7-Cent STORE NOVELTIES

WE HAVE AMONG OTHER THINGS—A VERY HANDY

CARPET WHIP

which for elasticity and strength beats anything we ever saw. The design we got from the Aborigines who had to have made up specially for holiday use. It is far above the Canadian whip cord in strength and consistence. The heavy wire runs right through the handle and is strong at every twist and strong at the end.

The former price was [illegible] but we are selling them at the very low price of

14 cents.

ALSO, A FINE LOT COAL OIL CANS

To hold an imperial Gallon, made in spite of glass covered cover with tin, with small holes in the spin, one where the other to designate 1, 2, 3 and 4 quarts. They are sound very strong and will ask a house of the common class. Come and see them at

Woods' Canadian Bargain House,

AND 7 CENT STORE.

Cor. Princess & Wellington Sts., Kingston.

Oct. 31.

HEAVY

Quilted Comforters

FROM $1.00 UP.

Good Twill Blankets,

$2.50 and Up.

HEAVY 97 INCH TWILL GREY FLANNEL at 25c.

ALL WOOL GREY TWILL Flannel, 28 inches wide. 30 cents.

HARDY & MURRAY,

176 Princess Street.

Oct. 28th.

5 and 10c Store Novelties.

We offer Dress Buttons in all shades—2 dozen for 5c.

We have a Fine Assortment of Prussia Charcoal Tin Tea Pots which we offer at very low prices.

ALSO, FINE LINE OF TOWELS, HANDkerchiefs and Tissues, which we must sell WITHOUT RESERVE, on account of making room for a new and important stock of Novelties expected daily. Call and see for yourself, at the

MONTREAL 5 and 10 Cent Store,

AND DOMINION BARGAIN HOUSE,

70 BROCK STREET

I. MITCHELL,

PROPRIETOR.

Oct. 27.

JUST TO HAND

MEN'S

Long Rubber Boots,

—AT—

GEORGE OFFORD'S.

We do, Can and will Sell all kinds of Boots and Shoes

low as any house in the Dominion. LADIES FINE BLACK SHOES AND ALL [illegible]

At Astonishing Low Prices

All other lines accordingly. For BARGAINS CALL AT

GEO. OFFORD'S, Princess St

(Out door below City Hotel.)

Oct. 1

DANCE FOLIO

Price 75 Cents.

A Collection of the Best Dance Music of the Day. It contains 40 selections.

FOR LACK OF SPACE WE MENTION HERE following only:

—WALTZES.—

Beautiful Blue Danube ..... Ziehr
Bells ..... Lamby
Dreaming of the Night ..... Ellis
Carry Flower ..... Chaine
Fleet Lilies ..... Lachner
Flowers of St. Petersburgh ..... Ellis
Lancers ..... Ellis
Langey ..... G. Cooke
Mary Wal ..... Ashdown
Mary Wal ..... Stewart
Moonlight ..... Gardner
Moonlight ..... Ashdown
Moonlight ..... Wallace
Two Hearts ..... do

—GALOPS.—

El Primo ..... Gatland
Harvest Home ..... Richards
Trail o' the Hunt ..... Farbach
Waves of the Ocean ..... Blake

—MARCHES.—

Barcarolle ..... Sugar
Parthenia ..... do

—LANCERS.—

Irlandine ..... Mignot
Olivette ..... Perry Tom
Patience ..... D'Albert
Pirates of Penzance ..... do

—QUADRILLES.—

Agnes novel ..... Labitz
Mascotte ..... Metra

JOHN HENDERSON & CO.,

Princess Street.

Oct. 27th.

SPECIAL NOTICES.

DAY AND NIGHT SCHOOL,

Brock Street, between Bagot and Princess Sts.

DAY SCHOOL boys of all grades are admitted, and prepared for examination. The Night School is held on Tuesday and Thursday and is specially for young men.

Book keeping is taught practically, as I am engaged in that work to several business firms in the city. Apply to

W. SPANKIE, B.A.

Oct. 6th.

MASONIC.

The Regular Meetings of the City Lodges will be held as follows:

Ancient St. John's Lodge, No. 3, on Thursday, Nov. 1st, at 7:30 p.m.

Minden Lodge, No. 33, on Monday, Nov. 5th, at 7:30 p.m.

Cataraqui Lodge, No. 46, on Wednesday, 14th Nov., at 7:30 p.m.

The Regular Meetings of the Ancient and Accepted Scottish Rite of Freemasonry are held in their Hall, corner of Brock and Wellington Streets, Kingston, Lodge of Perfection, Second Friday, and Rose of Sharon, Sov. Chap. Rose Croix, first Wednesday in each month.

A. O. U. W.

LAKESIDE LODGE, No. 6, Ancient Order of United Workmen, meets on the second and fourth Thursday of every month in the Odd Fellows Hall, over Wilkinson's Store, Princess Street.

I. O. FORESTERS.

COURT "KINGSTON," No. 46, Foresters, meets on the first and third Wednesday in every month in the Orange Hall, Princess St., Kingston.

JAMES REID,

Funeral Director and Embalmer,

Princess Street, ... Kingston, Ont.

DR. FRELAN'S OFFICE

Next Skinner & Mason, Bagot Street and Princess Street, Kingston.

CITY AND VICINITY.

Coming Again.

The celebrated Trim man at the Windsor Hotel.

To-day's Probabilities.

Strong winds and gales from the west and northwest, generally fair, colder weather with light showers in a few localities.

First Wintry Snap.

Mr. Vennor writes: "I think we are likely to experience a decidedly cold and wintry spell on Saturday, Sunday and Monday 3rd, 4th and 5th next, when the temperature will fall considerably lower than hitherto this season, and snow falls will be recorded at many points.

A Broken Head and a Balm.

The sister-in-law of a student now attending classes in Queen's University is being sued by a Hamiltonian named Walsh for $5,000 damages for breach of promise to marry. Poor man, what a laceration of the heart he must have suffered! Cases of this sort are exceedingly rare.

Seeking Destitution.

On Tuesday the rivalry between John Callory's "Wild Deer" and Thos. Chancey's "Daniel Lambert" reached a new stage. Chancey served Callory with a writ for the recovery of the stakes, $150, on the ground of his not having won with his own horse, but with a substituted one.

A Pleasant Entertainment.

Last evening a musical and literary entertainment of much merit occurred in Bethel Hall, in connection with the Order of Independent Templars. Mr. W. Keeley conducted the affair. There were songs, duets, and solos that called forth hearty applause. The readings and dialogues were interesting. Altogether the entertainment was about the average.

A Man Name Did It.

Some years ago Mr. Flanagan presented a man rose to a New York gentleman, telling him as he did so to be careful as to what lady he gave it as the transfer would be tantamount to a confession of his regard for her. The gentleman did as he was directed, and later on, stated that by the presentation of the rose he had won his suit. As an expression of gratitude he and his sweetheart sent him an offering which they trusted he would accept.

Asks For Particulars.

The County Gaoler has asked that the charges made on behalf of the County Council, with a view to an enquiry into the affairs of his office, be made specifically and not in general terms, as it is impossible to prepare a defence without an idea of what there is to defend. The Inspectors of Prisons have adopted this view, and this week by letter have called upon the County Council for a bill of particulars. It will require some time to prepare it.

An Injured Passenger.

Mr. W. G. Murray has entered an action against the South Eastern Railway Company for $30,000 damages. The plaintiff is tutor *ad lite* to William Murray, of Gostigville, who, in August last, was about to enter the Royal Military College. While on his way to Kingston for examination he was injured near North Troy by an accident so that he has since been confined to his house and the possibility of his recovering is very slight.

To-Day's Episode at the Assizes.

This morning at 11 o'clock George Wacrolin, traveller for a Toronto house and a former Kingstonian, was united in marriage with Miss Mary Newlands at the residence of the bride's uncle. The bride was assisted in the ceremony by Miss Emma Wilmot, and the groom by Mr. Edward Crumley. The event was a popular one. The bride was one of the merriest maidens in the city. We trust that the future lives of the young people may be happily spent. Kingston will be the home of the couple on their return from the honeymoon tour.

Dangerous Convicts.

Whilst P. C. Reid, of Hamilton, was conveying prisoners to the Kingston Penitentiary, two of the number, James and James Sheridan, made a daring attempt to escape. Mr. Reid observed them acting in a very suspicious manner as they neared Cobourg, and in order to satisfy himself he made a fresh examination of their bands, only to find that they had opened their handcuffs and were ready to make a dash for liberty. They were again searched, and on Cozy were found a handcuff key, a small saw and a wire skeleton, with which they intended to open their leg irons.

HERE AND THERE.

Lo-cals: Arrangement of Items of Local and General Interest—Gossip that is Readable.

The Assize Court has an unusually quiet aspect.

The Lights o' London Company current $4,000 out of Hamilton.

The small boys were out last evening, practicing for this evening's services.

The work of the judges at the Central Fair was very loosely done. It is still leading to trouble.

We hope the street gamins, in their frolics to-night, will confine their operations to the inoffensive.

The Fisk University Jubilee Singers will give one of their popular concerts in the Opera House on Nov. 21st.

There was quite a flurry of snow this morning. We regard this as the first descent of the beautiful, but a friend says he saw a few flakes yesterday.

Hughes, the pickpocket, is from Saginaw, Mich. He worked in London during Fair week. He was not a member of the Printers' Union there.

How is it that Hallowe'en, in latter years, has usually been attended by uncertain weather? This is a question the small boy cannot understand.

The new Customs' regulations are causing a good deal of dissatisfaction among business men. They impede transaction at the Custom House.

Five new locomotives, the first constructed in the Canadian Pacific RR. workshops at Montreal, are nearly finished, and will be put on the road in a few weeks.

Our issue of Monday fell far short of the demand. The WEEKLY WHIG, appearing to-morrow morning, will contain a report of the church ceremony at Sharbot Lake.

The opera season is very dull, and the outlook is not encouraging. Next year the country will be overrun with companies, driven out of the United States in consequence of the Presidential elections.

Major Moore has written to one of the ex-bandsmen of the Salvation Army, regretting that he had offended any one, and offering to uniform and pay the travelling expenses of the band out saying nothing as to salary.

The oldest inhabitant does not remember a 31st Oct. upon which the weather was so variable, and upon which there was rain, hail, snow, sunshine, thunder and lightning, and such was the programme of to-day.

Morgans, who was sentenced to five years in the Penitentiary for shooting Maroney in Toronto, arrived here this morning. He boarded the train at the Don Station, it having been stated that there would be an attempt to rescue him.

Pork fell not drop $3 per bbl. on Monday as understood by some and announced by others. There was some little excitement until it was learned that the quotations had been mixed and that those apparently of pork had reference to the lard.

Victoria barracks were crowded last evening, the rush being occasioned by the announcement that Capts. Thompson and Ryerson would speak. They did not appear for the very good reason that they were not in the city. The aide-de-camp, however, arrived to-day.

Dr. Dupuis' Lecture on Respiration will be delivered at 8 o'clock this evening in the Collegiate Institute, corner of Clergy and Barrie streets. It will be an illustrated one, and ought to be heard by every man, woman and child in the city.

PERSONAL MENTION

How People we Know are Spending Their Time—Their Coming and Going.

Mrs. Caldwell sang at a concert in Montreal last night.

R. Foster, M.D., Oshawa, and G. C. Campbell and wife, Toronto, are at the Windsor Hotel.

Rev. E. P. Crawford, of Brockville, decides to-night whether he will remove to Winnipeg or not.

G. R. Walkem, Chairman of the Public School Board, is quite ill and has been so for some days.

Chancellor Hemphrson has returned from Philadelphia, where he attended the Episcopal Convention.

J. E. Clark returned yesterday from his tour to Kansas and Topeka. He thoroughly enjoyed his outing.

Sir John Corrigan, of London, while prospecting in the North-West, became quite ill, and died on Monday in St. Boniface Hospital.

Justice Burton, J. Bethune, Q.C., Toronto; H. Pope, Belleville, and W. R. Fisher, Montreal, are at the British American Hotel.

H. M. Deroche, Napanee; L. E. Day, M. D., Harwood; T. Flynn, Toronto; and P. K. Lawrence, Rochester, are at the Burnett House.

Mr. Hodgins, of the Department of Justice, to-day led to the hymeneal altar Miss Ritchie, the elder daughter of the Chief Justice of the Supreme Court.

It is reported that Mr. Costigan, Minister of Inland Revenue, will be appointed Collector of Customs at Moncton, N.B. His place in the Cabinet will be taken by Josiah Wood, M.P., for Westmorland.

Rev. A. J. Reay, minister of Zion Church, Montreal was married in Quebec to Mrs. Martha Alexandrina Lloyd, of London, England, who arrived by the S.S. Oregon. Dr. Cook performed the ceremony.

Married Last Night.

Last night Rev. H. Harris performed a pleasing ceremony on Barrie street. He united Mr. A. W. Baxter, recently returned from England, to Mrs. Mattie McCullough, fifth daughter of the late Francis Little. There were numerous presents, testifying to the popularity of the bride. The happy couple leave at once for their new home at Jacksonville, Illinois, whence Mr. and Mrs. George preceded them.

Canada's Own at Harrowsmith.

Charles A. Cossitt lectures in Harrowsmith on Women's Rights. He rejoices to know that women are having more to say than formerly, and when the fair sex undertake the management of the railways he will travel more than has been his habit. There will be less trouble about the passes.

A DETECTIVE'S DASH!

Thieving on the G. T. R. Cars—How Passengers are Regularly Robbed—Seeking a Thief.

Detective Flynn, of the G. T. R. service, arrived last evening for the purpose of establishing the ownership of a valise thrown off the mixed train by a thief. The fellow, whose name was Charles Levitt, went from Brockville to Mallorytown on a mixed train. Before reaching his destination he went into a compartment of the car, threw out two valises, and, after stepping off the train, went back to where they were and plundered them. One of them belonged to E. Coots, a traveller for a Montreal wine house, the other to a sailor said to be in this city. Mr. Coots claims to be the loser to a considerable amount, a diamond pin being amongst missing articles. It was valued at $100. The thief, after rifling the valises, went to the shores James Cavanagh, which he robbed. He dressed himself in two suits of clothes, and over all he placed an overcoat. He stuffed his pockets, then filled a valise and started en route to Montreal. He was arrested and yesterday pleaded guilty at the Brockville Police Court. He will be sentenced on Monday.

GRAND TRUNK RR. AFFAIRS.

The detective says the Grand Trunk has been a great sufferer this year through the operations of tramps. Emigrants from the old country seem to be composed largely of paupers and thieves. These travel up and down the road committing all manner of depredations. A few days ago the detective sent two men to prison, for four and two years respectively, having been convicted of breaking into a car and throwing out $250 worth of furs.

Flynn is well acquainted with the crooks on the G. T. R. and they keep themselves very scarce while he is around. The confidence men, too, are making big hauls. They follow their victims for great distances. The detective instanced men who had been beaten out of thousands of dollars by the old game. The thieves hold of their consignments on board the trains, the charges on which had to be paid before they could proceed. Worthless cheques were produced and the victims cashed them. He had heard of poor, hard-working men being bitten by the kid gloved sharks.

CROOKEDNESS IN THE CITY.

The detective says Kingston is visited by expert crooks and cracksmen. This is a good point for them from which to cross to the States. They do a great deal of smuggling. They bring their spoils here—silk, jewellery, &c.—and take them over the channel. Experts, take for instance "Clutch" Donohoe, can wrap 200 yards of silk around an ordinary man so that there will be no suspicions that he is "made up." The Customs authorities very seldom search people either on the American or Canadian side, so that the thieves work with impunity.

OPINION OF LOCAL INTEREST.

Detective Flynn was surprised to hear that the city had dispensed with its detective. His views were thus tersely summed up: "A detective is worth five policemen in cases of crookedness and knavery."

LOOKING FOR A THIEF.

The chief of the Grand Trunk detective bureau is in Kingston upon another mission—to arrest, if possible, a young man who has many aliases, including those of Thompson, Langton and Hampton, a professional plumberer. He was picked up at Brockville a few days ago, charged with larceny. While the Chief of Police was taking his age and name and other facts about him his eyes fell upon "Pleasant Hours." Mitchell remarked, "That's one of the books you have stolen," whereupon the prisoner boldly dashed out of the station and eluded recapture. He was heard of a couple of days ago in Gananoque, and is now supposed to be lurking about Kingston.

"BULLGINE" AT ARDEN.

Its Arrival—What an old Woman did to See it—Location of the Station Not Satisfactory.

The people of Arden are somewhat disappointed regarding the location of the siding and station. They are quite a distance from the village.

The locomotive only headed the construction train. The line from Sharbot Lake to Arden is through a somewhat unfavorable country, and its opening up will be a great boon. There are numerous sink holes, but it is thought that they have been successfully filled up.

Another old lady, while looking at the engine, which carried a moose's head and antlers, was seen to view them with a critical eye. Then, drawing a friend aside she asked, "Are those deer's horns and are they natural?" She was told they were, and left satisfied.

The arrival of a locomotive in a new section of country is always attended with excitement on the part of the people. Such has been the case at Arden, which the "snorting horse" has just reached. The quietness of that district had not hitherto been disturbed by the shriek of the engine, and when the whistle gave a wierd, wild blast as the machine halted near the village the folks rushed out to see what was the matter. One rather old woman, who lives several miles a way, came dashing into Arden to see the train, remarking, "I heard the car horn at my house and I want to see what it's like." She was shown about and in astonishment gazed at the leviathan.

A correspondent says: Thursday last, Oct. 25th, was a red letter day for Arden. On that day the first locomotive engine on the Ontario & Quebec Railway crossed over the Arden & Tamworth Road, at the crossing near the Town Hall, in the village. It was viewed with great interest by many of the inhabitants, some of whom had never seen a railway engine before. The new iron bridge at the creek has been laid. The train crossed over and track-laying is being pushed on towards the West.

☞ "Dr. Benson's Celery and Chamomile Pills are worth their weight in gold to men, women and sick headaches."—Dr. H. H. Schlichter, of Baltimore.

INLAND WATERWAYS!

MR. HUGH McLENNAN'S IMPORTANT SKETCH OF CANADA'S TRANSPORTATION FACILITIES. TRADE, PAST AND PRESENT.

A Lecture of Local Interest—Development of our Waterways—The Improvements in a Lifetime—Ancient Modes of Travel—Their Cost and Inconveniences—Some of our Veterans Kindly Mentioned—Credit Given to whom Credit is Due.

On Thursday evening Mr. Hugh McLennan, President of the Montreal Transportation Company, lectured on the "Waterways and Transportation of Canada." We give a summary of such portions of it as will be interesting to our readers. The lecturer referred to the settlement of Upper Canada during the earlier years of which the farmers found a good market for their produce in supplying the requirements of the troops at Kingston and the incoming settlers on both shores of Lake Ontario. As early as 1792, as instanced in the life of Sir Richard Cartwright, it was felt that the difficulty of transporting the products of the country to market would, within a very few years, become a serious one. Each year added to the producing and purchasing powers of the new settlements, thus making the difficulties of transportation increasingly apparent. From Montreal the westward journey was entered upon by nine miles of land conveyance for freight and passengers to Lachine, across Lake St. Louis, then through the Cascades, Cedars and Coteau Rapids, through Lake St. Francis, giving the boatmen an easy stretch of 53 miles, thence to Prescott, 30 miles, almost a continuous rapid. Against these difficulties of communication these early settlers had to struggle for years, subject to privations of supplies, which would now be considered indispensible necessaries of life. There was an experience to a great degree of growing and making and doing without. The only craft on the river between Montreal and Kingston, until after the completion of the Lachine Canal, were flat-bottomed boats, known as batteaux or Durham boats, which were found to be well adapted for shoal water. He referred next to the

GROWTH OF THE TRADE

and the increase of products, the battoux of about five tons capacity employed being wholly inadequate for the transportation of the increased productions. About this time the Government of Lower Canada, appreciating the commercial advantage of improved navigation for the trade of the Sister Provinces, made liberal appropriations to that end, resulting in the completion in 1804 of a channel of three feet along the shore line of the Lachine rapids, and the construction of canals at the Cascades, Splitrock and Coteau Rapids. With the growing importance of the country a mail service became a necessity which was established on the 10th December, 1804, and was continued every two weeks to Kingston and thence to Niagara via York, the task being undertaken by a walking contractor. To complete his journey in fourteen days was no easy task, but those were days of kindly hospitality, and his journey was often made easier by an occasional batteaux ride. The lecturer spoke of the

INTRODUCTION OF STEAM NAVIGATION.

In 1809 the str. Accommodation made the first steam voyage on Canadian waters from Montreal to Quebec. She was 85 feet long over all, and had berths for passengers. The fare was $8 down and $6 up. In 1813 the str. Swift Sure was launched, 140 feet long, 24 feet beam and making the run in 32 hours, followed by others as rapidly as the trade required. The honour of the enterprise and its development for many years is due to the Hon. John Molson. The str. Frontenac, built at Finkle's Point, a few miles west of Kingston, in 1816 and 1817—180 feet in length. Her engines were imported from England. The application of steam for lake service is spoken of as an interesting experiment, it only having been applied hitherto on rivers. The str. Queen Charlotte was built at Sackett's Harbour, and took her place the first steamer on the Bay of Quinte in 1818. The engine was constructed by Ward Bros., of Montreal. The str. Prince Edward was added to the Bay service in 1821. In 1817 or 1818 the first steamer on the Upper Lakes had been built at Buffalo to run to Michilimacinac.

CONSTRUCTION OF CANALS.

The war of 1812 interrupted the progress of transportation considerably, but the admiration aroused in Great Britain by the renewed evidence of loyalty and valor in the new colony, secured attention to the needs of her people; the most pressing being an improved water way to the interior, the duty of providing which was accepted by the British Government. The construction of the Rideau Canal was accordingly commenced under Col. By in 1827, and it was opened for traffic in 1832. This was the greatest engineering accomplishment of the period, both for the skill that devised it and the energy which accomplished it within the time. During the intervening years, between 1821 and 1832, great progress was made in the settlement of the country; exports and imports had increased largely, with Prescott as a transhipping point for the lake trade. The Lachine canal was completed in 1825, and some barges of larger capacity (about 30 tons) had been built available for the trade with near points on the St. Lawrence and Ottawa, and in anticipation of the opening of the Rideau. Stages were introduced between Montreal and Prescott by Horace Dickinson, of Montreal, and Hiram Norton, of Prescott, and the passenger business was well provided for by steamers to all lake ports, with Queenston as the centre of the western trade.

No greater advance was ever made in the intercommunication of the country than that resulting from the opening of the canal system. These covered the growth of the trade from 1832 to 1842. The construction of the Cornwall Canal met with much opposition. The work was too slow to afford relief to the competitors for the St. Lawrence route, and by degrees the trade westward became entirely concentrated in the Rideau route, and the point of transhipment between the lake and river service was necessarily transferred from Prescott to Kingston. In about 20 years from the opening of the canal system of Canada the trade had so far outgrown the available facilities of commerce that the Government of United Canada adopted a scheme for the enlargement of the Lachine Canal, the construction of the Beauharnois, Williamsburg and Welland canals, the completion of the Cornwall Canal and the purchase of the Welland Canal from the Company that had hitherto borne the burden of its construction and demonstrated the feasibility of this link of connection with the Western lakes. The scheme was so successfully undertaken that in the Fall of 1847 vessels loaded cargoes in Chicago and discharged in Montreal. The propeller Ireland, Captain Patterson, was the first Canadian vessel to perform the voyage. The uninterrupted navigation of the St. Lawrence and lakes gave for the first time to Canadian industry free scope for its ability to produce wealth from its own forests and fields, and to profit by carrying the products of a world beyond. The

COMPETITION OF THE ST. LAWRENCE CANALS

while giving increased facilities for freight conferred equally great benefits upon the travelling public. The steamers eastward from Kingston, hitherto confined to short routes, were combined into a daily line between Lachine and Kingston, the Canada, Highlander and Gildersleeve exchanging at Kingston with the lake steamers City of Toronto, Princess Royal and Sovereign. The rate of freight by those steamers for years was, from Lachine to Kingston 3s. 6d., thence to Toronto 1s. per cwt. The iron steamer Magnet, Captain Sutherland, completed in the autumn of 1847, was the first steamer offering the accommodation of a first class passenger steamer carrying freight from Montreal to Hamilton. She was sunk on her first trip at the upper entrance of the Welland Canal, but before the close of navigation was brought safely into port. The next season she took her place on the lakes, but subsequently formed part of a through line. This resulted, after a few years in a daily through line and the discontinuance of separate boats for the lake and river service. The names of the propellers England, Ireland, Scotland, Beauharnois, Ottawa, Dawn, Freetrader, Oshawa, Whitby and a fleet of others, will be familiar to traders of thirty years ago. Every lake port had its schooners afloat, and the next addition to its fleet already on the stocks. The number of river barges of from 10,000 to 12,000 bushels capacity kept pace with the growth of the lake and ocean trade.

GRAND TRUNK RAILWAY

This railway proved from the first a great advantage to Canada. It success was hurtful to the water carriers. It took the bulk of westbound freight and reduced the rates on flour to a price which was unprofitable to the class of vessels then existing. Water carrying fell into decadence between 1860-67, in which the steamer carriers were reduced to a fraction of their former numbers, those lost by disaster or decay not having been replaced, while the barge companies were without exception reduced to insolvency.

EARLY STEAMBOAT OWNERS.

Among owners many come to mind, but on the passenger side one name, that of the late Senator Hamilton, runs from the beginning to the full glory of the service, son of a prominent and successful merchant of Niagara, he was the purchaser referred to of the Frontenac in 1823, the first lake steamer of which I have any knowledge. He boilers being out of repair he started for New York, purchased boiler plate, brought his purchase up the Hudson, had it taken upon ox waggons, following the line of march until he put the necessary material in the hands of his engineer. His enterprise kept pace with his success, he purchased the Queenston in 1826, built the Great Britain at Prescott in 1831, the Traveller at Niagara in 1833, the Ontario in 1838, the Sovereign in 1840, the iron steamer Passport, still one of the best lake passenger steamers, in 1846 and 1847. The only name I know of identified almost with the beginning of the trade, and still leading at the time of its greatest success, the name of Captain Mosier is connected with the earliest Oswego and Bay of Quinte service. Henry Gildersleeve came into Canada as a ship carpenter to work on the str. Frontenac, and by indomitable ability, perseverance and pluck, became master builder, steamboat Captain and owner, turning out the strs. Kingston, Prince Edward, Sir Jas. Kemp, Gildersleeve and New Era. Donald Bethune, diverting his energies from the practice of the law, to maintain a prominent position for many years in the steamboat world of Canada—a Napoleon in covering the lake with steamers and in waging fierce war against all opponents. He dropped out of the service when the lake and river voyage became continuous.

In concluding Mr. McLennan said that a country, a commerce that has made such progress within one life time, has capabilities of future development beyond the power of imagination to picture or tongue to describe.

☞ "Your Skin Cure is superexcellent. It is fast curing my daughter's ring worm, which had spread all over her body."—Mrs. E. L. D. Morrum, Blue Hill, Mass. Druggists keep it. $1 per package.

Encouraging to Dyspeptics.

Charlottetown, P.E.I., Nov. 11, 1878.

Mr. J. H. Robinson, St. John, N.B.

Dear Sir,—By, I may say, almost miraculous, early this spring, being reduced to a mere skeleton, and during this time I was under the combined care of three of the most eminent physicians of Charlottetown, and by them and my friends given up as beyond all power to help me. Dr. Baxter, of Moncton, having occasion to call upon me on business, very naturally observed my state of health, and after fully describing my trouble, which by the doctors attending me was pronounced Dyspepsia or Indigestion, in fact I was so bad I could only eat brown bread, and that after being made at least three days, while tea, coffee or milk I dare not touch, and a slice of dry toast would invariably give me the utmost distress. Dr. Baxter recommended "Robinson's Phosphorized Emulsion," and I feel that I owe the public a debt which can only be paid by saying to all similarly afflicted, "do thou and do likewise," try "Robinson's Phosphorized Emulsion." To-day I am hearty and strong, and can, without fear, indulge in all the luxuries of a first class hotel.

Yours, etc.,

(Signed) J. McKECHNIE.

For sale by Druggists and General Dealers. Price $1 per bottle, six for $5.

A Great Smash Down

In watch crystals, only 10 cents, at William David's Broker Shop, the cheapest place in the City. He is a dealer in new and second hand goods of all kinds, suitable as clothing, furniture, hardware, dry goods, jewellery, musical instruments and household goods. All he wants is the people to come in, as he is sure to sell. Wm. David, next to Robinson's carriage factory, sign of the red flag. Princess Street, Kingston.

E. Prevost (New York Clothing Store) has a special assortment this season of Scotch tweed suitings and Meltons for overcoats, in the popular shades of the season. He guarantees a first class fit, and uses first trimmings. Look at his display in his windows for the above goods.

BEST LINEN COLLARS MADE only 10c; 25 different styles to choose from. REEVES & CO., King St., near Princess Street.

FOUND AT LAST.—A remedy warranted to cure hard and soft Corns, Bunions, Chilblains, &c. Hanson's Magic Corn Salve. Remember, money refunded if not entirely satisfactory. In boxes, 15 cts. at Wade's Drug Store. Oct. 16.

DON'T COUGH ANY MORE.

IF YOU HAVE A COUGH TRY

The Pharmacy Cough Balsam

It is the best preparation ever used for coughs and colds. In the city of New York alone there are at this time of year some one hundred doses of this remedy sold every day. It is warranted to cure, or the money is refunded. It is a pleasant medicine, and is recommended by all who have taken it. Price only 25 cents per bottle.

ONLY SOLD AT THE PHARMACY

W. J. WILSON,

The Pharmacy, 256 Princess Street.

N.B.—The finest quality American Cod Oil kept constantly on hand and sent to any part of the city. Oct. 31.

A SURPRISE!

The rapidity with which we obtained a large share of the Boot and Shoe trade of Kingston was a surprise to a great many. We heard of all sorts ejaculations by knowing ones when we announced our opening, such as "Two more candidates for the Bankrupt Court," "The fools are not all dead yet," &c., at all of which we quietly smiled.

WHAT A STRANGER SAW:

Before we had been open six months a stranger in the city, seeing the store literally packed with customers one Saturday evening, enquired of a merchant opposite if we were having an Auction. Were we selling off or What was the cause of such a great rush? He was told that it was nothing unusual but just the result of selling A GOOD ARTICLE AT A LOW PRICE.

GREAT EXPECTATIONS:

Our rapidly increasing trade does not at all surprise us Knowing the inducements we could offer the public over ordinary dealers, we expected to do a large and steadily increasing business in Kingston as we have done in Belleville and Trenton. ☞ For a good article, for a large variety, for LOWEST PRICES AND NEWEST STYLES GO TO

HAINES & LOCKETT,

CITY BOOT STORE,

KINGSTON ——BELLEVILLE ——TRENTON.

Oct. 30th.

MORE BARGAINS THIS WEEK

AT THE CHEAPSIDE.

FANCY WINCEYS 8c. NEW TARTANS 12½c. COSTUME CLOTHS, NEW SHADES 12½c. worth 20c. Special line Molton Suitings at 15c. worth 30c. Check Ulster Cloths only 30c. Scarlet Flannels 12½c. Heavy All Wool Grey Chambly Flannel 30c. Large White Wool Blankets only $2.50 at

BOWES & BISONETTE'S,

Oct. 31st. OPPOSITE WINDSOR HOTEL

200 Pieces New Dress Goods

HEAVY TWEED DRESS GOODS AT LOW PRICES.

BEAUTIFUL FRENCH DRESS GOODS AT LOW PRICES.

HANDSOME CLOTH DRESS GOODS AT LOW PRICES.

50 PIECES NEW CRUSH VELVETEENS from 75c.

R. WALDRON'S, . . Wilson's Buildings.

Oct. 31st.

GENUINE

BLACK PLUSH VELVETEENS!

WARRANTED FAST PILE.

At 99 Cents,

Worth $1.25.

F. X. Cousineau & Co.

Oct. 29th.

WALSH & STEACY

WILL OFFER THIS WEEK:

Great Bargains in Jacket and Ulster Cloths

IN NEW MATERIALS—CHEAP.

200 Pairs New White Blankets, all wool, $2.75, $3 & 3.50.
Canton Flannels from 8 cents up.
1,000 dozen Wool, Cashmere and Merino Hose.
Boys and Girls Combination Suits.
Children's Underwear in five qualities.
Splendid Value in Union and all-wool Flannels.
Heavy Canada Tweeds for Boys from 40c up.
The New Plush Velvet in all colors, cheap.

HEAVY UNDERWEAR

MEN'S, LADIES' AND CHILDREN'S SIZES

—AT—

SPENCE & CRUMLEY'S.

SEE OUR MEN'S HEAVY RIBBED 75c, 90c and $1.25 per suit; worth from $1 to 1.75.
SEE OUR MEN'S KNITTED OVER SHIRTS at 75c. worth $1.25.
50 dozen new TIES and SCARFS, the best assortment in the city. 41 dozen Men's lined Kid Gloves and Mitts.
Arrival to-day—4 doz. Brown and Black Fur Capes, $1 doz. Fur Trimmings, all colors.
NEW MILLINERY, NEW MANTLES AND ULSTERS.

Oct. 17th. SPENCE & CRUMLEY'S, 120 and 124 Princess St.

TO HAND:

One Case of Crompton's Celebrated Corsets,

IN THE FOLLOWING:

Louise, Reliable, Flexible Hip, Coraline, Adjustable and Lilly, in sizes ranging from 18 to 36. The Lilly Corset seems to be a great favorite.

A Good Costume Cloth for Children's School Dresses at 10 1-2 CENTS PER YARD.

ALEX. ROSS. . Opposite the City Hotel.

Oct. 30th.