SOMETHING NEW
SOMETHING GOOD
SOMETHING SOOTHING

Compound Camphor Cream

(BEST)

A scientific Toilet Preparation for the skin, softens and refreshes.

For gentlemen—As an application after shaving it cannot be beat—leaves the face cool and soft.

To introduce this ideal Toilet Preparation we will give

Large regular 50c. size bottles for 25c.

Try it and the pleasure will be yours.

Prepared and sold only at

The "Best" Drug Store,

L. T. BEST, Chemist and Optician.
'Phone 59 for quick delivery.
Mitchell's Old Stand.

USE "MAPLE LEAF" THE BEST CANNED SALMON PACKED

This Week

Dining-room Furniture

—Solid Oak Polished Sideboards.

—Solid Oak Polished Extension Tables.

—Solid Oak Polished Dining Chairs.

These are a few specials we are closing out.

Yours,

JAMES REID,

The Leading Undertaker,
Princess Street - - Kingston.

The Prospective June Bride

Is making a very wise move and one that shows good judgment on her part when she buys her Linens, Cottons and other furnishings at this store.

THIS WEEK WE SHOW

Special values in 72 inch Bleached Sheeting, at 25c. and 28c. a yard.

72 inch Satin Damask Table Linen, $1.25 quality for 95c., and $1 quality for 75c. a yard.

Table Napkins in ¾ and ⅞ sizes, from 75c. to $5 a dozen, exquisite designs.

$1.25 White Crochet Quilts, double bed size. Special cut price, 98c.

Pillow Cottons, in circular or plain, in widths 40, 42, 44, 46 inches, 15c. a yard and up.

The heaviest 25c. Ticking, 32 inches wide. Our special price this week, 20c. a yard.

OUR GOODS ARE ALL NEW.

NEWMAN & SHAW

EVERYBODY

Who is wise comes to us when they want to buy or sell any

REAL ESTATE

We have a well established reputation for successful dealing. Many attractive offerings at present. Rents collected, Estates Managed, etc.

A. F. BOND,

Insurance and Real Estate.
63 Clarence Street - - - Kingston.

Steamer North King leaves Sundays at 10.15 a.m. for Alexandria Bay and Gananoque, and at 5 p.m., for Rochester, N.Y., via the Bay of Quinte.

TRAVELLING.

GRAND TRUNK RAILWAY SYSTEM

WILL ISSUE

Homeseekers' Excursion Tickets

TO

Manitoba and the Canadian North West

At the following rates from Kingston:—

Winnipeg	$30 00	Estevan	$33 00
Mowbray	31 50	Yorkton	33 50
Delorraine		Shoho	
Souris	31 55	Regina	33 75
Brandon		Lipton	
Lyleton	32 00	Moose Jaw	34 00
Lenore		Saskatoon	35 25
Mistota	32 25	Prince Albert	36 00
Binscarth		Macleod	38 00
Moosomin	32 40	Calgary	38 50
Arcola	32 50	Red Deer	39 50
		Strathcona	40 50

Going June 13th, returning until August 14th.
Going June 27th, returning until August 28th.
Going July 15th, returning until Sept. 16th.

Stopover will be allowed on application to conductor, at Wolf River, Ont., Dryden, Ont., and intermediate stations, and at Winnipeg, or any point west thereof. Extension of time up to two months can be obtained on payment of $5 for each month on part thereof. For tourist car accommodation, ticket and all other information apply to

J. P. HANLEY,
Cor. Johnston & Ontario Sts.

KINGSTON & PEMBROKE RAILWAY

IN CONNECTION WITH
CANADIAN PACIFIC RAILWAY.

WILL SELL

Homeseekers' Excursion Tickets

TO THE

NORTH WEST

Winnipeg	$30 00	Estevan	$33 00
Mowbray	31 50	Yorkton	33 50
Delorraine		Shoho	
Souris	31 55	Regina	33 75
Brandon		Lipton	
Lyleton	32 00	Moose Jaw	34 00
Lenore		Saskatoon	35 25
Mistota	32 25	Prince Albert	36 00
Biscarth		Macleod	38 00
Moosomin	32 40	Calgary	38 50
Arcola	32 50	Red Deer	39 50
		Strathcona	40 50

Going June 13th, returning until August 14th.
Going June 27th, returning until August 28th.
Going July 15th, returning until Sept. 16th.

Full particulars at K. & P. and C. P. R. Ticket Office, Ontario Street.

F. CONWAY, Gen. Pass. Agt. F. A. FOLGER, JR., Gen. Supt.

Bay of Quinte Railway

New short line for Tweed, Napanee, Deseronto, and all local points. Trains leave City Hall Depot at 8:25 p.m. F CONWAY, Agent B. Q. Ry., Kingston.

QUEBEC STEAMSHIP COMPANY

LIMITED.

River and Gulf of St. Lawrence

Summer Cruises in Cool Latitudes

Twin Screw Iron SS. "Campana," with electric lights, electric bells and all modern comfort.

SAILS FROM MONTREAL ON MONDAYS, at 2 p.m., 5th and 19th June, 3rd, 17th and 31st July; 14th and 28th August, 11th and 25th September, for Pictou, N.S., calling at Quebec, Gaspe, Mal Bay, Perce, Cape Cove, Grand River, Summerside, P.E.I., and Charlottetown, P.E.I.

Bermuda

Summer Excursions, $35 and upwards, by the new Twin Screw SS. "Bermudian," 5,500 tons. Sailing fortnightly from New York, from 7th June, to 11th October. Temparature cooled by sea breezes seldom rises above 80 degrees. Princess Hotel open the year round.

The finest trips of the season for health and comfort.

ARTHUR AHERN, Secretary, Quebec.

For tickets and staterooms apply to J. P. HANLEY, or J. P. GILDERSLEEVE, Ticket Agents, Kingston, Ont.

R & O Richelieu Ontario Nav. Co. **Daily Line**

Toronto, Charlotte, Thousand Islands, Brockville, Prescott and Montreal.

New Steamers KINGSTON & TORONTO

LEAVE KINGSTON:

GOING EAST—Daily, except Monday, at 6 a.m.

GOING WEST—Daily, except Monday, at 5 p.m.

The New Steamer "MONTREAL"

Is now running between Montreal and Quebec, leaving Montreal on the even dates in June and July and leaving Quebec on the alternate dates.

Hamilton, Toronto, Bay of Quinte and Montreal Line.

GOING EAST, Wednesdays and Fridays and Sundays, at 4.30 p.m.

GOING WEST, Tuesdays, Thursdays and Saturdays, 11.30 p.m.

J. P. HANLEY, Ticket Agent. J. SWIFT & CO. Freight Agents.

Lake Ontario and Bay of Quinte Steamboat Co., Limited.

1000 Islands -- Rochester

Taking Effect May 28th

Str. North King

Leaves Kingston on Sundays at 10.15 a.m., for Thousand Islands, calling at Alexandria Bay and Gananoque. Returning steamer leaves at 5 p.m., for Rochester, N.Y., calling at Bay of Quinte ports.

Str. Aletha

Leaves Kingston daily except Sunday, at 5 p.m., for Picton and intermediate Bay of Quinte ports, calling at Deseronto and Belleville on Tuesdays, Thursdays and Saturdays.

Full information from J. P. Hanley, J. P. Gildersleeve, Jas. Swift & Co., Agents.

E. E. HORSEY, Traffic Manager.

MONEY AND BUSINESS.

LIVERPOOL, LONDON AND GLOBE Fire Insurance Company. Available assets $61,187,215. In addition to which the policy holders have for security the unlimited liability of all the stockholders. Farm and city property insured at lowest possible rates. Before renewing old or giving new business get rates from Strange & Strange, Agents.

OUR POLICIES COVER MORE ON buildings and contents than any other company offers. Examine them at Godwin's Insurance Emporium, Market Square.

Dr. Lyon's PERFECT Tooth Powder

Cleanses and beautifies the teeth and purifies the breath. Used by people of refinement for over a quarter of a century. Very convenient for tourists.

PREPARED BY

S. H. Lyon, D.D.S.

ROYAL YEAST CAKES

MOST PERFECT MADE.

SOLD AND USED EVERYWHERE.

E. W. GILLETT COMPANY LIMITED
TORONTO, ONT.

NOTICE.

SEALED TENDERS WILL BE RECEIVED at the office of the County Clerk, Court House, Kingston, up to THURSDAY, June 15th, at 12 o'clock noon from persons willing to furnish 115 tons of Scranton Coal to be delivered at the Gaol, Registry Office, and Court House, in Kingston, as may be required up to November 1st, next, the Coal to be of good quality, well screened and free from dirt.

Also 50 Cords of Hardwood or more if required composed of maple, beech, hickory and ironwood, sound and of good quality, one half dry and one half green to be delivered at the County Gaol one half before and one half after 1st January next.

Wood and Coal subject to the approval of the Chairman of County Property Committee.

Tenders to state price of Coal per ton and of Wood per cord.

No tender necessarily accepted.

JOSHUA COX,
Chairman Co. Property Com.
J. W. EDWARDS, County Clerk.

Wood's Phosphodine,

The Great English Remedy.

A positive cure for all forms of Sexual Weakness, Mental and Brain Worry, Emissions, Spermatorrhoea, Impotency, Effects of Abuse or Excess, all of which lead to Consumption, Infirmity, Insanity and an early grave. Before and after. Price $1 per pkg., six for $5. One will please, six will cure. Sold by all druggists or mailed in plain package on receipt of price. Write for Pamphlet. The Wood Medicine Co., Windsor, Ontario.

CARRIAGES and BUGGIES FOR SALE

1 Kensington, second-hand, in good order; 1 Makedo, second-hand; 1 Phaeton; 1 road waggon; also new Top Buggies, Runabouts with rubber tires; also a few sets of Harness left. Call and see for yourself.

JAMES LATURNEY,
390 PRINCESS STREET.

ALLAN LINE LIVERPOOL and LONDONDERRY
Royal Mail Steamers.

From Montreal. From Quebec.
Victorian, June 9, 8 a.m. June 9, 6 p.m.
Bavarian, June 16, 3 a.m. June 16, 2 p.m.
Virginian, June 23, 8 a.m. June 23, 6 p.m.

RATES OF PASSAGE—First Cabin, $75 and upwards, according to steamer; Second Cabin, Liverpool and Londonderry, $42.50, $45 and $47.50 according to steamer, London $2.50 extra; Third Class, $27.50—Virginian, Victorian $28.75.

MONTREAL TO GLASGOW, DIRECT.
Ionian ..... Wed. June 14, (daylight.)
MONTREAL TO LONDON & HAVRE.
Sardinian ..... Sat. June 10, (daylight.)
NEW YORK TO GLASGOW
Parisian ..... Thurs. June 8, 2 p.m.

J. P. HANLEY, Agent, G.T.R. City Passenger Depot. J. P. GILDERSLEEVE, Clarence Street.

ARCHITECTS.

WM. NEWLANDS, ARCHITECT, Office, second floor over Mahood's drug store, corner Princess and Bagot streets. Entrance on Bagot street. Telephone 608.

ARTHUR ELLIS ARCHITECT, Office site of New Drill Hall, near corner of Queen and Montreal Streets.

POWER & SON ARCHITECT, MERchant's Bank Building, corner Brock and Wellington streets. 'Phone 212.

HENRY P. SMITH, ARCHITECT, etc., Anchor Building, Market Square 'Phone 245.

EDUCATIONAL.

MUSIC! MUSIC!

MISS BLYTH

FORMERLY OF WATERTOWN, N.Y., will open a studio for music at her home, 140 Union St., on May 11th. A limited number of pupils desired. Call Thursdays.

SUMMER SESSION

For Teachers and others during July and August

KINGSTON BUSINESS COLLEGE

LIMITED

Head of Queen St., Kingston, Ont.

All commercial subjects taught. Students admitted at any time. Expert professional teachers in charge. Write for catalogue and terms.

J. B. McKAY, President. H. F. METCALFE, Principal.

BUY UP TOLL ROADS

IS THE ADVICE OF COMMISSIONER CAMPBELL.

Province Will Pay One-Third the Cost And One-Third Original Cost of Extending These Roads to Outlying Townships.

It should not be assumed that because there was a small attendance at the meeting announced to take place at Harrowsmith Wednesday morning to consider the question to take part of toll roads, etc., the movement is unpopular. Quite the reverse is the case. The inclement weather alone was responsible for the small assemblage of farmers. The morning opened with showers, which continued steadily all day, and those who braved the elements and reached Harrowsmith in a half drowned condition are to be commended for their enthusiasm in behalf of a good cause.

The meeting was announced to take place at ten o'clock, but at the appointed hour not more than a half-dozen interested persons had put in an appearance. Half an hour later the number had increased to about a dozen, and these gathered in a hotel and discussed every subject in the calendar from bad weather and politics to horse racing and hog raising. Among the early comers was Good Roads Commissioner Campbell, who improved the fleeting time by taking a drive with J. L. Gallagher, M.P.P., and inspecting some roads surrounding Harrowsmith, and incidentally getting a drenching in the heavy rainfall. Finally, it was decided to postpone the meeting until one o'clock and after partaking of a hearty dinner, the dozen or so interested persons repaired to the town hall, where another hour was spent in the favorite pastime of the immortal Micawber, "waiting for something to turn up." By this time it had been pretty well decided to postpone the meeting until some day next week, to take place in the court house, Kingston, while the county council was in session.

Thomas Sproule, warden of the county, ascended the platform to offer this suggestion to the audience, which now numbered thirty-two persons all told. The proposed adjournment was received with favor, but it was suggested that, for the benefit of those who had braved the bad weather, and who may not have been able to attend a second meeting, Mr. Campbell consent to make a short address. The good roads commissioner was agreeable. Warden Sproule formally introduced Mr. Campbell, but before doing so took occasion to point out the need of free roads throughout the country. Toll roads, he said, were once a necessity, but that system had long since outlived its usefulness. The people should own and maintain the roads for the benefit of the general public.

Mr. Campbell began by saying that he found in Frontenac a system of toll roads, the abolition of which the people were more interested in than good road making generally. He had a short tour with Mr. Gallagher and had learned something about the local roads, the system of making them, the means employed in expending money for maintenance, and the results obtained. The question of how to make and maintain good roads was an important one, in which every ratepayer was directly interested, more particularly as to whether money and labor were well expended. There was not a better system than that of statute labor, properly enforced. The speaker did not know how the roads throughout the province would have been made had it not been for the pioneer system of statute labor. These roads are, for the most part, not as good as could be desired, and every user of them is anxious to see improvements made if the cost is no greater than at present. The statute labor system was one to be revered, because it had given good results in the past in building roads through the primitive forest. That system was formulated because it was the only one that could be employed in earlier days, but in latter days the spirit and letter of the law were not observed or heeded. It was marvellous to contemplate the vast amount of good work these pioneers performed under the statute labor system. If the same work was to be done to-day, the question generally asked would be "How much per mile will the roads cost?" In olden days the pioneer road makers did not have money at their command; they had only their labor to give, and of this they gave freely and cheerfully. They selected from among themselves a foreman whom they considered best adapted for the position, and under his supervision they worked faithfully and well.

A little later came municipal councils, which were able to create a little fund from taxes collected, and then the ratepayers began asking for grants to help along road building. Then, later on, there were some who held the opinion that councils should construct all the roads, and who refused to perform statute labor, while others considered statute labor days to be a sort of national holidays, set apart to have a good time and to sit around and talk politics. Such tactics have led to a prostitution of the law, until now it is the worst and most unjust system conceivable.

The speaker had a good word to say for those pathmasters who are competent, and who get the best results because they take a genuine interest in the work. Thus in all townships will be found stretches of roads which are well kept up and always in first-class condition, while other stretches are quite the reverse. In some districts road repairing is left until the autumn, and then the roads are found to be in shocking condition of irrepair, and ratepayers of that community then run to the council and demand a grant for the work they should themselves have performed. Thus the money of the people is misused and the roads kept up indifferently.

In the average township sixty-two pathmasters are appointed each year, and these are turned loose on the roads without any instructions from the council or general plan before them of performing work. Consequently a diversity of opinion exists as to the best method of road making, and no two pieces of road are made alike. The following year fifty per cent. of these pathmasters are changed, and new ideas come into force, and the result is no system, no unity, no continuity of a general plan and the outcome is a patchwork road.

Take up the system of making every man pay taxes according to his interest in the community, and if the money is judiciously expended, the result will be that in five years Frontenac will have the best roads in the country. Under the present system, it is the duty of every man to perform his statute labor so as to give the best results, in order that his beat may be the equal of all others in the township, and this labor should be expended in following a plan general in the township. The same system of roadmaking should be extended to adjoining townships. It is not fair to say you do not care what kind of roads the adjoining township may have as long as yours are good, as there are men in your township who may have to use the roads in the adjoining township more than those of the township within which he resides, over certain roads in outlying townl

If found impossible to get men to work out their statute labor as in the earlier days, then change the system to a tax, and compel each man to contribute to the township treasary according to his interest in the community, and have the money judiciously expended throughout the whole township. The plan should be to expend the money through the agency of some wise, level-headed commissioner, who has sense enough to know that a road is as good only as the worst spot in it. It does not require the service of a civil engineer to determine how a piece of waggon road should be constructed, but rather the exercise of common sense. At present where sixty-two pathmasters are appointed in a township, there are sixty-two systems of road making employed. A general system should be adopted and applied to all portions of a township, and all townships. There is so much nonsense about the present statute labor system, that it has been reduced to a mere farce.

Representatives of townships should get together, talk over road making and devise a plan that will give results, so that each year's work will add a step towards perfection. Farmers cannot afford to be taxed higher than at present for road making. Look over the cost of road making in the past ten years, and compare it with the results obtained. In that period 169,840 days of statute labor have been expended on the roads, and in addition municipal councils have spent $102,108; the two combined represent an expenditure of over a quarter of a million dollars. Probably fifty per cent. of the expenditure within the past ten years was wasted. If the present method of road building is continued, the same condition now existing will remain a hundred years hence.

Road making should be the first consideration of townships and county councils. Not more money is required, but a better system of expending the money at present available. What is needed is the employment of men who will make it a business to see that the work is properly done. Take one-half the money at present available and pay it to one good man to expend the other half, and he will quadruple the results. Hire a competent pathmaster or commissioner to look after the roads, and in five years you will be astonished at the results, and will wonder why you had not taken up the system years before.

At present stone is spread this year and washed off next. It is absolute nonsense and a waste of money to continue the present system, but do not commute statute labor until a satisfactory system is worked out that will provide for the expending of money in a manner that will produce the best results. There is an amount of first-class material for road making in Frontenac. The county council should own a rock crushing machine and other road making machinery. Farmers could pile up stones at intervals along the road, and the crusher could come along and reduce these to macadam, then farmers would have some material with which to work in making repairs to roads. A barrowfull of stone here and there now, will save a waggon full or two hereafter. There should be only one pathmaster in each township, and he should be a good man.

The drainage of roads is imperative, just as much so as the drainage of a dwelling house. Drain the foundation by ditching each side; then provide outlets for these ditches; crown the roads so that the water will flow into the ditches, and crown with a coating of material impervious to rain. Six inches of stone properly spread, is much superior to sixteen inches thrown on loosely. Do not think of raising more money, but of adopting a system for the better expending of that at present available.

The speaker expressed surprise at finding so many toll roads in Frontenac. With all other roads in the county free, why should a few be toll? The good old county of Frontenac should have been one of the first to lead in free roads, instead of clinging to the original primitive system. Frontenac maintains six toll roads, embracing a distance of thirty-five miles, all included in the three front townships. In the event of the county purchasing these toll roads, the provincial government will pay one-third the cost, and in addition will pay one-third the original cost of extending these roads to those townships wherein toll roads do not exist, but which will be called upon to bear a portion of the financial burden involved in the purchase of those now existing. The council would have to extend these roads by taking over certain roads in outlying townships and maintaining them as county roads. Arbitrate the value of these toll roads and take them over. Get the township reeves to come together and talk the matter over and formulate a scheme. To compensate back townships, a cash bonus towards roads could be made by the county, or the county could assume certain of the township roads and maintain them as county roads. The council has the right to borrow money up to two per cent. of the total taxable value of property in the county, to purchase these roads, and a direct appeal need not be made to the ratepayers for permission. The county could purchase two or three sets of road making machinery and loan them to the townships, who would have to pay the cost only of the expert roadmakers in charge. Crush stone in the autumn for use in the spring. If such a system is followed, the county would have better roads macadamized, drained and maintained for the present income, and within five years the tax for road making could be reduced.

Applause was extended the speaker as he concluded his interesting address.

Dr. Edwards, county clerk, maintained that toll roads were no longer a necessity, and the people were standing in their own light in tolerating them. At present thirteen families are being maintained at that number of existing gates, Computing the living expenses of each family at the low figure of $200 a year, gives a total of $2,600, and that sum expended on roads would be most beneficial to the farmers. In the past twenty-five years more money has been expended in tolls than would pay off the consolidated debt of the county. Frontenac should adopt the same system as Hastings, where there are maintained about 400 miles of county roads. In four or five years the consolidated debt of the county will have been paid off, when 3½ mills will then be available for the maintenance of county roads.

At the conclusion of Dr. Edwards' address, a vote of thanks to Mr. Campbell was moved by County Councillors Pillar and Stoness, and in returning thanks, Mr. Campbell said he would come at any time and assist the county council in devising a scheme for the expropriation of the toll roads.

On motion of James Keeley, Railton, seconded by Dr. Edwards, it was decided to call another public meeting in the court house, Kingston, on Thursday, 15th inst., at 2 p.m. Mr. Campbell will be present and deliver an address.

Other speakers who addressed the meeting were: County Councillors Stoness, Freeman, Pringle and Pillar. Councillor Pringle approved of free roads, but would not favor the purchase of the toll roads until the county was free of debt. Councillor Freeman took the ground that if the county was obliged to take over the Loughboro Lake bridge, the county should, in that event, purchase the Perth road, continuing toll gates until such time as the present consolidated debt is wiped out.

Councillor Pillar considered the advice given by Mr. Campbell very timely, and no doubt if the county could follow out his suggestions, good roads would soon prevail and in a few years taxation would be reduced.

Councillor Stoness expressed himself as a "free roader," but would not go so far as to purchase the toll roads at any price.

Mrs. Hurst, Pine Street,

Tells of the Great Change Dr. Chases's Nerve Food Has Brought About in the Condition of Her Health.

Mrs. James Hurst, 159 Pine street, Kingston, Ont., states: "I frequently had distressing dizzy feelings in my head with pains in my back. About two months ago I began a treatment with Dr. Chase's Nerve Food and it was not long before I noticed a great change in my condition. I rest and sleep well now and get up refreshed in the mornings. The pains in my head and back do not bother me any more. I am firmly convinced that this preparation is thoroughly and permanently curing me and that my system is much benefitted by its use."

Use Dr. Chase's Nerve Food regularly, and it will not be long before the wasting process will be overcome and the work of reconstruction begun. Note your increase in weight as strength and vigor are being restored.

Dr. Chase's Nerve Food, 50 cents, at all dealers, or Edmanson, Bates & Co., Toronto.

MONTREAL CONFERENCE.

Rev. J. B. Hicks for Princess Street Church.

The following changes were made in the first draft by the stationing committee of the Montreal Methodist conference:

Montreal district—Mountain street—H. S. Osborne, B.A., B.D. Montreal West, W. P. Boshart. Three Rivers, R. Robinson. Hudson, Daniel Wyman. Arundel and Ponsenby, E. R. Howard.

Kingston district—Princess street, (Kingston); J. B. Hicks; Elginburg, W. K. Shortt; Battersea, John A. Waddell; Gananoque, William Timberlake; Gananoque East, J. Cornell.

Brockville district—Mallorytown, F. H. Sproule; Lansdowne, G. C. Wood; Algonquin, F. W. A. Meyer; Elgin, E. W. Crane; Morrisburg, W. Howitt; Matilda South, J. B. Howe; Inkerman, Isaac Hall; Grantberg, T. Roy; Cornwall, George Edwards.

Perth district—Perth, Dr. Benson; Easton's Corners, W. Perley; Wolford, W. Williamson.

Pembroke district—Braeside, T. W. Armstrong; Shawville, W. S. Lennon.

Ottawa district—Ashton, Andrew Fairbairn; Manotick, Dr. Larmour; Metcalfe, C. D. Baldwin.

Quebec district—Quebec, George H. Williams; Windsor Mills, George H. Fisher; Cookshire, E. R. Kelly; East Angus, D. W. Pomeroy; Ulverton, G. A. Bell.

Stanstead district — Stanstead, George S. Clendennin; Beebe Plain, Manly Brundage; Georgeville, David Bull.

Waterloo district—Waterloo, J. W. Davidson; Knowlton, William Smith; Cowansville, W. T. Brown; Brome, A. Galley.

Huntingdon district—St. John's, W. B. Tucker; Kensington, Marvin S. Robinson; Ormstown, E. W. S. Coates.

Perfect Soda Water.

Ours is perfect because we manufacture it with scrupulous care. Everything we use is pure and fresh. Our soda water is as cold as ice can make it. We use nothing but pure fruit juices. Pure ice cream and large, thin glasses. Wade's Drug Store.

High grade candy, Huyler's and McConkey's. Gibson's Red Cross Drug Store.

The King of Coffees

"Seal Brand" is the pick of the plantation. Only the large, perfect berries, from the finest coffee districts, are imported.

In 1 and 2 pound tins—sealed to preserve the perfect quality.

"Seal Brand" Coffee

Chase & Sanborn, - Montreal.

"2 in 1" "3 in 1"

These are the NEWEST and BEST in

WASHBOARDS,

They are scientifically constructed on a new basis. An examination of the crimping of the zinc will convince the most skeptical that in using these Washboards the VERY BEST RESULTS can be obtained with the LEAST POSSIBLE LABOR.

Ask your Grocer for one of these brands and give it a trial.

THE E. B. EDDY COMPANY, LIMITED. HULL, CANADA.
J. A. HENDRY, AGENT, KINGSTON.

Russets Are Ripe

If you want to be strictly up-to-date in your Footwear you must wear Chocolate or Tan Shoes

Tan Shoes for men, all the newest shapes, $3.50 to $5.

Chocolate and Tan Shoes for women, newest styles, $1.50 to $3.75.

Chocolate and Tan Shoes for misses, $1 to $2.25.

Chocolate Shoes for children, 75c. to $1 50.

Tans! Tans! Tans!

Wear them and be up-to-date.

J. H. Sutherland & Bro.

The Canadian North-West.

HOMESTEAD REGULATIONS

Any even numbered section of Dominion Lands in Manitoba or the North-West Territories, excepting 8 and 26, which has not been homesteaded, or reserved to provide wood lots for settlers, or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over 18 years of age to the extent of one-quarter section of 160 acres, more or less.

ENTRY

Entry may be made personally at the local land office for the district in which the land to be taken is situated, or if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, or the Local Agent for the District in which the land is situated, receive authority for some one to make entry for him. A fee of $10 is charged for a homestead entry.

HOMESTEAD DUTIES

A settler who has been granted an entry for a homestead is required by the provisions of the Dominion Lands Act, and the amendments thereto, to perform the conditions connected therewith, under one of the following plans:

(1) At least six months' residence upon and cultivation of the land in each year during the term of three years. It is the practice of the Department to require a settler to bring 15 acres under cultivation, but if he prefers he may substitute stock; and 20 head of cattle, to be actually his own property, with buildings for their accommodation, will be accepted instead of the cultivation.

(2) If the father (or mother, if the father is deceased), of any person who is eligible to make a homestead entry under the provisions of this act, resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of this act as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.

(3) If a settler was entitled to and has obtained entry for a second homestead the requirements of this act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead, if the second homestead is in the vicinity of the first homestead.

(4) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of this act as to residence may be satisfied by residence upon the saidland. The term "vicinity" used above is meant to indicate the same township, or an adjoining or cornering township. A settler who avails himself of the provisions of Clauses (2), (3) or (4) must cultivate 30 acres of his homestead, or substitute 20 head of stock, with buildings for their accommodation, and have besides 80 acres substantially fenced. The privilege of a second entry is restricted by law to those settlers only who completed the duties upon their first homesteads to entitle them to patent on or before the 2nd June, 1889. Every homesteader who fails to comply with the requirements of the homestead law is liable to have his entry cancelled, and the land may be again thrown open for entry.

APPLICATION FOR PATENT

Should be made at the end of three years, before the Local Agent, Sub-Agent or the Homestead Inspector. Before making application for patent, the settler must give six months' notice in writing to the commissioner of Dominion Lands at Ottawa of his intention to do so.

INFORMATION

Newly arrived immigrants will receive at the Immigration Office in Winnipeg or at any Dominion Lands Office in Manitoba or the North-West Territories, information as to the lands that are open for entry, and from the officers in charge free of expense, advice and assistance in securing lands to suit them. Full information respecting the land, timber, coal and mineral laws, as well as respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Immigration, Winnipeg, Manitoba; or to any of the Dominion Lands Agents in Manitoba or the North-West Territories.

W. W. CORY, Deputy Minister of the Interior.

N.B.—In addition to Free Grant Lands, to which the Regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from railroad and other corporations and private firms in Western Canada.

CHOCOLATES!

Ganong's Canadian C. B. Chocolates

Are High Class. Only 50c. per lb.

A. J. REES, Princess St.