing disputes which had so nearly produced a conflict between the two foremost nations of the world. Amidst cries of "Go on" from all parts of the assemblage Mr Macdougall was forced to bring his address to a close, owing to his time being up. Messrs McCuaig and Ross then followed, and were still speaking at six o'clock. In the evening Mr Macdougall was serenaded by the Picton band, at the residence of Mr McCuaig. By a strange coincidence, there was on the ground an old veteran, an octegenarian, of the name of William Macdougall, who wore on his breast the medal for Fort Detroit, and proudly boasted that he had entered that historic city following the gallant Brock.—*Mail.*

We have received from the Department of the Minister of Agriculture, the Hon. J. H. Pope, his report for the calendar year 1871. It should be called rather a report on immigration than on agriculture, since it is almost entirely taken up with immigration matters. The total immigration for the year was 65,722. This is less than that of 1870, 1869, or of 1868, but it exceeds of any other year since 1854. And if the total of immigrants coming into the country is less than either of the two preceding years, the number staying in the country is greater than for many years past, being 27,773. The total number of immigrants who have landed at the port of Quebec since 1829 have been 1,253,073. A gratifying fact shown by the tables is that no less than 3,335 arrived at the Kingston agency during the year. $1,008 16 was paid at the Kingston agency by the Dominion Government, and $379 19 by the Government of Ontario for immigration purposes. 1,985 immigrants were applied for at the agency during the year, of which 991 were farm labourers, and 415 female servants.

At this season of the year cramps and pains in the stomach and bowels, dysentery, diarrhœa, &c., are quite common, and should be checked at once. Johnson's Anodyne Liniment is the best article that can be used in all such cases, and should be kept in every family.—*Adv.*

Halifax, Feb. 10th, 1872.—MR JAMES I FELLOWS—*Dear Sir*: In order that some other sufferer may be benefitted, you are at liberty to give this letter publicity. In the winter of 1869 I was taken ill with Disease of the Heart, accompanied by violent palpitation, and from that time gradually became weaker, notwithstanding continual professional attendance up to a few weeks ago, when your Compound Syrup of Hypophosphites was recommended to me. The use of it during a very short time enabled me to resume my usual work, and now I am as well, fat and hearty as I could wish to be.—Yours very truly, W. FRANK COCHRAN.

The heart being a great muscular organ, requires vigorous nervous force to sustain it. As Fellows' Hypophosphites restores the nervous element, it will always strengthen the heart weakened through loss of this element.

THE INVENTOR.

—*Adv.*

SPECIAL NOTICES.

A Chemical Food and Nutritive Tonic.

WITHOUT Phosphorus no thought, say the Germans, and they might add, no action, since Phosphorus and its compounds are known to be the motive power of the nervous and muscular system. They constitute more than half the material of the human body, being found in every tissue, and their presence is absolutely essential to nutrition, as they promote the conversion of albumen in the food into fibrine, which is the vitalizing agent of pure, healthy blood. They are now coming into universal use in Europe and America in the treatment of Scrofulous, Consumptive and Venereal diseases, which are caused by impoverished or poisoned blood; and in diseases of women suffering from irregularities, obstructions and exhausting discharges, in pale, puny children, and that condition of nervous and physical prostration resulting from bad habits, excessive use of stimulants and tobacco, and all that train of evils known as a fast life. The great reliability and promptness of its effects in immediately and permanently restoring the devitalized constitution has made DR. WHEELER'S COMPOUND ELIXIR OF PHOSPHATES and CALISAYA a great favourite with the Physicians and public. Sold at $1.

BATCHELOR'S HAIR DYE.

THIS splendid Hair Dye is the best in the world. The only True and Perfect Dye. Harmless, Reliable, and Instantaneous; no disappointment; no ridiculous tints, or unpleasant odour. Remedies the ill effects of bad dyes and washes. Produces immediately a superb Black or Natural Brown, and leaves the hair clean, soft and beautiful. The genuine signed W. A. Batchelor's. Sold by all Druggists. Factory, 16 Bond Street, N.Y.

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	"	BAILEY.
CORINTHIAN	"	FARRELL.
CHAMPION	"	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 (Monday excepted) at FIVE, touching at Clayton and Alexandria Bay.

Express Line,

CONSISTING of the SPLENDID LAKE STEAMERS,

ATHENIAN ..... Capt. J. J. Morley.
ABYSSINIAN ..... " J. B. Estes.

Will commence their regular trips on the 2nd July, going East at 4 A.M. for Gananoque, Brockville, Prescott, and Ogdensburg. Going West at 6 P.M. for Oswego, Charlotte (Landing for Rochester, Niagara Falls and Buffalo) and Toronto.

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, July 1st, 1872.

Kingston and Cape Vincent Ferry Route.

THE new iron STEAMER PIERREPONT C. Hinckley, Jr., Master, will leave Kingston daily (Sundays excepted) at 6:30 A.M., to meet the 9:00 A.M. train for Rome and Oswego.

At 2:30 P.M., to meet the 5:00 P.M. train for Rome and Oswego, the steamer "Kelley" for Clayton and Alexandria Bay on both trips, and the Northern Transportation Co's Propellers for all parts West.

RETURNING, will leave Cape Vincent at 9 A.M., on arrival of Train from Rome and Oswego, meeting the Grand Trunk trains going East and West and the Bay of Quinte Steamer.

At 5:30 P.M., on arrival of trains from Rome and Oswego, meeting the G.T.R. Night Trains for East and West and the Morning Steamer for Montreal.

Parties of ten or more persons going to Cape Vincent or any point on the Railroad and returning the same day can do so at one fare.

For Freight or Passage apply on board, or to G. M. KINGHORN, Ferry Wharf, foot of Brock Street.

Kingston, June 22, 1872.

For Picton, Belleville, and Intermediate Ports.

THE FAVOURITE UPPER CABIN Steamer

ROCHESTER,

R. CRAWFORD, Master,

Leaves Carruthers' Wharf every Afternoon at 3:30 o'clock.

Returning—Leaves Belleville every Morning at 5 o'clock.

C. H. HATCH, Ticket Agent.

Kingston, May 2, 1872.

Kingston & Wolfe Island Ferry

COMMENCING ON MONDAY, the 24th instant, the Ferry Steamers Pierrepont, Watertown and Gazelle will run as follows:—

Leave Kingston daily.	Leave Wolfe Island daily.
At 6.00 A.M.	At 7.30 A.M.
8.30 A.M.	9.00 A.M.
11.30 A.M.	1.00 P.M.
2.00 P.M.	3.00 P.M.
4.00 P.M.	7.00 P.M.
	by Cape boat.
Occasional Trips	5.00 P.M.
SUNDAY TRIPS.	
9.00 A.M.	10.00 A.M.
11.00 A.M.	12.30 P.M.
1.00 P.M.	2.00 P.M.
3.00 P.M.	5.00 P.M.

G. M. KINGHORN,
Ferry Wharf, Foot of Brock Street.

Kingston, June 22, 1872.

GENERAL TICKET AGENCY.

FOLGER BROS., Ontario Street, and foot of Brock Street. Tickets issued to all points at the very lowest rates via first-class routes—Rome, Watertown and Ogdensburg Railroad; New York Central Railroad; New York Central and Hudson River Railroad; Oswego and Northern Syracuse Railroad.

PACIFIC MAIL STEAMSHIP COMPANY'S THROUGH LINE TO CALIFORNIA leaves on the 15th and 30th of each month. Steam weekly to QUEENSTOWN and LIVERPOOL.

May 6.

ATTENTION!

OF THOSE DESIRING TO SAVE MONEY, changes, trouble and expense, and enjoy the most comfort going West, is called to the

Vermont Central Steamers,

N. T. CO.

Daily Line of 21 First Class Powerful Upper Cabin Steamers, leaving Ogdensburg every day (Sundays excepted) on arrival of Noon Trains. Through without change of boat to Oswego, Cleveland, Toledo, Detroit, Milwaukee, Chicago, and Intermediate Ports.

☞ It is for the interest of every traveller, especially families moving West, to see the Agents of this Line before purchasing their Tickets.

☞ Through Tickets at the very lowest rates to all points West, North and Northwest, for sale by

FOLGER BROS., Agents,
May 6. Foot of Brock Street.

Kingston, Gananoque, and Clayton Route.

CHANGE OF TIME.

THE STEAMER WATERTOWN, Theodore Hinckley, Master, will leave Kingston for Gananoque and Clayton every day (Sundays excepted) at 4 p.m.

RETURNING, will leave Clayton via Gananoque,

Every Tuesday, Thursday and Saturday at 6 a.m.

Every Wednesday and Friday at 4:30 a.m.

Every Saturday at 8 p.m.

Will leave Gananoque every every Tuesday, Thursday and Saturday at 7:30 a.m.

For Freight or Passage apply on board or to G. M. KINGHORN, Ferry Wharf, foot of Brock Street.

Kingston, Aug. 2, 1872.

1872.

Montreal and Ottawa Forwarding Co.

RIDEAU CANAL.

THE FIRST CLASS UPPER CABIN Steamer

LOUISE,

CAPTAIN JAMES STEWART,

will run regularly between Kingston and Ottawa during the season as follows:—

Leave Ottawa on Monday and Thursday at A.M.

Leave Kingston on Tuesday and Friday at 3 P.M.

For Freight or Passage apply to

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

April 10, 1872.

S. McCAMMON, Gananoque,

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

Nov. 27.

A. McCorkell,

BOAT-BUILDER, Ontario Street, near the Water Works, Kingston, Ont. A large assortment of first-class SKIFFS and BOATS of all sizes on hand, ready built, or FOR SALE OR TO HIRE. Ships Boats For Sale, Fancy Cedar Skiffs kept on hand and for sale, such as I obtained Prizes with at the Provincial Exhibitions of Ontario and Quebec for the past number of years.

All orders punctually attended to.

March 6, 1872.

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

WIRE RIGGING.

CAPT. WM. LEWIS, Sole Agent for Binks Brothers' Celebrated Double Charcoal Wire Rope. Gangs of Wire Rigging fitted complete with Hanks and Thimbles. Wire Rope by the Coil or cut in lengths to order,

At the Old Stand, Harty's Buildings,

ONTARIO STREET,

Trusting from the quality of workmanship done in the past, combined with moderate charges, to merit a continuance of public support.

WM. LEWIS.

March 16, 1872.

Kingston Bottling Depot

HAS NOW ON HAND A LARGE STOCK of superior

ALES AND PORTER, in quarts and pints, from the best Brewers in the Dominion. Also English Ales and Porters.

BRANDIES,—James Hennessy's, in wood or bottle; J. & F. Martell's, in wood or bottle; Pinet, Castillon & Co's, in wood or bottle. SUPERIOR OLD JAMAICA RUM.

GINS,—John De Kuyper & Son's, in wood or bottle.

OLD TOM GIN,—Bernard & Co's, in wood or bottle; Betts & Co's, in wood or bottle.

WINES,—SUPERIOR PORTS and SHERRIES.

WHISKIES,—Old Family Proof, Old Rye, Proof and Common Whiskeys, the best in the city, at REDUCED PRICES.

GEO. THOMPSON.

Feb. 5.

ALBION HOTEL,

Mill Street, Stirling.

JOHN ACKERS, Manager. First-class Commercial Rooms. Good Yards and Stabling.

March 30.

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.

Dr. Maclean's Office

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

May 23.

Removal to Clarence Street, opposite the Post Office.

MISS MAYNE returns thanks to the Ladies for their patronage since her return, and hopes still by attention to business, neatness and punctuality, to merit the same. Dresses warranted to fit from measure. Beautiful Patterns of the Newest and Latest Styles from Europe. Miss M. respectfully requests a call from those who require any Dress Capes or Jackets, and then judge for themselves, as they are too numerous to mention.

Stamping for Braiding done.

☞ APPRENTICES WANTED.

June 13, 1872.

Money to Loan.

The Trust and Loan Company of Canada.

CAPITAL, $6,000,000.

Loans made on the security of approved farm or town property, for periods of three years and upwards, to suit the convenience of the borrowers, and either repayable at the expiry of the term, or by annual or semi-annual instalments. Rate of interest 8 per cent. No commission charged.

For further information apply to

D. D. ROGERS, Appraiser for Pittsburgh, Glen Logie,
or to JAMES SHANNON.

April 27.

ÆTNA INSURANCE COMPANY.

INCORPORATED 1819, CHARTER PERPETUAL.

Cash Capital, $3,000,000.00.

LOSSES PAID IN 52 YEARS...	$29,000,000 0
Assets—July 1, 1871 (at market value).	
Cash on hand and in Bank...	893,815 43
Real Estate...	253,319 14
Mortgage Bonds...	989,000 00
Bank Stock...	1,486,171 00
United States, State and City Stock and other Public Securities...	2,425,072 50
Total...	$6,047,378 07
LIABILITIES.—Claims not due, and unadjusted...	242,435 87

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 deposit 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.

THE ISOLATED RISK

Fire Insurance Company of Canada.

HEAD OFFICE, King Street, corner of Church, Toronto.

CAPITAL $500,000.

ALEX. McKENZIE, PRESIDENT; JOHN MAUGHON, JR., SECRETARY.

DIRECTORS IN KINGSTON:

ALEXANDER GUNN, of J. Carruthers & Co.

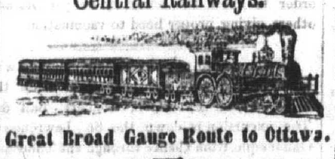
TO THE PUBLIC.

THE DIRECTORS of the above-named Company would respectfully direct the attention insurers to the following advantages offered by this Company:—1st. It has a large Cash Capital, giving undoubted security to all holding its policies. 2nd. It will devote special attention to the Insurance of Farm Property and of Detached Residences (with contents) in Cities, Towns and Villages. 3rd. It will accept risks at the very lowest rates compatible with absolute safety of policy holders. 4th. It will not impose on those whose properties are not hazardous the burden of making up the losses on hazardous properties. 5th. It will adjust all losses without delay, and pay in *Cash at once*. 6th. Its Stockholders, Directors and Agents being all residents of Canada, and its headquarters, assets and operations confined exclusively to Canada, those who insure in it will have knowledge of all its transactions.

J. C. CLARK, Banker,
General Agent,
Ontario, Street, Kingston

Aug. 24, 1871.

Brockville & Ottawa & Canada Central Railways.



Great Broad Gauge Route to Ottawa.

On and after Monday, October 30 1871,

TRAINS WILL RUN AS FOLLOWS:—

LEAVE BROCKVILLE,

Express at 7:30 A.M., arriving at Ottawa at 12:50 P.M., and at Sand Point at 1,30 P.M., connecting at Sand Point with Union Forwarding Company's Steamers.

Local Train at 1:40 P.M.

Through Ottawa Express at 8:25 P.M., connecting with Grand Trunk Day Express from the East and West, arriving at Ottawa at 7:25 P.M., and at Sand Point at 8:15 P.M.

LEAVE OTTAWA.

Through Western Express at 10:00 A.M., arriving at Brockville at 1:50 P.M., and connecting with Grand Trunk Day Express going East and West.

Mail Train at 4:35 P.M.

ARRIVE AT SAND POINT

At 1:30 P.M., 7:35 P.M., and 8:15 P.M.

LEAVE SAND POINT

At 5:30 A.M., 9:10 A.M., and 3:45 P.M.

Trains on Canada Central and Perth Branch make certain connections with all Trains on B. and O. Railway.

Certain connections made with Grand Trunk Trains, Mail Line, and Union Forwarding Company's Steamers.

Morning Express leaves Sand Point at 9:10 A.M., after arrival of Steamer from Pembroke, Portage du Fort, &c.

Freight loaded with despatch. The B. & O. and C. C. Railways being of the same gauge as the Grand Trunk, car-loads will go through in Grand Trunk cars without transhipment.

H. ABBOTT, Manager.

Brockville, 31st Oct., 1871.

St. Lawrence & Ottawa Railway