INCIDENTS OF THE DAY.

PARAGRAPHS PICKED UP BY OUR BUSY REPORTERS.

The Spice of Every Day Life—What the Public are Talking About—Nothing Escapes the Attention of Those Who are Taking Notes.

There was ice in the Picton harbor on Saturday night last.

To-night the temperance people select a candidate for the mayor's chair.

Double fold tweeds from 50c. to $1.25. Black diagonals from $1 to $3 50 at R. McFaul's.

Follow the crowd to Lambert & Walsh's, 110 Princess street, that's the place for good tailoring.

The largest variety, the handsomest goods and the cheapest prices in jacket cloths at R. McFaul's.

Elizabeth Thompson was sent to her home, by the magistrate, this morning. Her husband promised to care for her.

The best home-made bread is made with "White Bear" flour. You can buy it only at W. D. Hendry & Co's.

The young people of the Third Methodist Church purpose holding their annual tea-meeting on the 27th inst.

During the year drains to the extent of two and a quarter miles have been built under the local improvement scheme.

For dry oak and soft maple, soft wood [illegible] to Crawford's, foot of Queen street.

Breck & Booth have the best slabs, hard wood and dry blocks. You can get just what you want in the fuel line at their yard.

Best dry wood in the city, either cut or uncut, at James Campbell's wood yard, opposite barracks gate; also dry slabs daily arriving from Sharbot Lake.

We have the store, we have the goods, fine patterns, good and new. We want the boys, we want the men, and we want their money, too. Lambert & Walsh, tailors.

"All things come to those who wait." Lovers of good music wait for the St. Andrew's society concert next week. Special attractions. Watch for the programme.

A large gang of men is working at the excavation on Princess street for the water works pipes. The contractors expect to have the pipes laid to the tower in Williamsville before the heavy frost sets in.

Fine white bread, White Star, Princess Crown Jewel, Chancellor, and all kinds of fancy flour, Maizola corn meal, Gold Dust white corn meal, rolled oats, rolled meal. Jas. Crawford.

Many electors who were inclined to oppose the Yarker-Harrowsmith railway connection were so satisfied with the prospects presented by Mr. Rathbun that they will support the scheme.

Dinna forget the St. Andrew's society concert next week. Excellent talent is being secured which will make this one of the best concerts of the season. Watch for the programme.

An application has been made for the use of the Central school in which to hold a meeting to discuss the railway by laws on Wednesday. The inspector says the school is not fit for such a purpose.

The treasurer of the Ladies' Society for Bible and Mission Work begs to acknowledge, with many thanks, a donation of thirty dollars from the Kingston bible society towards the salary of the city missionary.

Mr. Rathbun told the audience that he was working for Deseronto, and he was striving to establish in it industries that will keep it thriving when the lumber business is done. He shows far-sightedness in this, and his fostering care of that place commends itself to the attention of all true-hearted Kingstonians. Let them do likewise.

A WRECKED SCHOONER.

Ashore on Wolfe Island — A Blinding Storm Accounts For the Accident.

Capt. McGuire and crew of the schooner William I. Preston reached the city yesterday evening after having had a most exciting adventure on Lake Ontario. The vessel had 17,000 bushels of wheat, en route from Detroit to Ogdensburg. During the gale on Saturday night entrance was had to Charlotte harbour. On Sunday morning, with a fresh south-east breeze blowing a start was made for Ogdensburg. The wind increased, and the sails were reefed, but at 8 o'clock on Sunday night a gale from the south came up and was immediately succeeded by a blinding snow storm. Nothing could be seen and the crew lost entire control of the vessel. The lake was in a boiling state, the cold icy water sweeping over the deck by the ton. Tossing and tumbling about the craft dashed ahead and with a crash went upon the rocky coast of Wolfe Island on the south-west side, known as "The Sow and Pigs," one of the most treacherous points on the whole of Lake Ontario. She speedily filled with water, the crew (totalling seven) took to the boats, and at midnight were landed on Wolfe Island. Shelter was secured. The vessel is now lying easy, but her cargo is destroyed. It is insured and owned by Lapham & Co., Detroit. The vessel is owned by George Goble, Oswego, and is uninsured. Capt. McGuire is here to await orders from the owners as to her rescue. The vessel was struck by the gale when off the Galloup islands.

The steamer Chieftain left this morning to rescue the schooner. She is lying on a rocky bottom, and pounded so hard during Sunday night that it is feared that all her bottom planks are stove in.

POLICE COURT—TUESDAY.

She Said They Smashed Her Windows—Two Little Lads in the Dock.

Two women before the court this morning for breaking two panes of glass in a window in her Bagot street mansion. One, weak and excited in body, but vigorous and voluble in tongue, told the tale of the warlike attack, produced the rock that caused the damage, and declared that she was an eye-witness to the siege, as she was peeping from behind the curtain. The defence was so very conclusive that the case was dismissed.

Another unfortunate was sent to gaol for a month in the hope that her mind would be benefitted.

Two ten year old lads were charged with stealing $4 from Alexander Ely. They denied the charge, but they could not understand the long words the magistrate spoke to them. He wanted them to consent to be tried by him. One said he would, but the other, when asked if he would be tried now or next month, promptly replied, "Next month," much to the amusement of the public. It was so potent that they were unable to plead that the magistrate remanded them until their parents were notified.

George Henderson, driver for R. Walker & Sons, dry goods, Toronto, was arrested here yesterday on a charge of embezzlement, keeping money paid to him on the delivery of goods. The Toronto authorities were notified, and Detective Cuddy arrived this morning to take the young man west.

There were two drunks. One was fined $1 and costs, the other $3 and costs.

Long fasting gains no meat.

PRESENT TO FR. M'GRATH.

An Occasion of Much Interest—Regards For a Departing Priest.

Owing to some improvements to be made in the C.M.B.A. hall the regular semi-monthly meeting, which was to take place on Wednesday evening, was held last night. There was a large attendance of the members, it having been arranged to present Rev. J. J. McGrath, lately appointed parish priest of Troopstown and Spencerville, with a small token of their esteem. The president, J. J. Behan, in a very few words told the rev. gentleman how keenly the organization felt his removal from amongst them, the more so when they looked to the amount of work that he had done in promoting the usefulness of branch No. 9. The secretary, Michael Brennan, sr., then stepped forward and on behalf of the association read the following address:

"Dear Rev. Father—In your departure from this city to assume the pastorate of your new parish we sustain the loss of an efficient officer and adviser.

"Your kind and genial manner, your deep interest in the association, and your efforts to promote its usefulness and encourage its spread, has won for you the grateful esteem and affection of the members.

"We congratulate you upon your promotion, and trust that it may be but the beginning of a long and useful life in the service of your Divine Master.

"We would ask you to accept this present (a walnut secretary) as a small token of our appreciation of your services [illegible] this association. We heartily wish you success, and will pray to God that He may bless your labors, and that your life may be prosperous and happy."

Signed on behalf of the association: Rev. P. A. Twomey, chaplain; John J. Behan, president; P. Daley, vice-president; M. Brennan, secretary; J. Farmer, recording secretary; W. Purtell, financial secretary; W. Shanahan, treasurer; J. Crowley, marshal.

Father McGrath, in replying, thanked the members of the C.M.B.A. for their over-generous present and kind words. He thought that he had not done anything more for the association than any other member should do. He had never regretted the choice he had made in coming to Canada, to labour in the diocese of Kingston, under the direction of the most learned bishop. He felt that in Kingston he had many friends, because from the first day of his arrival he met with a warm reception from members of the congregation.

After the Rev. Father McGrath concluded Rev. Father Twomey was called upon to address the meeting. He expressed a great deal of pleasure in being present. There was no one in Kingston regretted Father McGrath's removal more than he did. They were fellow-workers in the cause of Christ, and consequently he had a better opportunity to know the usefulness of the recipient of their present. Father McGrath was always ready and willing to assist those in need, and to him could be attributed the success of the mission held last year. It was the most successful one ever held in Kingston and was under the management of Father McGrath.

OUR LITERARY COLUMN.

The next *Century* is to contain Henry Ward's Beecher's last manuscript—an uncompleted paper on his trip to England in 1863, which he was writing the last week of his life. The article is supplemented by a paper by Rev. Dr. Buckley, hearer of the famous speech which Mr. Beecher delivered in Liverpool, in 1863, in the presence of a mob.

The conductors of Harper's magazine issue a Christmas number, not only complete in itself but somewhat different from the lines followed during the rest of the year; and the Christmas number for 1888 is an issue strong and novel. The originality of its pages is most striking in the short stories (the serial stories all ended in the November number), as in "The Christmas Story of a Little Church," by Grace King, "Soarus Dismal," by W. W. Archer, and "The Front Yard," by Miss Woolson, this last being a daring comparison of Italian and New England natures and ways. In poetry, too, the number is exceptionally good. Artistically it has never been surpassed.

In the October *Forum* Archdeacon Farrar made a narrative of Tolstoi's remarkable career, explained the religious meaning and the literary value of his great novels, and criticized his religious teachings. Both American and English readers desired a more specific explanation by so high an authority of the difference between Tolstoi's rigid interpretation of the teachings of Jesus and the interpretation made by the mass of Protestant believers. This second article will appear in December number. Z. R. Brockway, superintendent of the Elmira, (N. Y.) reformatory, will write about prison-convict systems to show the necessity of giving convicts self-sustaining work.

LETTERS TO THE EDITOR.

Sabbath Desecration.

KINGSTON, Nov. 18.—(To the Editor): Some short time ago I noticed a paragraph in a Belleville paper stating that a barber was fined for keeping his place of business open on Sunday, and I wondered how it was that some can and do keep their places of business open on Sunday, every Sunday, with impunity (men at work). Whose business is it to look after the law breakers, if it is a law in this city? Is it the police? Or are they confined to a certain class of law breakers, and if spoken to about the class in question would say, "None of our business?" Or is there a Sabbath reformation society, and if there is would they, too, say, "None of my business?" I will say no more this time, but if one passes along Ontario street he will hear sounds in the locomotive works that will convince him that there are people who choose to forget that old-fashioned commandment, "Remember the Sabbath day to keep it holy."—Yours respectfully,

WATCHMAN.

Contemplated Retirement.

As announced by advertisement in another column the public will regret to hear of the intended retirement from the retail trade of the well known firm of dry-goods merchants Messrs. R. & J. Gardiner. This firm is one of the largest and most important in the city and has been established over twenty years. As importers of British and foreign dry-goods they rank foremost in the trade. The Messrs. Gardiner are honourable gentlemen, public-spirited citizens, and have always taken an active part in promoting and advancing the interests of the city. We understand that it is the intention of Messrs. Gardiners to engage exclusively in the wholesale trade, as the want of another house in that line of business in this city has been a long felt one. We hope the firm will see their way to remain in Kingston. We trust their closing sale will be the most successful one of their prosperous career.

One Good Point.

Out of the many possessed by Burdock Blood Bitters is that it may be taken at all seasons of the year, and by either young or old. In this way the three busy B's are always at work and doing good.

For genuine Scranton No. 4 coal go to the Gas Works yard.

THE SCHEMES ENDORSED.

A MAGNIFICENT MEETING IN THE CITY HALL LAST NIGHT.

Presenting Resolutions in Favour of the Railway By-laws—The Opposition Offered—Mr. Rathbun's Appearance Heralded With Tumultuous Applause—An Address That Cleared Away all the Cobwebs.

The city hall was well filled with electors last evening. The meeting to consider the railway by-laws opened shortly after 8 o'clock, the mayor presiding. Upon the platform were ex-Mayors McIntyre, Gildersleeve, Sullivan, Gaskin; Alds. Muckleston, Shannon, Polson, Redden, Minnes, Fenwick, McCammon, Dunlop; Messrs. Hobart, McKay, Walkem, Macdonnell, James Richardson, E. Chown, Dupuis, Kitto and McKelvey.

The mayor first announced those who had a right to vote, including widows and spinsters owning property. He alluded to the water works, the dry dock, drains, school elections on the same day as the municipal elections, school of science, King street esplanade, street electric lighting, and railway by-laws. The decision on Nov. 29th would be that either Kingston would advance and take the place she is entitled to or remain where she is. He urged the electors to do the right and give Kingston an upward "boost," to make her occupy a commanding position. The progress she has made in years past should be wonderfully increased. He thought it was the city's destiny to become a great railway centre. To carry out the schemes now before the people meant increases in population and wealth.

Ald. J. McIntyre then proposed the following resolution:

"That this meeting approves of the by-law submitted by the city council granting a bonus to the Napanee, Tamworth & Quebec railway company, and recommends its passage by the ratepayers."

He began by pointing out that the time when Kingston was slow was past, and he was satisfied no citizen would be so untrue to himself as to retard its prosperity. It would be suicidal to do so. One immense advantage for the advance of the city was the dry dock scheme. It would put money into the pockets of every citizen. Other modes to advance the city were prosecuted, among them railway schemes, calculated to make Kingston a depot for the country on both sides of it. Toronto had been boomed by its railways, and Kingston would be similarly benefitted. It would only require a mite from each one, and who would refuse to give it? He dwelt on the argument that a direct line should be built to Kingston from Yarker, showed that it was an impossibility, and declared that the government would not give a grant for the line from Kingston to Yarker when, by making a connection with Harrowsmith, the same advantages could be obtained. He touched on the taxation question, showing that to the man who paid taxes on $400 the rate would be 20c, the price of four plugs of tobacco. "Am I right, as I am not a smoker?"

A voice—"Do you mean twenty cents on the dollar?"

Ald. McIntyre—"No! No! Two ten cent pieces."

A voice—"What will you get for that?"

Ald. McIntyre—"I don't think it's a poor man that's speaking. A poor man wouldn't ask such a question. (Cheers.) But I will tell the gentleman that by giving that amount he will be doing something to aid in the prosperity and growth of Kingston." (Cheers.)

The Scheme Endorsed.

The mayor read the following telegram from E. W. Benjamin, Yarker:

"A deputation from Yarker and vicinity, for the purpose of expressing our earnest desire for a railway connection with your city, unfortunately missed the Kingston and Pembroke train at Harrowsmith. We hereby express our hearty endorsation of the proposed Yarker and Harrowsmith connection, feeling assured that such a connection will affect the desired results and that the advantages arising therefrom will be inestimable to the city's interest as well as to the rural districts."

Mr. John McKay favoured the building of the connection. It would connect with the city a rich and cultivated country. If the N. T. railway by-law passed he was sure it would result in great benefit to the city.

All in Favor of This.

Ald. C. F. Gildersleeve said that if the result of the meeting was the passage of the by-laws he would call it the best and most important meeting ever held in Kingston. He looked on it as a second act in the drama which has for its object the benefit and prosperity of Kingston. As to the Smith's Falls railway scheme he briefly reviewed its history, and gave substantial reasons why the line should be built. He gave reasons why it was desirable not to spend too much money in getting into Kingston. It would be better to use the existing lines from here to Kingston Mills than to see the company fail. Then he spoke of the N. T. & Q. RR. and declared that the road would come to Kingston over the K. & P. RR. line as independently as if the people owned it (cheers). He read the clauses in the by-law and agreement to prove this contention. No two rates would have to be paid on freight from Tweed to Kingston. The man who said so was not talking the truth. The K. & P. RR. had no right to interfere in the matter of charges on freight carried by the N. T. & Q. RR. over the K. & P. RR. from Harrowsmith to Kingston. He combatted the idea that the new road would take trade from Kingston. No such thing had ever occurred in any city where railways converge. It was a most absurd contention. If the citizens believed such a thing by all means they should have nothing to do with outside places. He believed that by making Kingston a railway centre it would attract not only trade but manufactures. He declared that if Kingston did not aid the road the line would not be pushed to Tweed, so that it was for the city's benefit to have the road sent on to Tweed and secure connection with the C. P. R. there. There was no other place that could aid the road but Kingston. He then moved:

"That this meeting approves of the by-law submitted by the city council granting a bonus to the Kingston, Smith's Falls and Ottawa railway company and recommends its passage by the ratepayers."

Hon. Michael Sullivan seconded the resolution, and in a happy speech showed what advantages railways had been to the United States. He then took a retrospective glance at the railway enterprises in Kingston. The Grand Trunk hurt the city's commerce and Kingston, depressed and despondent, cried "Lord save, or we perish!" A boom came, and the K. & P. RR. was built, and caused great progress to the city. He saw no reason why, in view of the success of the past, the city should not try a second dose. (Cheers.) He strongly favored the Smith's Falls line. It would go through a most desirable section of country, and if it did not help the railway company it certainly would be to the benefit of the city, but he was satisfied that with faith and hope in the future they would, at least, experiment and try what good bonusing could do to make it a stirring, bustling city. He was sure the bonus would be granted, (cheers,) and he was sure the road would be built. He was satisfied the electors would vote cheerfully for the by-law and get all their neighbors to do the same. (Cheers.)

The Opposition Offered.

John Gaskin moved, seconded by Dr. Dupuis,

"That in the opinion of this meeting it would not be wise for the ratepayers of this city to grant a bonus of $75,000 for the purpose of making a connection by rail between Yarker and Harrowsmith, but they are in favor of granting a bonus for a reasonable amount that is such a bonus as the financial condition of the city can bear and be prudent to grant, for a direct line into the city and a proper guarantee given for reasonable rates for all kinds of freight and passengers, thus securing some substantial return to the citizens for the bonus so granted."

He reiterated his former objections, chief of which was that the lumber and ties of the back country, now handled in Kingston, would go to Deseronto. Then Mr. Rathbun might get smelting works in Deseronto and the iron ore of the back country would go there to.

Mayor Thompson—"I telephoned Mr. Rathbun to attend this meeting, and he said he would. He has just come in and I would be glad to have him come upon the platform."

Mr. Rathbun arose and was tendered an ovation. He acknowledged the applause befittingly.

Mr. Gaskin was glad to see Mr. Rathbun, but he wouldn't be afraid of fifty Rathbuns. He would speak his opinions freely.

There was some opposition. There were cheers and counter cheers, and finally Ald. Gaskin exclaimed, "I never knew before, but I know now on which side the blackguards are."

Cries of "oh! oh!" He expressed fear that when the N. T. & Q. RR. was built Deseronto would rival Kingston in its shipbuilding. He added that if the present scheme were defeated Mr. Rathbun would come back and ask aid for a direct line as he wanted to get to Kingston. The attitude of the Rathbun company to its labourers was mentioned and the concern accused of unfairly treating the workingmen. If the road were built there would be no more strikes here as the business would be transferred to Deseronto. If the by-law passed the people should jump Kingston and buy lots in Deseronto. He was sure the electors would put the double cross on the scheme and save the city from danger.

Dr. Dupuis, as a taxpayer, gave reasons why a direct line would be advantageous to Kingston. A point made was that cordwood would be taken from the north on the Kingston & Pembroke RR. to Napanee and Deseronto and thus increase the price of it in Kingston. It was claimed that lumber and grain would go to Napanee and Deseronto by the Harrowsmith-Yarker connection while passenger traffic would be diverted towards Ottawa and Montreal instead of Kingston. In short it would not pay to bonus the connection.

An Admirable Address.

Mr. E. W. Rathbun was received with great applause. He was not aware he would have to meet so many charges, but as all had a bearing on the subject he would be excused if he discussed matters more personal than public. He admitted that there had been discord between the company and its labourers in Kingston, and what firm had not met with it? Yet in this age, when the spirit of compromise and conciliation is so generally accepted, the matter had been arranged, and the employers and employed had worked together most satisfactorily. None knew better than his company the likes and dislikes of men, nor the many things the labouring classes have to contend with, and none had more earnest sympathy with them than those who had to do with them in connection with the Rathbun company. He wanted to be fair and honest, and bring to the surface everything in connection with the proposed railway. There were interests to served the N. T. & Q. RR. company, Kingston, the K. & P. RR. company and the Rathbun company had interests to be served, yet if these could all be aided with advantage to each what injury followed? It was his intention to make a big effort to establish smelting works at Deseronto. Charcoal was made there from the waste products of the mills. If the people of Kingston wanted cordwood reduced to charcoal the Rathbun company would run the works here and make it free of cost if given the smoke. But in connection with the smelting works he reminded the audience that the mine depended upon was now said to be only a pocket, and therefore their hopes were somewhat blasted. As to cordwood the city, in its by-law, had amply protected itself, and instead of the commodity going to Napanee and Deseronto it would come to Kingston. But if the protection was not sufficient he would willingly give a guarantee that the rate charged would not be greater than that charged in the Smith's Falls by-law, (introduced at the request of Ald. Gaskin,) $9 per car load of six cords, for any distance up to sixty miles. The 15,000 cords of wood used by the paper mills along the N. T. & Q. RR. was now carried at about that rate. He next alluded to the defeat of the Hungerford by-law some years ago. Much of the township was served by railroads so that, through the influence of the owners of these lines, as well as of those in adjacent cities and towns, the by-law was defeated. To build the line now the company could only look to Kingston for assistance and it would be to its advantage to do so. He dwelt on the possibilities of the country, of its resources, and showed most conclusively that Kingston would reap great advantage by the connection. Why does the company want connection with Kingston? Because it is a city and it would attract trade that otherwise could not be developed. There is trade and produce that the farmers would never think of taking to Napanee or Deseronto and which Kingston would tempt them to handle and sell, and the company coveted the handling of that business. In Kingston there were the advantages of banking, ready sales, easy access to the American markets, and altogether it would draw trade that could not be got in any other way. It was for these reasons that the the company offered to accept $75,000, a sum so insignificant that it was no wonder some people thought a scheme was hidden beneath the whole matter. But the Tamworth-Tweed connection was also desirable in the interests of Deseronto. The line would skirt along valuable water limits and where the drives of logs from the far north could be intercepted. It was desired to reach the logs that sink easy and draw them to the mills, for 16 per cent. of various kinds of wood sank after being in the water for two months. The connection made Kingston also accessible to these water privileges and he was satisfied that there was enterprise and capital enough to take hold of these privileges and along the road establish lines of industry that must cause trade with the city. But this was not all, for by a little further work the Midland system of railways would be tapped and ready exit had at Kingston for all the product of that back country. Kingston was the natural outport for all that trade. There was much money made by Kingstonians by the trade with the lumbermen of the north on the K. & P. R.R., and this would follow by the extension of the N. T. & Q. R.R. If the timber did go to Deseronto, Kingston would be the depot for supplies and the greater the Rathbuns developed the business the greater would be the consumption. The influences exerted by the Deseronto people would have a reflux influence upon Kingston's trade.

Mr. Rathbun next attacked the alleged statements that Kingston would suffer by the connection. Kingston was the distributing centre for a large tract of country, and it would be foolish to take ties to Deseronto when Kingston was nearer the American market than Deseronto; the cattlemen would be short-sighted to send their stock to Deseronto and have them brave the storms of Lake Ontario when they can be ferried across a river by coming to Kingston; it would be simple for grain dealers to ship to Deseronto when boats are sent from Kingston to get the grain there and at Napanee to carry it to Oswego, and when Kingston pays higher prices for it than either place. "The whole trade of the country is in your own hands," he exclaimed. He said that the papers were incorrect when they made out that the Tamworth-Tweed connection was almost built. The fact was that only one and a half miles of road was laid, four miles of right of way bought, and agreements made for several miles more; and this was done to save the government bonus. If Kingston did not aid the line—well, work would have to cease until money could be secured. "We can get the money," he said, "if we are to aid [illegible] has been offered to us, but we would be subservient to the stockholders of other roads. But if Kingston does not aid us we will not throw up the sponge. We don't do business that way. But we will have to defer its completion." The connection would cost $200,000 without equipment. The one mile already built cost $16,000. The Harrowsmith-Yarker connection would not be built if Kingston did not aid it. It would cost $50,000.

Ald. Gaskin—"Did you not offer to build a direct line to Kingston for $100,000?"

Mr. Rathbun—"Informally. When asked by the city to consider the matter—and here I might say I did not run after the city of Kingston. All the advances were made by you, and you are to decide what are your interests—an engineer told me that it would cost $200,000 to come directly to Kingston, so without further examination I said, informally, $100,000 would be needed from Kingston. But when a survey was made I found that $200,000 was a mere bagatelle of the cost, and the company had to drop it at once. We could not build the connection to the Dean's barn for the sum offered, and therefore, had to fall back on the Yarker-Harrowsmith connection." He admitted that the K. & P. RR. had treated the N. T. & Q. RR. most liberally, and it was for Kingston to state whether it could see benefit by the connection with the country to the north-west, a country unlimited in its possibilities. He concluded by reiterating that the company wanted to reach Kingston for Kingston's good, and said he did not believe that the laboring classes of Kingston considered that the Rathbun company dealt unfairly with the workingmen. (Cheers).

Winding Up Matters.

Mayor Thompson thanked Mr. Rathbun, in the name of the electors, for his attendance and able address.

The Smith's Falls resolution was unanimously adopted. The amendment of Ald. Gaskin, to the resolution touching the N. T. & Q. RR., was presented and approved by about a dozen electors. The motion was put and was overwhelmingly endorsed, amid cheers and applause. The audience dispersed at 11:30 o'clock.

Put It Very Plain.

"Mr. Rathbun, am I to understand that your company could not build a direct line to Kingston," asked a WHIG reporter.

"We could build a line," said Mr. Rathbun, "nothing is impossible. But Kingston, I am satisfied, could not offer us sufficient inducement to build a line that way. It would take an enormous amount to build the road that way."

The Hotel Arrivals.

Arrivals at the British American Hotel—E Detlor, Jackson; C. F. Nichols, Berlin; J. P. Cunningham, Toronto; J. H. Fitzgerald, Millbrook; M. Frankel, G. Barrett, Toronto; Miss Hamilton, N. Stickney, Renfrew; J. B. Coulthard, Toronto; E. W. Rathbun, Deseronto; J. L. Gardiner, Montreal; J. Alenddy, Toronto; S. P. Buchanan, J. B. Brayley, Montreal; J. S. Saunders, Toronto; W. Creighton, T. S. Baillie, H. Jones, G. Langan, Montreal; F. Drewry, Toronto; J. C. W. Kennedy, Royal Engineers, Port Royal, Jamaica; F. Gunther, Newark; D. A. Fleming, Montreal.

All kinds of materials for jackets, cloaks, ulsters or dolmans at R. McFaul's.

COMMERCIAL MATTERS.

MONTREAL STOCK MARKET

MONTREAL, Nov. 20.—12 noon.

STOCKS.	ASK'D	OFF'D
Bank of Montreal	222½	220½
Ontario Bank	126	124
Bank du Peuple	103½	103
Molsons Bank	165	155
Bank of Toronto	000	207
Banque Jacques Cartier	92½	00
Merchants Bank	135½	134½
Quebec Bank	...	...
Union Bank	60	93½
Bank of Commerce	118	117½
Imperial Bank	...	...
Montreal Telegraph Co.	92½	92
N. W. Land Co.	62-0	59-0
Rich. & Ontario Navigation Co.	55	54½
City Passenger RR	195	000
Montreal Gas Co.	208	206
Canada Pacific RR	54	53½
Canada Cotton Company	27½	25
Dundas Cotton Co.	45	00
Hochalaga Cotton	120	107½
Gas x.d	..	...

MONTREAL PRODUCE MARKET.

MONTREAL, Nov. 20.

Flour—Receipts, 800 bbls. Sales, 000 bbls. Market quiet firm, at unchanged rates. Patents winter, 6.25 to 6.50; patent spring, 6.50 to 6.55; straight roller, 5.80 to 6.00; extra, 5.50 to 5.55; superfine, 4.80 to 5.30; Ontario Bags, 2.50 to 2.80; City bags, 3.00 to 6.15 for strong bakers. Sales 000 bbls.; Superfine, 0 00

Grain. Wheat—nominal; red winter 0.00 to 0.00; white 0.00 to 0.00; spring 0.00 and 0.00 No. 1 Northern, 1.30 to 1. 2.

Corn—61 to 62c.
Peas—78 to 79c.
Oats—38½ to 39c.
Barley—55 to 75c
Rye—50 to 60c.
Oatmeal—4.50 to 5.25.
Cornmeal—3.25 to 3.35
Pork—18½ to 19.00.
Lard—11 to 13½.
Bacon—13½ to 14.
Hams—13 to 14.
Cheese—8½ to 11
Butter—Creamery 22 to 25; Townships, 18 to 21; Morrisburg 18 to 21; Western 16 to 17; Low Grades 00 to 00.
Eggs—firm; 18 to 20.

LIVERPOOL CHEESE MARKET.

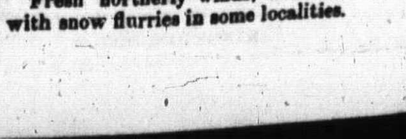
LIVERPOOL, Nov. 20.—5 p.m.

Cheese—White 54s. 6d; Colored 54s 6d.

LIVERPOOL COTTON MARKET.

LIVERPOOL, Nov. 20.

Cotton, quiet; Middling American, 5 11-16.



Weather Probabilities.

Fresh northerly winds, fair and colder, with snow flurries in some localities.