TIMELY ANNOUNCEMENT.

JAMES REDDEN,

CANDIDATE FOR THE

MAYORALTY OF 1889.

ELECTORS OF RIDEAU WARD

LADIES AND GENTLEMEN.—At the request of many of the electors I offer myself as a candidate for the position of Alderman for Rideau Ward; and I take this means of asking those of you whom I shall not be able to call upon to give me your votes and influence.

Yours truly,

D. A. GIVENS.

FORTY-NINTH ANNIVERSARY

'40. St. Andrew's Society. '88.

SCOTTISH CONCERT!

—IN THE—

CITY HALL, ST. ANDREW'S EVE, THURSDAY, NOV. 29th.

Proceeds to be devoted to the Charitable Purposes of the Society.

"TWA HOURS AT HAME."

Overture.....The Scotchman
Telgmann Orchestra Company.
Quartette.....'Annie Laurie'
The Ladies Schubert Quartette of Boston
Dramatic Recitation.....'The Miser's Fate.'
Mr. J. H. Cameron, of Toronto.
Song.....'Scots Wha Hae,'
Mr. J. A. Robertson, of Boston.
Clarionet Solo.....'Coming Thro the Rye.'
Mr. R. Baker, Orchestra Accompaniment.
Song.....'Bonnie Sweet Bessie,'
Miss Maude Nichols, of Boston.
Humorous Song.....'She Was.'
Mr. J. H. Cameron.
Quartette.....'Reveries,'
The Ladies Schubert Quartette.

PART 2.

Selection.....'Silver Bell'
Telgmann Orchestra Company.
Song.....'Auld Scotch Songs'
Mr. J. A. Robertson.
Quartette.....'Willie My Ain Laddie'
The Ladies' Schubert Quartette.
Humorous Song.....'Swinging in the Lane.'
Mr. J. H. Cameron.
Trombone Solo.....Concert Polka
Mr. Robert Lake.
Song.....'Douglas Tender and True'
Miss Anna L. Whitcombe, of Boston.
Song.....'McGregor's Gathering'
Mr. J. A. Robertson.
Humorous Recitation.....Selected.
Mr. J. H. Cameron.
Quartette...Selection Midsummer Night Dream
The Ladies' Schubert Quartette.
Auld Lang Syne.....Orchestra and company

GOD SAVE THE QUEEN.

Reserved seats, 50c; unreserved, 35c. Plan at Henderson's. Carriages at 10.30 p.m.

J. T. D. MACKENZIE, M.D., President.

JAMES MURRAY, JR., Sec.-Treasurer.

FINAL PUBLIC MEETING OF RATEPAYERS

WILL BE HELDIN THE

OPERA HOUSE,

ON

Wednesday Evening, Nov. 28th,

AT 7:30 O'CLOCK,

TO DISCUSS THE RAILWAY BY-LAWS.

All are invited.

November 27th, 1888.

Women's Medical College.

THE ANNUAL MEETING of the subscribers to the funds of the Women's Medical College will be held on THURSDAY, the 6th of December next, in the City Council Chamber, at 4 p.m. All subscribers are hereby notified to attend.

A. P. KNIGHT, Registrar.

Nov. 26th, 1888.

CHOOSING SUITABLE Christmas Presents!

IN SELECTING PRESENTS the giver would do well to choose something that the receiver desires, and present without offence something that they always, as they say, cannot afford. A fine selection is:

A Nice Pair of Pictures or Easel,
A Plush Shaving or Toilet Case,
A Cuff and Collar or Jewellery Case,
A Whisk-holder or Dustholder,
A Paper or Music Rack,
A Picture or Autograph Album,
A Mirror.

LAST BUT NOT LEAST,

CHRISTMAS CARDS.

All the above goods and a number of others will be sold in a great variety, special for the holidays, cheap at the sign

Art Decoration, 182 and 184 Wellington-st.,

P. OHLKE.

HERE!

Great Reduction in Watch Crystals, the best, 25 cents.

Linnette Watch Crystals Fitted for 10 cents, and our customers regular watches fitted free of charge.

All Goods at Greatly Reduced Prices During the Holiday Season.

J. A. LeHEUP,

WATCHMAKER,

68 BROCK STREET.

ANNOUNCEMENT.

THE BRITISH WHIG is published every evening, at 352 King Street, Kingston, Ontario, at SIX DOLLARS PER YEAR.

ADVERTISEMENTS.

For four lines, one or two insertions	$0 50
For four lines, each subsequent insertion	25
Over four lines, first insertion	10c per line
Each subsequent consecutive ins.	5c "
Once a week, subsequent ins.	10c "
Twice a week, subsequent ins.	8c "
Three a week, subsequent ins.	6c "

Twelve lines to the inch.

Notices of Births, Marriages and Deaths 50c. each, unless when "booked," when $1 is charged.

Special notices in reading columns are charged at twenty cents per line for each insertion.

Officers of unincorporated Associations or Societies will be held personally responsible for all orders they give

Attached to the paper is one of the best Job offices in Canada; rapid, stylish and cheap work; eight improved printing presses.

All charges for advertising, subscription and job printing are payable in advance; this must be distinctly understood.

The WEEKLY BRITISH WHIG, 8 pages, 56 columns, is published every Thursday morning at $1 a year, positively in advance, otherwise $1.50 will be charged.

EDW. J. B. PENSE, Proprietor.

Whig's Telephone, Number 229.

THE DAILY WHIG.

"Opifer per Orbem Dicor."

RATHBUN'S TACTICS.

The great objection some people have to the N. T. & Q. railway is that Mr. E. W. Rathbun is its manager, and that he will do all he can, if the Yarker Harrowsmith connection be made, to divert trade from this city to Deseronto. Now that Mr. Rathbun is interested in the welfare of the little town in which he lives goes without saying, but that he does not use his position as a railway man to the disadvantage of other places is found by experience. He has been instrumental in connecting Gananoque and Campbellford by railway with the trunk system, and the reeves of these places will not say that he has discriminated against the villages, that he has diverted trade from them, and so done them an injury. On the contrary he has been exceedingly obliging in his railway service, and has conferred large benefits thereby upon the people.

Nor is Mr. Rathbun seeking to consolidate his immense business in Deseronto as his oppenents have alleged. He has a saw-mill opposite to Belleville, a mill at Campbellford, cement works at Napanee, and two mills on the Ottawa and near the capital, and by these, to say nothing of the railway hands and the officers and attendants at the several lumber offices, he employs fully five hundred persons. And does the product of all the industries, among these most important in the country, go to Deseronto for shipment? Certainly not. The less handling freight receives, the cheaper its transportation, and the lumber and ties that come here now will continue to come, and the better the facilities the larger the quantities.

It may not be necessary to correct one falacy in which Ald. C. Robinson has indulged, but lest someone in attendance at the Rideau ward meeting held on Friday evening, was carried away by his eloquence, we touch upon it. He gave the people to understand that Mr. Rathbun had imposed upon the Napanee ratepayers, that he solicited a bonus of $30,000 from them and then failed to do as the voters had expected, that is he promised not to build a line to Deseronto and did the next thing to it, constructed a line to Deseronto junction. And all this was represented as a part of the N. T. & Q. railway scheme. Now, to put it mildly, this statement is not based on fact. Mr. Rathbun did not solicit the Napanee people for a bonus, and did not deceive them in regard to the Bay of Quinte (or Deseronto) railway. Indeed the Deseronto branch was built before the Napanee people voted the bonus to the N. T. & Q. railway, and the alleged deception could not be practiced upon them. Moreover Mr. Rathbun did not run after the Napanee people for a bonus. They ran after him, they offered him the capital that bonus represented for a connection, and so far as it can be ascertained he carried out his contract to the very letter.

Thus one by one the fictions of Mr. Rathbun's maligners are being ruthlessly ruined.

THE VOTING TO-MORROW.

To-morrow the electors—that is the real estate owners and lessees of property for the period to be covered by the bonus by-laws—will decide the question of paramount importance, namely, shall Kingston be progressive and enterprising? The opportunity to increase the wealth and trade of the city, to stimulate its growth and add to its population, does not present itself every day. There is, it is said, a tide in the affairs of men, which taken at the full leads to fortune; and there is a tide in the affairs of towns and cities which taken at the full leads to prosperity. That tide, so far as Kingston is concerned, is now about to flow, and the people should not only not obstruct its passage but remove everything from its way, so letting it run freely and carry with it the commerce which is so essential to the public welfare.

There are seven points which the electors should bear in mind: (1) That the schemes are the best of the kind that can be presented; (2) that the Kingston & Smith's Falls railway has the general support of ratepayers and property owners; (3) that the N. T. & Q. railway is opposed by a few because they think a direct line is possible, and, constructed, would not be under the direct control of Mr. Rathbun; (4) that a direct line is not available, that it would cost too much, that there are engineering difficulties in the way of its success, and that no one but a Rathbun could be dealt with in any case; (5) that agreements have been signed guaranteeing a low and reasonable rate on freight passing over the N. T. & Q. railway and the K. & P. railway; (6) that the trade along the N. & T. railway now goes westward because it cannot come eastward, and that the traffic to the city will be increased by the connection of the two local systems of railway; (7) that the completion of one scheme guarantees the completion of another.

And why is it believed that unless the bonus by-laws are carried, and the N. & T. and K. & S. F. railways are undertaken, the Grand Trunk will not make a new departure? Simply because it is moved to enterprise by the action of competing lines. It was only when another railway, the Canada Pacific, had a convenient city station and connection through the Kingston & Pembroke that it put on a suburban train and secured a city passenger station. It is only when the citizens were awakened to the importance of making this a great railway centre that the Grand Trunk management decides to do something definite upon a scheme of long contemplation. The Grand Trunk men are not understood to be offering any opposition to the bonus by-laws upon which the people vote to-morrow. That they are now so eager about the building of the loop line and the removal here of the workshops, however, makes one suspect their motives. They have no reason to suppose that the city will not be favourable to any movement which means the location here of between 2,000 and 2,300 people, and certainly no reason to suppose, as one person has put it, that the city will, in an ill-advised moment, grasp at the shadow and abandon the substance. Whatever their desires and intentions this has been one effect of Messrs. Stevenson and Wainwright's visit—that the opponents of the N. & T. railway and the K. & S. F. railway are saying that if one scheme carries the others cannot, that the city cannot afford to give bonuses to all. They do not know apparently that this city is financially in a better position than ever it was to assist railway enterprises. It can help the Grand Trunk as it proposes to help the competing companies, but it may never be called upon to do so if the by-laws are voted down to-morrow. The Grand Trunk will be guided in this connection by circumstances. It will do all its management suggests if it cannot do otherwise, and will not do anything very suddenly if the prospects of the N. & T. and K. & S. F. railways are not particularly promising. "Opposition" cry the opponents of the present railway schemes, "is the life of trade." So it is, and the idea applies to no company so pointedly as to the Grand Trunk. Let this be remembered by the electors when they come to mark their ballots.

These further facts should be borne in mind: That few of the opponents of the railway by-laws are actuated by other than personal motives; that the great objectors are allowing petty grievances to prejudice their action; that they have not an eye single to the good of the city; that they will not permit themselves to be convinced of their error. One significant result of the agitation has already become apparent. Property, especially in the outer wards, has been raised in value. Thousands of dollars of it have been bought up, and in the expectation of its worth being increased by the railway schemes. This is only a foretaste of the benefits that will follow the passage of the bonus by-laws. The boom the city now feels will be kept up, and every one will be favourably influenced by it.

EDITORIAL NOTES.

MAKE A NOTE OF THIS.

It has been rumoured around that Mr. A. Gunn, one of the largest taxpayers in the city, is against the bonus by-laws. This is not the case. Mr. Gunn is in favor of progress and enterprise and improvement every time, and will vote "early and often,"—if that be permissable—for the by-laws.

THE AGREEMENT PUBLISHED.

We hope the opponents of the N. T. & Q. railway bonus by-law will now be satisfied. Mr. Rathbun has signed an agreement to carry cordwood at a rate which everyone will admit is exceedingly low; and this agreement will remain binding upon all future owners or lessees of the road.

SOMETHING TO THINK OF.

The area which the Kingston & Pembroke railway reached, bringing its supplies to the city and taking supplies from the city, was 750 square miles. The area to be tapped and brought into close connection with the city by the N. T. & Q. railway is exactly the same, 750 square miles. The citizens can, therefore, judge of the benefits of the proposed connection.

COMMENTS OF THE PRESS.

Must Be a Weak Peg.

The Empire.

Mr. Blake's imperial federation letter is being used by the United States press as a peg on which to hand argument that Canada is beginning to look with longing eyes upon connection with the United States.

An Example to the Carnegies.

Ottawa Journal.

Powderly's action in cutting down his own salary from $5,000 to $2,000 stands out in painfully bright contrast to the doings of philanthropists like Andrew Carnegie in whom the loud-mouthed protestation of unselfish regard for democracy is accompanied by the silent greed which wrings millions from the toil of underpaid thousands of workmen.

Burdette Style.

My son, get as good clothing as you can afford to pay for, because with the world to be well tailored is to be well favoured; and, my son, see to it that you go to Lambert & Walsh, Princess St., then you won't have to pay too much for them.

Sweet Oranges 20c. Lemons 20c.

Sweet oranges 20c.; lemons 20c.; sweet cider 25c. gallon; snow apples, North Spy apples; cranberries 12½c. a quart James Crawford.

Take a Note of This!

That we are selling 5 pounds of our celebrated 40c Japan tea for $1; 3 pounds of our 50c English breakfast Congou for $1, and our finest Mocha and Java coffee for 25c. per pound. W. D. Hendry & Co.

If the Napanee and Tamworth by-law is defeated Kingston will lose an opportunity of advancement not likely to return in this generation.

? GRAND OPPORTUNITY ?

FOR HOUSEKEEPERS.

OUR LARGE STOCK OF

FANCY-AND-STAPLE-GROCERIES

MUST BE SOLD OUT DURING THE NEXT FEW DAYS.

SUGARS, TEAS, COFFEES, TOBACCOS, CANNED GOODS of all descriptions; Bottled Goods, such as Pickles, Sauces, Flavouring Extracts, etc.; Cooking and Table Raisins, Peels, Spices of all kinds; Starch, Blue, Laundry and Toilet Soaps; Cleveland, None Such, Dr. Price's, Newbro, Snow Drift and many other kinds of Baking Powders; Fearman's Hams, etc., and every description of CHOICE GROCERIES will be sold greatly below cost price. Don't let this opportunity pass without taking advantage of it.

REMEMBER—This is a Genuine Clearing Sale.

W. D. HENDRY & CO.,

CORNER OF PRINCESS AND MONTREAL STREETS.

COMMITTEES FORMED.

The Leading Men of the City Will Work For the By-laws To-morrow.

Last night there was a large gathering in the council chamber. Influential citizens from all the wards were present and took an interested part in the proceedings—the completing of arrangements for a full vote on Thursday. Committees were struck for all the wards. It was quite delightful to see the lions of the two political parties, in lamblike mood, consulting and advising as to the best way of promoting the passage of the by-laws. If there is anything that demonstrated the interest Kingstonians have in the development of the city it was the sight of so many representative men in conference. If intelligence, enterprise and wealth are to count for anything the by-laws have such a support as should secure for them the endorsation of every ratepayer in the city.

Asking For Information.

KINGSTON, Nov. 28.—(To the Editor): Allow a patron of your paper, and a resident of Rideau ward, to question the veracity of a statement in your issue of yesterday anent a certain real estate transaction in which a firm lately invested $15,000 in this waad. Can you give your readers the name of the firm and description and location of the property purchased? If you can I will apologize; if you cannot then I consider you owe an apology to the citizens of Kingston. They are good and ample reasons for advocating the railway by-laws, without resorting to publishing statements calculated to mislead and raise doubts, in the minds of the people. By so doing you injure the cause you advocate, for this morning a freeholder of the ward told me that if such tactics were continued he would vote against the by-law. I am confident the freeholders of Rideau ward will vote for the best interests of the city if you will just allow them to use their own judgment. I am, yours respectfully, JNO. A. DARRAGH.

(Mr. Darragh will excuse the WHIG if it endeavours to assist the electors of Rideau ward in reaching a judicious conclusion on the railway question. It has not attempted to mislead them; it has, indeed, done the reverse, giving them information of a very interesting character. The statement anent the large purchase of property in Rideau ward, in view of the by-laws passing, was given us by very reliable men, whose names and addresses can be obtained by Mr. Darragh at this office.—ED. WHIG.)

Late Telegraphic News.

John Bright has rallied considerably.

Diptheria is epidemic in Atkin, Minn. The schools have been closed.

The Ontario legislature will probably meet on the 24th of January.

Another great loan has been decided upon by the Russian government.

The Irish constables and detectives have been ordered to withdraw from Westminster.

Champion Oarsman O'Connor will sail for Australia about the 1st of March to endeavor to bring to Toronto the championship of the world.

The King and Queen of Belgium gave a farewell dinner yesterday in honor of Judge Lambert Tree, the American minister and his prior to their departure for St. Petersburg.

A continuous stream of ale and porter brewers poured into No. 2 Irving place, New York, for the purpose of signing the declaration expressing their willingness not to have anything to do with union. At 12 o'clock 2,000 men had signed and five clerks.

Repairs in Kingston.

It has been said that the Napanee & Tamworth railway is bound to maintain its shops at Napanee. This is not so. Arrangements have already been made to have the repairs done in Kingston if the by-law passes. This virtually secures the workshops to Kingston.

Make Kingston a Railway Centre.

It is only by means of railways that cities attain rapid growth. Make Kingston a railway centre and you make it a centre for all kinds of business; you attract people to live here. Vote for both by-laws.

It is extremely interesting to visit some of the leading manufacturing houses in Toronto. Perhaps the most interesting and surprising of them all are the extensive ornamental stained glass and decorative works of the McCausland & Son. It is from this establishment that the finest windows have come for the principal edifices throughout our country.

F. NISBET: BOOKSELLER & STATIONER.

BOOKS

BY JULIANA HORATIO EWING.

Snap Dragon,
Mary's Meadow,
Jackanapes,
Daddy Darwin's Dovecot,
Lob-Lie, by the Trie,
The Peace Egg,
Jan of the Windmill,
Mechlar's Dream,
Six to Sixteen,
A Flat Iron for a Farthing,
We and the World,
The Brownies,
Mrs. Overtheway's Remembrances,
A Great Emergency,
Blue Bells on the Lea,
Mother's Birthday Review,
A Soldier's Children,
A Week in a Glass Pond.

AT NISBET'S

MAYOR'S OFFICE, KINGSTON, Nov. 28th, 1888.

TO THE ELECTORS:

Feeling that the future growth and prosperity of the city are now hanging in the balance and will be largely determined by the success or failure of the two Railway By-laws now before the people, feeling also that each elector has a direct personal interest both as to prosperity and business in the result of the vote, the railway committee of the Council venture to request that the electors will lay aside business on to-morrow as as far may be possible and give their time and energy towards forwarding the success of the By-laws.

J. DUNCAN THOMPSON, Mayor and Chairman.

CORDWOOD AGREEMENT.

THIS INDENTURE made the Twenty-fourth day of November, One Thousand Eight Hundred and Eighty-eight between the Napanee, Tamworth & Quebec Railway Company, hereinafter called the Company of the first part, and the Corporation of the City of Kingston, hereinafter called the Corporation of the second part:

WHEREAS a By-law has passed its second reading in the Council of the Corporation of the City of Kingston, for the purpose of granting a bonus of seventy-five thousand dollars to the Company, and will be voted on by the ratepayers of the said City on the Twenty-ninth day of November instant;

AND WHEREAS in the discussion on the advisability of the ratepayers giving their assent to said By-law, it has been represented that it would be an additional consideration and advantage for them so to do if the Company would enter into the covenant and agreement, hereinafter contained, in relation to the carrying of cordwood in addition to the other agreements and conditions to be entered into by the Company in pursuance of the said By-law.

Now this indenture witnesses that in consideration of the sum of one dollar, and of the assenting to the said By-law by the said ratepayers and the passing of the same by said Council,

The company hereby covenants and agrees to and with the said corporation that they will, at all times, carry cordwood to the City of Kingston from Tweed or any point between Tweed and Harrowsmith and the City of Kingston, at a rate not to exceed $9 per car, for each car carrying six cords of dry hardwood, or twelve tons of green or soft or wet cordwood;

Also that the said covenant, herein contained, shall be inserted in the deed to be executed between the Company and Corporation under the provisions of the said By-law, this agreement to bind all Successors, Lessees, Assigns or Companies with which the Company may be amalgamated or become a part. It is also hereby understood and agreed that in case the said By-law should not receive the assent of the said ratepayers that then this indenture is to be void and of no effect.

In witness whereof the said parties have hereto set their corporate seals.

Signed, sealed and delivered in presence of

C. A. MILLENER,
Witness to execution by the N. T. & Q. RR. Co.

WM. R. AYLSWORTH,
Vice-President N. T. & Q. RR. Co.

X

CHRISTMAS GOODS!

CHRISTMAS GOODS!!

OUR STOCK IS ARRIVING AND WILL IN A FEW DAYS BE ON

EXHIBITION.

WE WILL MAKE A DISPLAY IN NO WAY INFERIOR TO THAT OF FORMER YEARS.

Come and look at what we offer. You will not be importuned to purchase.

John Henderson & Co.,

86 Princess St.

X

SECOND-HAND BOOKS

Second-Hand Books bought and sold by A. SIMMONDS, Princess Street.