

The Bay of Quinte Railway Company

Connecting with the Grand Trunk Railway System at Napanee and Kingston.
Connecting with the Canadian Pacific Railway at Tweed.

Connecting with the Central Ontario Railway at Bannockburn.

Connecting with the Kingston & Pembroke Railway at Harrowsmith.

Connecting at Deseronto with steamers operating on the Bay of Quinte and Lake Ontario.

Trains leave Napanee for the north at 7.50 a.m., 12.10 p.m., 1.25 p.m., and 4.25 p.m.

Trains leave Tweed for the south at 7.00 a.m., 7.20 a.m., and 2.55 p.m., and for the north leaving Tweed at 11.30 a.m. and 4.50 p.m.

Trains run between Deseronto and Napanee as follows:—

Leave Deseronto at 1.00 a.m., 1.40 a.m., 5.55 a.m., 7.00 a.m., 7.20 a.m., 9.50 a.m., 11.30 a.m., 12.40 p.m., 12.55 p.m., 3.45 p.m., 6.10 p.m., 7.40 p.m.

Leave Napanee at 2.20 a.m., 3.30 a.m., 6.30 a.m., 6.35 p.m., 7.55 a.m., 10.30 a.m., 12.05 p.m., 1.20 p.m., 11.00 a.m., 4.30 p.m., 6.50 p.m., 8.15 p.m.

The Deseronto Navigation Company operate the str. "Ella Ross" and str. "Jessie Bain" running between Picton, Deseronto, Belleville and Trenton, as also the str. "Where Now" making the famous 50-mile ramble from Gananoque to all points in and around the Thousand Islands, connecting with all trains at Gananoque, as well as making the railway transfer between Gananoque and Clayton, N.Y.

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HAMILTON - ONTARIO

Literary Notes

MR Henri Joly de Lotbiniere has translated from the French the Thanksgiving Sermon for the Victory of Great Britain at the Battle of the Nile, preached in the Cathedral at Quebec on January 10th, 1799, by Monseigneur Plessis, Cure of Quebec. Copies of the translated address may be obtained from Miss Petry, 18 Rue St. Denis, Quebec.

* *

The brief book-notes in New York "Life" are usually written with individuality of expression. In speaking some time ago of Mr. W. A. Fraser's short stories the critic said: "These stories are made of good material; they are crisply told; and they are self-contained, in the sense that they fit their own skins."

* *

Mrs. Sarah P. McLean Greene, who made a sensation with "Cape Cod Folks," inasmuch that she was threatened with libel suits through the recognition of certain characters, has not definitely named the entourage of her new story, "Power Lot." But, according to a Californian critic, the coast of Nova Scotia is without doubt the "precipitous and wind-swept habitat of those dryly humorous characters" who enliven Mrs. Greene's latest novel.

* *

An article, "Evangeline and the Real Acadians" by Mr. Archibald MacMechan in a recent issue of the "Atlantic Monthly," has excited widespread comment, partly, perhaps, because of the Longfellow anniversary and partly on account of the charm which characterises his style.

He remarks with an undertone of regret: "When the Reverend Mr. Conolly told the story of the two parted Acadian lovers, and Hawthorne turned the material over to Longfellow, none of them could foresee the consequences of their action." Mr. MacMechan is true throughout his narrative to his opening appeal: "Let us try to look at the whole matter with clear eyes unblinded by the mists of prejudice and passion."

The writer has that rare historic sense which brings back the past with a vividness second only to that of portraiture. Mr. Wister's description of the "most wistful city in America" is not more charming than the paragraph which gives us a picture of "Annapolis Royal."

"On the bridge across the ditch from the main gate, a boy and girl were talking and laughing as the sun set, making love I suppose. Here gallant Subercase and his tiny force, after sustaining two sieges, marched out with the honours of war, drums beating and colours flying, between the lines of British grenadiers, when the white flag with the golden lilies came down for the last time on the 16th of October, 1710. In the twilight, a single ghostly sail glided up to the old ruinous Queen's wharf. This very defile saw Champlain's sails, Morpain's pirates, the quaint, high-sterned, dumpy craft of the seventeenth and eighteenth centuries, little French and English armadas of Sedgewick and Phips, La Tour and Chairnisay. There at that very landing, the annual supply-ship from England discharged each autumn her nine months' scant allowance for the hungry garrison."

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