

TRAVELLING.
KINGSTON & PEMBROKE RAILWAY
 IN CONNECTION WITH
Canadian Pacific Railway

\$45.10

PACIFIC COAST
 Vancouver, Victoria, Seattle, Tacoma and Portland.
Second-Class One-Way
 Daily Commencing March 1

KINGSTON—OTTAWA
 Leave Kingston, 12.01 p.m., arrive Ottawa, 5 p.m.
 Leave Ottawa, 10.45 a.m., arrive Kingston, 3.55 p.m.
 Full particulars at K. & P. and C. P. Ticket Office, Ontario St., Phone, 50. F. CONWAY, Gen. Pass. Agent.

RAY OF QUINTE RAILWAY.
 Train leaves union station, Ontario street, 8 p.m. daily (Sundays excepted) for Tweed, Sydneyham, Nanapan, Deseronto, Bancroft, and all points north. To secure quick service to Bancroft, Maynooth, and points on Central Ontario, route your shipments via Bay of Quinte Railway. For further particulars, apply to R. W. DIGKSON, Agent, Phone, No. 2.

Royal Mail Train
 via
INTERCOLONIAL RAILWAY
Maritime Express

Famed for excellence of Sleeping and Dining Car service. Leaves MONTREAL 12 noon daily, except Saturday for Quebec, St. John N.B., Halifax.

FRIDAY'S MARITIME EXPRESS
 Carries the EUROPEAN MAIL and lands Passengers and Baggage at the side of the Steamship at Halifax the following Saturday.

Intercolonial Railway uses Bonaventure Union Depot., Montreal making direct connection with Grand Trunk trains.

For timetables and other information, apply to Montreal Ticket Office, 130 St. James Street, or

General Passenger Department
 MONCTON, N.B.

FRONTENAC BUSINESS COLLEGE
 Clergy street, Kingston, Phone, 680.
 T. N. STOOKDALE, Principal.

GOOD SALARIES
 Go Only to the Well Trained
 Our High-Grade Courses never fail to bring success to our graduates. Day and Evening Classes, and Moderate Rates.

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GRAND TRUNK RAILWAY SYSTEM
 Low One Way Colonist Fares to Pacific Coast

On sale daily, until April 30th, 1909 at the following rates from Kingston.
 VANCOUVER, B.C. \$45.10
 VICTORIA, B.C. \$45.10
 SEATTLE, WASH. \$47.05
 PORTLAND, OREG. \$47.05
 SAN FRANCISCO, CAL. \$46.05
 LOS ANGELES, CAL. \$46.05
 SAN DIEGO, CAL. \$46.05

Lowest Rates to Bermuda

From New York every Wednesday, at 10 a.m., S.S. "Trinidad" 2,600 tons, \$20 and up.
 From New York every Saturday, at 10 a.m., S.S. "Bermudian" 5,500 tons, \$30 and up.

NEW YORK TO WEST INDIES
 New Steamer "Guiana," 2,700 tons with all up-to-date improvements, S.S. "Parina," 3,000 tons, S.S. "Krona," 3,000 tons, sail from New York every alternate Wednesday, for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia Barbadoes and Demerara.

Royal Mail Service

MONTREAL TO LIVERPOOL—Corsican, May 7th and June 4th; Virginian, May 14th and June 11th; Victorian, May 21st and June 18th; Victoria, May 28th and June 25th.

RATES OF PASSAGE—First-Class, \$77.50 and upwards; Turbine Steamers, \$87.50 and upwards; Second-Class, \$45.00, \$47.50 and \$50.00, according to steamer. Steamers on this service fitted with wireless telegraph and submarine signalling system.

MONTREAL TO GLASGOW—Ionian, May 8th and June 5th; Granplan, May 15th and June 12th; Pretorian, May 22nd and June 19th; Hesperian, May 29th and June 26th.

RATES OF PASSAGE—Granplan and Hesperian, First-Class, \$67.50 and up; Pretorian, Second-Class, \$45.00 and \$47.50; Ionian, and Pretorian, "One Class Cabin" (second cabin), \$42.50 and up.

MONTREAL TO HAVRE AND LONDON—Steamers on this service carry "One Class Cabin," (second cabin) passengers, at moderate rates. For full particulars, apply to ALLAN LINE, Local Agents, Kingston.

James Campbell, TAILOR,
 109 BROCK STREET.

Ladies' and Gentlemen's garments made, pressed and repaired by modern methods. Prices moderate. Goods called for and delivered.

OUR ROOSTER BRAND OF TOBACCO

Smoking and Chewing at forty-five cents a pound, is a good tobacco. Why not eighty-five cents. Andrew Maclean, Ontario street.

THAT AWFUL PAIN IN THE BACK

Is a Sure Sign of Congestion of the Kidneys. Take "Fruit-a-Lives!" Lots of men, and women too, are limping about the house—groaning in easy chairs—or tossing about the bed—because of that nagging pain in the back. The old standbys—hot vinegar, porridges, plasters, liniments, etc.—don't do any good any more. You see, you are a bit older now. The kidneys are not as strong as they used to be. And even those "blistering" liniments and plasters won't stimulate the kidneys. Your trouble is kidney trouble. The kidneys are not diseased, they are over-worked and strained. The bowels and skin—which help the kidneys to rid the system of waste matter—have not been doing their share of the work. The kidneys have had to do too much. What you need is a medicine to cure the bowels, liver and skin. This medicine must cure the Constipation by acting on the liver and thus make the bowels move regularly and naturally. This medicine must heal and strengthen the kidneys, and thus relieve the congestion. "Fruit-a-Lives" is this medicine. It is the most effective Kidney Remedy known, and keeps these vital organs in a vigorous, healthy condition. For aged people, for those who work hard, for tired-out women, "Fruit-a-Lives" never fails to stop that severe pain in the back and build up the whole system. 50c a box, 6 for \$2.50, or trial box, 25c. At dealers or from Fruit-a-Lives Limited, Ottawa.

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Boils and Pimples

Are caused entirely by the blood being in an impure condition, and the quickest and simplest way to get rid of them is to take a few bottles of Burdock Blood Bitters.

This purely vegetable remedy has cured thousands of cases of these painful and unsightly troubles during the past thirty years.

Mr. S. J. Weir, River View, Ont., writes:—"Last summer I had nineteen boils on my neck and back. I was doing work for over two weeks. I took every thing I could think of but to no effect. I got a bottle of Burdock Blood Bitters and before I had used half the bottle the boils were gone. I took the rest of it, however, and I have not had a boil since."

LOOK THROUGH THE HOUSE AND SEE

If you have anything you would like to turn into money, I will buy one of all the things you have there. Old fashioned furniture and bric-a-brac a specialty. A post card will bring me.

L. Lesse,
 Cor. Princess and Ghatam Sts., Kingston, Ont.

SAVE MONEY
 BY HAVING WALL PAPER CLEANED.

Looks good as new. Costs Little. Estimates on any branch of painting and decorating, bronzing gas fittings, radiators, etc., a specialty.

C. R. COMPTON,
 Painter and Decorator,
 23 Frontenac street.

Wood's Phosphodine
 The Great English Remedy
 Tones and invigorates the whole system, cures nervous debility, restores blood in old veins, cures Nervous Debility, Neuralgia and Brain Worry, Rheumatism, Lumbago, Constipation, Spasmodic Cough, and Effects of Abuse or Excessive Use of the System. One will soon see its value. Sold by all druggists or mailed in plain package on receipt of price. New pamphlet mailed free. The Wood Medicine Co., Toronto, Ont.

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BOAT WAS ATTACKED
HOW CORPORAL DONALDSON MET HIS DEATH.

Enormous Herd Found—Deceased and Corporal Reeves Went to Shoot Them—Their Boat Surrounded and Upset by Enraged Bulls.

Winheg, March 19.—Details of the tragic death of Corporal Donaldson, a member of Inspector Pelletier's northern patrol, were learned today when he and inspector and several of his men reached the city after one of the longest and most arduous trips on record.

Donaldson's home was at Aylmer, Ont. He met his death while cruising off Cape Fullerton, 500 miles beyond Fort Churchill. Corporal Reeves started from Fullerton bound for Churchill in a forty-four-foot H. B. raucing yacht, accompanied by an Eskimo named Ford. They made the cruise and arrived eventually at Marble Island, some miles down the coast from Cape Fullerton. The Eskimos have a tradition regarding this island. They believe it to be a great iceberg, formed by some spirit into stone of a secular opaque whiteness. No Eskimo will make a landing on its shores.

When the boat and her crew came within striking distance of the island Donaldson suddenly called Reeves' attention to what seemed to him, a strange phenomenon. Reeves strained his eyes and he, too, seemed to see the island moving up and down in the water. So marked was the illusion that the two officers called the Eskimo to look. Ford at once cried out that what seemed to make the island move was the presence of an immense herd of walrus. As they drew closer the huge animals were easily distinguished, and Donaldson determined to get near the herd. He took his rifle and try a shot at them.

The yacht lay by and the ill-fated officer set out alone in the dinghy with his rifle. Soon he was close to the great herd, firing right and left. He killed or wounded several of the walrus, and then the herd, becoming hot, he started to pull back to the yacht. By this time the entire herd of a thousand or more was thoroughly alarmed and excited, and Donaldson had trouble in getting back to the larger boat. There he was aided by Reeves and together they set out to skin the edge of the herd and secure the tusks and heads of the slain animals.

To their dismay, when they got well towards the visible edge of the herd terrific roars and snorts in the icy water astern of their little craft warned them that they were encircled. Fuge bulls kept rearing suddenly all about them, and with four sets of tusks in the bottom of their boat the two men decided to pull for the yacht again. They had hardly started when an enraged bull came up with a bottle of Burdock Blood Bitters and before I had used half the bottle the boils were gone. I took the rest of it, however, and I have not had a boil since."

DO SOMETHING USEFUL.

Austen Chamberlain and His Old Nurse.

Westminster Gazette.

Austen Chamberlain, at a private meeting in Birmingham, has told an excellent story against himself. When he left Alma Mater he travelled on the continent for some months, and then returned home, seriously to adopt politics. He had been at Highbury only a few days when he met his old nurse, who, delighted to see him, inquired as to the kind of profession he proposed adopting. "Oh," he said in reply, "I'm going in for politics." "For politics?" was the exclamation of the old lady. "Oh, Mr. Austen, I should have thought you in the family, your father and Mr. Richard, enough to go in for something useful?"

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Smallpox At Odessa.
 Odessa, March 20.—In reference to a statement in Thursday night's issue of the Whig, no small-pox in Odessa, there seems to have been a misunderstanding as to the provincial inspector's report, in saying that we have fifteen cases of small-pox here. On reading that, then asking the board of health here, we find four houses placarded, with twenty-four people (young and old in them), eight cases of, as the inspector put it, a very mild type of small-pox, and to date no new cases reported since the 15th inst. Those on hand (the patients) are able to be around the houses as usual none confined to their bed. Bath and Yankee bread carts are making their usual trips here.

Opeongo Happenings.
 Opeongo, March 20.—The men from Shamrock are still hauling ties to the Opeongo siding. H. Carl and son are cutting wood for Mr. Culhore. Quite a few of the villagers are getting their next winter's wood cut. H. Courtney has left this neighborhood looking for work. Mr. Doyle and Mr. Wright have returned home from Whitney shanty and are looking well. Miss Mary Culhore has returned home from a four weeks' visit at her aunt's in Ottawa. The social date in the school house here, under the able management of the teacher, Miss Stuart, was a grand success. Visitors Ross McVeir, of Calumet, Que., in at his grandparents, Mr. and Mrs. L. King, of Ottawa, and two children. Mr. L. King, of Ottawa, and his wife, they expect to return to Ottawa in a couple of weeks, accompanied by her grandmother, Mrs. L. King.

Not A Promising Success.
 Montreal Gazette.
 Statements published at Toronto give the length of the Temiskaming & Northern Ontario railway—the province's road—operated last year as 191 miles. The cost of construction was \$13,441,704, of which \$9,651,000 represented the price of the operating sections. The transportation earning were \$975,065 and the operating expenses \$888,397. This left net earnings of \$86,668. There were received royalties of \$134,820. Out of the total of these two surpluses the commissioners turned over to the treasury of Ontario \$350,000, or nearly enough to pay interest at 3.80 per cent. of the cost of the operated road. The passenger fares averaged 2.43 cents per mile, and the freight earnings 1.37 cents a ton a mile, rates calculated to make corporation owned railway managers envious. These facts are interesting, among other things, as showing that the classification of the road's refer to as a great commercial success is at least premature.

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