

THE DAILY WHIG.

"Opiter per Orbem Dioc."

PREACHERS AND POLITICS.

The participation of Dr. Dewart in the last provincial elections has occasioned a motion which, originating in the Montreal conference, may go on to the general conference for consideration. It is to the effect that legislation should be passed making it impossible for a minister to become a candidate for parliamentary honours.

Dr. Dewart's case may be the case of others. Declared to be unable to preach, by one authority, he became the editor of the Christian Guardian. After many years service the general conference decided to superannuate him. He did not ask for it. He did not want it. That he was a man of marvellous vigour of mind and body became apparent when he was induced to enter the provincial campaign. Conference could force him into retirement, but it could not force him into inactivity. This is what the motion referred by the Montreal conference to the general conference suggests.

A man who assumes a superannuation relation, for any cause, is to abstain from everything that could indicate that his usefulness remained. Conference will have a time of passing laws which will cover the points in question. Having accepted of a man's contributions for a number of years it is a question what it can do about making it impossible for him to spend his leisure only as it directs. It is a live issue, and it will be watched with interest.

THE SENATE'S INTERFERENCE.

The senate's conservative majority is doing its best to serve the party which gave it obstructive powers. It is not in any way responsible to the people, is in no way amenable to them, is not in touch with the electors and knows nothing of their wants or desires, and yet it takes action upon the franchise act and presumes to dictate how the voters' lists shall be prepared. The old franchise act was an abomination, and during the years it virtually decided the elections the senate had nothing to say. That legislation was conceived in a wrong spirit, and in a wrong spirit it was administered. The judges were ignored, except in rare instances, and it was the performance of these that made the government desirous of reserving to itself the work to be undertaken under the franchise act.

The conservatives have become all at once exceedingly anxious that there should be an appeal to the judges, from revising officers, and, remembering how hypocritical they have been, the liberals have not been willing to act upon their suggestion. The motion, defeated in the commons, has been remitted to the senate, however, and has been carried by the majority. In other words they are willing to approve in opposition what they repudiated when a conservative government ruled.

The government may not accept the amendment, and it may do so without considering it "just" or "simple," as one print puts it. The "best things" of the Tories are the things they would not have when in power under any circumstances, and the judge's supervision of the voters' list is one of them.

SIR JOHN MACDONALD.

The grave of Sir John Macdonald here and his monument in Toronto, were decorated to-day with flowers in remembrance of his services and in token of the regard in which this service is held.

It is on these anniversaries it is recalled that there has been only one man who really merited the title of chieftain, only one man whose wishes were respected, only one whose requests had the force of law within the party.

The Toronto World remarks: "The party which Sir John A. so ably led for so many years is to-day not as united or as strong as it used to be. Its chief point of weakness is the lack of men who can command the loyalty of the whole party. Sir John A. Macdonald, when alive, was a chief whom every member of the party esteemed it an honour to serve. Even now, when he is gone, we do not know of anything around which the party can rally with more unanimity than around the monument of the greatest statesman in Canadian history."

The lack of loyalty is something which lies as much with the party as with its leaders. Not since Sir John Macdonald's days has any leader enjoyed the full confidence of his followers. The present leader has been lauded and magnified without limit, on some occasions, but the fact remains that he is not given the support which the chieftain received. No one dared to openly set aside the arrangements of Sir John A. Macdonald when he acted in parliament or out of it. No one, like Clark Wallace, refused to abide by an agreement which he made, and because he did not consult his followers about it. Whatever Sir John Macdonald said went unchallenged. It is not so with Sir Charles Tupper, and because it is not he sees what a difference there is between men and their capacity to command.

The services of to-day are, however, interesting. They keep alive the work of one who occupied a unique position in Canada's history, left an inspiration which is felt to-day and must for many years to come. The flowers strewn upon his grave may die, but they revive a memory that can never die.

Supplies For Military Camp. The following merchants have been given the contracts for supplies for the military camp at Kingston: Meat, W. Waddington; bread, T. R. Carnovsky; potatoes and groceries, W. R. McRae; fodder, Donaghy brothers; fuel, R. Crawford.

Mrs. Albert Horn, Belleville, yesterday committed suicide in the Moira.

THE RIDEAU CANAL.

Information Touching its Construction—An Important Waterway.

The information given herewith concerning the Rideau canal will prove of interest to members of the present generation. The narrative was penned fifty years ago by a then lawyer of Kingston. The information is known to very few of the younger class of citizens, who may know something concerning the St. Lawrence canal, but very little concerning this waterway that was built and existed long before the St. Lawrence chain of canals were ever thought of.

"At Kingston is the outlet of that stupendous work, the Rideau canal, an immense military highway, connecting the Ottawa and St. Lawrence rivers and opening a waterway by Cataraqui river to Lake Ontario. The locks on this canal are among the grandest structures of the same nature in the world. The undertaking was commenced and carried out by the imperial government at an immense expenditure, chiefly for military purposes, as affording a safe channel for the conveyance of stores, arms, etc., when the frontiers might be exposed, and partly with a commercial view of avoiding the rapids of the St. Lawrence, at that time considered insurmountable, in the transit from the sea-board. This canal cost upwards of £1,000,000 sterling. Its construction was expected to have great influence on the welfare of Kingston, and for some time such influence was doubtlessly beneficially felt, as it was necessary to tranship at that port as well the products of the west in their carriage to the seaboard, as the merchandise for western Canada in its transportation westward, and to forward them by lake, thus creating a large source of labor, outlay and gain, and employment to numerous forwarders, agents and workmen in the transshipment.

"The canal was intended for the passage of barges, both down and up, between Kingston and Bytown. Steamers, however, were soon made available in guiding barges down the rapids, which came with return cargoes up the Rideau canal. Now steam tugs tow both schooners and barges up and down the St. Lawrence, and where schooners are used no transshipment necessarily takes place at Kingston. Of late it has been profitable to employ barges in the navigation of the St. Lawrence, or it has been found profitable for schooners to confine their trips to the open lake, which with the facilities for the transshipment of grain afforded by an extensive steam elevator at Kingston, has caused a renewed life in that branch of business at that port.

"The important work unites, as we have stated, the waters of the St. Lawrence with those of the Ottawa, thus affording navigation from the foot of Lake Ontario. It commences at Kingston and pursues a northeasterly direction through a chain of lakes, with most of which it becomes identified in its course, until it interests the Rideau river, continuing its route along the banks, and sometimes in the bed of that river. It enters the Ottawa at Bytown in north latitude 45° 23m. Length from Kingston to Bytown, including the navigable course, 129 miles, with forty-seven locks, each thirty-three feet wide and 134 feet long. Ascent from Kingston to the summit pond by fifteen locks, 162 feet. Descent from the summit pond to the Ottawa by thirty-two locks, 283 feet. Total lockage, 455 feet. Depression of the Ottawa below Lake Ontario at Kingston, 141 feet. General course, north, north east. It was commenced in 1826, when the duke of Wellington was in office, and it was understood that that great general had a voice in the designing of this mighty structure, which is not unworthy of his genius. Sir James Carmichael Smith, of the engineer's department, is said to have originated the idea of its construction. It was carried out under the superintendence of Col. By, and the town at its junction with the Ottawa was named after him. That name has since been changed, when Bytown was made a city. It was the only testimonial to his energy and skill, which deserved from this province some better acknowledgment. This great work, together with the extensive lands along its route, held by the imperial government, have largely been transferred to the province, and there is no doubt that its resources and revenues will be made the most of for the general benefit of the country. Already the local trade along its course is fast increasing, with the improvement and growth of the settlements in the neighborhood of the Ottawa. The transport of iron ore from the same section of country to Kingston also adds largely to it. Along the course of the stream are valuable water privileges."

MAN EVERYBODY KNOWS. His Fad and the Discomforts It Caused Other People. There was a man, I know, a man who likes fresh air—a man whose craze for it was far beyond compare with any other kind of craze—this man who liked fresh air.

He never smoked, was never drunk; his temper was the best; his virtues and his talents were clearly manifest; he was a perfect paragon his bitterest foes confessed. Oh, genial was his presence, his manner debonaire—"Jolliest fellow in the town!" you'd innocently swear—that is, on first acquaintance, this man who liked fresh air. But, mark you, he was a fresh air fanatic, his faithless ones are dead, and the loyal-hearted, most probably are dead from colds and coughs and divers ills by divers chills inbred.

For, lo, in drafts he revelled; in office or in car he let down windows from the top; he set the doors ajar; the glorious doctrine of fresh air he prated near and far. He froze his wife's geraniums one bitter winter day, and, worse as his affection was, she packed and went away. He froze up all the water pipes, for which he had to pay. But he didn't pay the doctor's bills, his martyred friends declare, for all the colds he gave them, and furthermore, they swear his fad it was that froze them out—the man who liked fresh air.—Albany Argus.

Sense of Smell. It is said that the sense of smell is better developed in men than in women. In human beings, however, it is but slightly developed as compared with the lower animals. The reason for this becomes apparent when the structure of the skull of a dog or a cat is examined. Observing the nasal passages of either of these creatures, it is found that the so-called turbinated bones are twisted and folded in a complicated fashion, so as to make a great extent of surface in a small space. The interior of the labyrinth thus formed is lined with the mucous membrane that contains the extremities of the nerves of smell. A section through the turbinated bones of a bear, which has a particularly keen sense of smell, resembles a honeycomb. In a human being the turbinated bones are poorly developed, so that the surface of mucous membrane is comparatively small. The sense of smell is particularly acute in some fishes, as the sharks. The olfactory membrane of a big shark, if spread out, would cover a dozen square feet.

Americans? No Such Thing. "The only thing you don't see on this street," said a conductor of a street car on West Broadway, "is an American. But there ain't no Americans, anyway, except the Indians, and a schoolmarm told me the other day that the Indians came from Norway about 4,000 years ago. She said they found some bones in West Virginia just like some bones they found in Norway, and under the same distance of ground, so I presume the hill builders—those people that lived in mud houses—are the real Americans. But them, too, were yellow and came from China, so there ain't no Americans, and never have been," concluded the street car conductor complacently as he went to the car to collect a fare from some foreigner.—New York Commercial Advertiser.

Bringing Up The Snakes Part. On Saturday evening the steamer Parthis, with Calvin's steam pumps on board, left here for Ogdensburg to pump out the sunken steamer Gresham. A despatch from Ogdensburg reads: "Calvin company wreckers have succeeded in pumping out and raising the bow end of the steamer Gresham sunk here."

The late Mark Eves, Ordnance street, whose funeral occurred yesterday afternoon at St. Mary's cathedral, was attended by a long concourse of citizens, showing the respect in which he was held. Six reasons of the deceased acted as pall-bearers. Mr. Eves was a native of county Wicklow, Ireland, having emigrated to this city in 1847, and had been one of the oldest residents of Kingston. Rev. Fr. Meagher conducted the funeral services in the cathedral and at the cemetery.

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A rigid of men from "A" field battery left for Belleville to pitch the staff tents at the brigade camp.

THE RAIN.

How the tapping of the rain tripping on the window pane.

Like gay, nimble footed fairies dancing in a field of grain. How the new drops dart and pass. They press against the glass. Lightly as the fragile fingers Of a dainty, dimpled lass.

Oh, these prizes of the mist, Jeweled, all from heel to wrist, How they glitter as they gather To some nature nurtured trust! How they romp across the dim Spaces of the day or swim In a vapor surt with Zephyr, Playing hide and seek with him!

Oh, the rain of field and town, Darting, drifting, dawdling down, Careless of its brief existence And creation's smile or frown! Wasn't it but yesterday "Cheer up, the shower say: Make the most of work or play!" —Chicago Record.

THE CHOICEST COMPLIMENT.

The Author of "Little Women" Receives It From an Indignant Girl.

One day a very pleasant faced lady came in and asked for something "very nice and new" to read. A copy of "Little Women" had just come in, and I had it snugly tucked up under my arm, ready to send it out. I liked this woman very much; there was something about her which appealed very strongly to me, and I was moved to give her the best I had. So I took the little volume from under my arm and handed it to her, telling her that it was the sweetest and nicest book we had, and that I was glad to be able to give it to her. She took it from my hand, looked it over for a moment, then tossed it carelessly down, saying: "I've seen that before."

"Isn't it just beautiful?" I exclaimed, thinking that my enthusiasm would meet with the usual response. Judge of my disappointment and surprise. "It's a good enough thing, I dare say," was the indifferent reply.

That was too much for me, and I sprang to the defense of the book. For a woman I have never been quite sure how it happened: I think it must have been because the editor wished to get rid of the persistent schoolgirl who was bothering him to such an extent—I had been given the book to review for a Boston paper, and I am afraid in my indignation that I quoted the entire review to my helpless victim. She smiled sweetly at me, then, choosing a book without my assistance, turned away. I went up to the desk to send my rejected volume to some one who did want it, when the head librarian spoke to me:

"Do you know who that was whom you were serving?" "No," I said, "I'm sure I don't."

"Well, it was the author of 'Little Women,'" Miss Louisa Alcott."

And I have been abusing her because she wouldn't take her own book from the library!"

Just then I heard a ringing laugh, and, looking down to the front of the library, I saw the lady to whom I had been reading a lecture on her lack of appreciation of my cherished book in close conversation with the proprietor. Both were laughing, and just as I turned both looked in my direction, and the proprietor beckoned to me to come to him. I was presented to Miss Alcott, who took my hand in hers and said to me:

"My dear, that was the choicest and sweetest compliment I have had paid my little book. I thank you for it."

That was the beginning of the most cherished friendship of my whole life—a friendship which lasted until the object of my devoted affection passed beyond this earth.—Success.

Ram Lal's Pure Tea. Fresh from the gardens of India to the tea tables of Canada.

Home Work for Families. WE WANT the services of a number of families to do work for us knitting Seamless Bicycle Stockings, Woodmen's Socks, and Motormen's Mittens.

We Clear Out. The Balance of the Taylor Stock This Month and all the Bargain Lines Bought as Well, Greater Bargains Than Ever.

Lace Curtains worth \$1.35 for \$1 pair. Lace Curtains worth \$1.75 for \$1.25 pair. Lace Curtains worth \$2 for \$1.50 pair. Lace Curtains worth \$3 for \$2 pair. Dark color Printed Azure Silk Wash Fabrics, all cotton material, fact colors, regular value 10c, for 6 1/2c yard. Women's Fast Black Cotton Hose, regular 12 1/2c for 10c pair. Dress Muslins, regular 15c for 10c yard. Torchon Edging, worth 15c for 10c dozen yards. 20c for 15c. Val Laces 20c, 25c, 35c, 40c dozen. Bargains in Belts, Dress Trimmings, Lace Collars, Ribbons, etc. Bargains in Dress Goods and Silks. Bargains all along the line at the clearing out of

The Taylor & Co. Bankrupt Stock Sale

ments are for the purpose of providing as well that part of the cost of said works to be provided out of the general funds of the Municipality, as that part of the cost of said works to be assessed on lands immediately benefited by their construction, fronting or abutting on the said parts of said Streets, and not exempt from assessment by an annual special rate according to the frontage thereof. AND TAKE NOTICE, that the said Reports and Statements of the City Engineer, are now filed in the office of the undersigned, and are open for inspection during office hours. W. M. DRENNAN, City Clerk. Kingston, June 3rd, 1896.

Are You Keeping Track

—of what we are doing in Wall Paper? Think of the stock that is necessary to keep in touch with the whole Dominion trade! The tastes of every community in Canada find ready expression in the grand range of Wall Papers to be found in our stores. Visit us if possible; if not, then write us a postal. The note below tells you all about it. We hang Wall Paper and guarantee satisfaction.

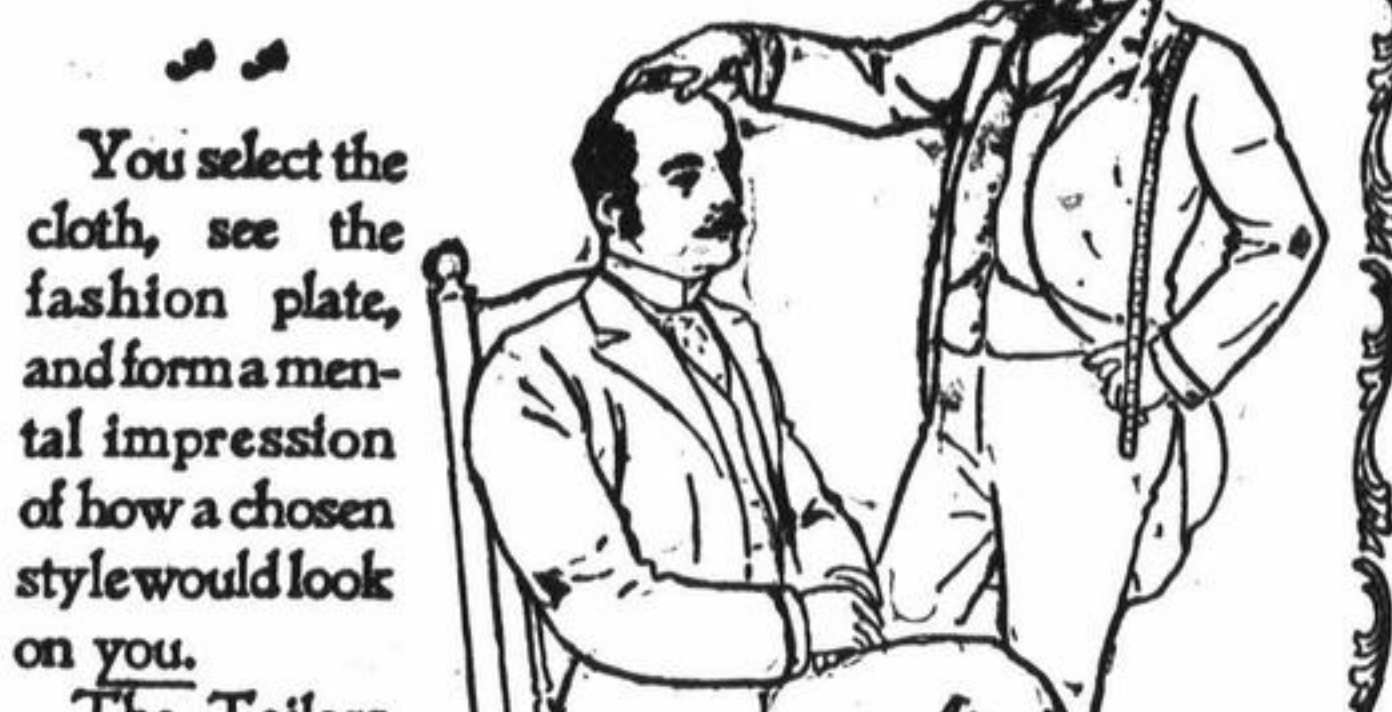
The Wall-Paper King OF CANADA.

C. B. SCANTLEBURY, KINGSTON, WHITBY, BELLEVILLE. Kingston Store, 121 Princess Street. If it is not convenient to visit any of our stores, a postal card addressed to our Mail Order Dept., Belleville, Ont., will bring you samples of wall paper free by mail or express. State the rooms you wish to paper; the prices you wish to pay, and mention this paper. Agents wanted everywhere.

F. A. PARENT, 214 PRINCESS STREET, - OPERA HOUSE BLOCK. WHEELS: GENDRON, - \$75.00 RELIANCE, - \$45.00

TIRES: GOODERICH RES FLEX \$7.00, \$8 and \$10. MORGAN & WRIGHT \$8.00. HARTFORD SINGLE TUBE \$10. DUNLOP \$12.00. All makes of Tires kept in stock. Bicycle work a specialty. A general stock of Bicycle supplies kept on hand. Wheels to rent by the day, weekly or month. 257 Broad'way Kingston in Connection.

Tailors are not Mind Readers



You select the cloth, see the fashion plate, and form a mental impression of how a chosen style would look on you. The Tailors idea differs, and the suit, when finished, looks as he thought you wanted it to appear. It bears his individuality not yours. It may lack the little characteristics of shape you like—possess those you would avoid. "Fit-Reform" suits (ready made in nine shapes) permit you to see just how they look on you, just how they fit your ideals before purchased. You know what you get, pay half the tailor's price, have no further "fitting on" and the suit is sent home at once. Makers brand and price in left breast pocket.

FIT-REFORM CLOTHING. \$10, \$12, \$15, \$18, \$20 per Suit. Catalogue from Fit-Reform Clothing Co., Montreal.

Nearest Agencies—D. W. DOWNEY, Brockville, THE KENNEDY CO., Limited, Montreal.

June Bargains are You Interested?

Gathering large lots of dependable goods and distributing them at less than their value to the public is our business this month. A Stocking Story—It's a short one. Three things to tell you of them.

100 dozen Women's Hermsdorf Dye Stockings, full fashioned, spliced heels and toes, 20c is their regular worth anywhere, 2 pair for 25c is our selling price.

A Bargain that will wash and stand its color, 2000 yards Fast Color Prints, silk finish, dark colors, regular selling price 10c—We start the selling of them at 6 1/2c yard.

That White Cotton Underwear at a third less than value is a surprise to everyone. Such dainty, well made garments, so prettily trimmed. No wonder the selling is fast and continuous. Examine the goods and prices and you'll wonder how it is we sell so much Underwear.

Lace, Ribbons and Handkerchiefs sale all this week. A lucky purchaser that lets us make price equal to 65c on the dollar.

Starr & Sutcliffe, FORMERLY RICHMOND & CO. 118 and 120 Princess Street.

NEVER BEFORE IN KINGSTON Have Such Low Prices Prevailed During a SHOE SALE.

We are positively clearing out our large stock at heretofore unheard of prices. "This is your opportunity." If you want good Shoes cheap come to

SUTHERLAND'S CHANGE IN BUSINESS SALE ALL SALES FOR CASH. NO APPROBATION DURING SALE

"THE BLACKSTONE" CIGAR.

"THAT'S ALL."