

# ROYAL BAKING POWDER

**Absolutely Pure.**

This Powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight, alum, or phosphate powders. SOLD ONLY IN CANS. ROYAL BAKING POWDER CO., 106 Wall Street, New York.

Direct From the Mill

100 DOZEN

## -HOSIERY-

—AT—

Murray & Taylor's.

This is a Job Lot just received and bought direct from the manufacturers. The goods are slightly damaged and will be sold at 8 and 10c a pair, and worth from 20c to 25c.

This is a Genuine Bargain. We bought the lot and have them in both Ladies' and Children's sizes.

Call early and secure a choice at

Murray & Taylor's,

176 PRINCESS STREET.

May 3.

### INSURANCE.

#### Liverpool And London And Globe INSURANCE CO'Y.

One of the best and Safest companies doing business in Canada. Insurances effected at as low rates as any other good Company. Invested Funds, \$55,300,700. Net income for the past year was \$3,854,390. This enormous Premium Income ought to convince assured of the desirability of placing their insurance in a Co'y so perfectly secure. The Company still maintains its claim to doing the largest Fire Business in the world. The Company has actually paid since its incorporation the following large sums:—  
For Fire Losses.....\$2,040,285  
For Life Losses.....\$5,890,225

THOMAS BRIGGS, Agent.

#### SUN LIFE ASSURANCE COMPANY.

How many of those ladies and gentlemen who insure their lives read their policies through; and how many of these will remember, ten years from now, the numerous conditions found on most policies! The insured may, at the time of death, be unconsciously breaking one of these conditions. Then how much better the policy without them. The "SUN" is ABSOLUTELY unconditional policies and is noted for its prompt settlements. For information apply to

E. C. HILL, AGENT,  
April 6. 457 PRINCESS ST.

#### THE AYNA INSURANCE COMPANY, HARTFORD CONN.

Cash Capital.....\$4,000,000.00  
Total Assets, January 1st, 1888.....\$3,902,272.90  
Losses paid in 43 years.....\$3,400,000.00  
The leading Fire Insurance Company on the Continent. Its Annual Premium Receipts in Canada and the United States are larger than those of any other Company, and it has an unblemished record of 43 years.

August 8. JAMES SWIFT, Agent

#### GUARDIAN ASSURANCE COMPANY.

Subscribed Capital.....\$2,000,000  
Total Invested Funds upwards of.....\$3,901,000  
Insurances against Losses by Fire accepted at the lowest current rates and claims settled without reference to the Board at London.

W. H. GODWIN, Agent for Kingston,  
Mch. 18. BRITISH WHIG OFFICE.

#### ALLAN STEAMSHIP LINE.

J. P. GILDERSLEEVE, Agent,  
42 CLARENCE STREET

April 19.

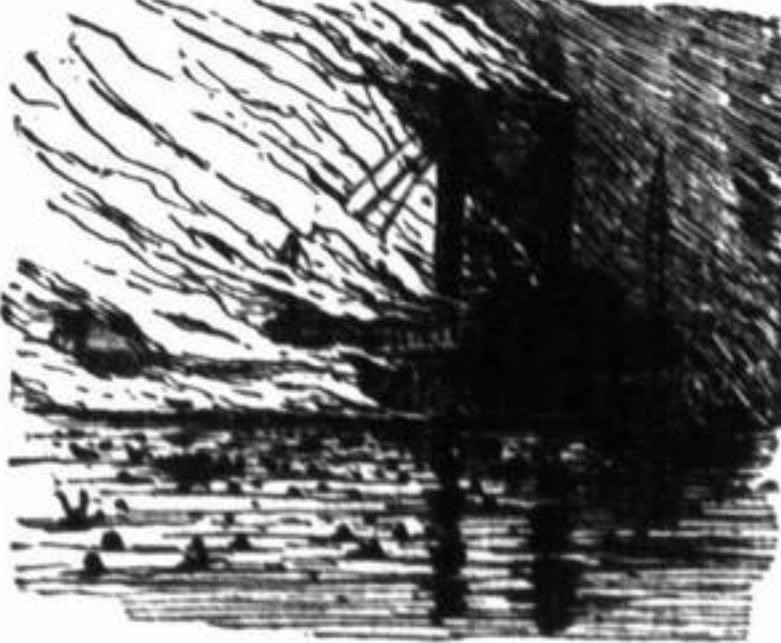
**NASAL BALM**  
SOOTHING, CLEANSING, HEALING.  
It Cures **CATARRH**, Cold in Head, RAY FEVER.  
STOPS Discharges from Nasal passages in the throat and excessive expectoration caused by Catarrh. Sent pre-paid on receipt of price, 50c, and \$1. Address **FULFORD & CO., Brockville, Ont.**

### A RIVER HORROR.

#### THE FRIGHTFUL EXPLOSION OF THE STEAMER SULTANA.

A Disaster Unique in the Annals of Casualty—The Cause Still a Mystery. Hundreds Perished Outright—Moving Story of a Survivor.

The tragic fate of the steamer Sultana on the Mississippi river, just above Memphis, on April 27, 1855, was one of the most appalling chapters in the history of the civil war. On the morning of the 21st the Sultana, from New Orleans, with a capacity of 370 passengers and crew numbering 110. Her boilers were leaking badly, although they had been pronounced good just before leaving St. Louis on her downward trip, and the engineer refused to proceed until they were repaired. That was done by competent mechanics, and to the satisfaction of the boat's chief engineer. She lay at Vicksburg altogether about thirty-three hours. She was boarded by 1,006 Union soldiers and 35 officers, just released from Andersonville and Cahaba prisons, making a total of 2,141 persons, six times her carrying capacity. The soldiers were mostly from Ohio and Indiana regiments. It is needless to say that they were huddled together like sheep in the shambles. Many of the soldiers were yet suffering from wounds received in battle, and most of them were sadly emaciated from starvation in the prison pens, where they had been confined for weeks, but now they were en route home; the cruel war was over, and the visions of loved ones and dear, familiar scenes filled them with childish joy. Memphis was reached on the 26th. After coaling the steamer proceeded. So far the presence of danger was not manifest, nor was it in the least anticipated, but in the darkness that follows midnight, precisely at 2:30 a. m., just opposite Tagleman's landing, eight miles above Memphis, the steamer exploded her boilers with terrific force, and in a few minutes had burned to the water's edge. No adequate cause has ever been assigned for the explosion. The steamer had proper certificates of worthiness, and was running at her usual rate of speed, nine or ten miles an hour. Mr. Robery, the chief mate, who had charge of the boat at that hour, and who was among the survivors, was in the pilot house with Mr. Clayton, the pilot. No peril seemed imminent, and the event still wears an air of mystery.



THE SULTANA DISASTER. (From an old cut.)

The scene that followed the explosion was horrible beyond expression. It was of short duration, as the glare that illumined the sky and made visible the awful despair of the hour soon died away, while darkness more intense than ever settled down upon the floating hulk, and the victims of the disaster, maimed or scalded, were borne down by the upswelling flood, covered with the bodies of the dead and dying. None, apparently, remained unhurt. This casualty takes a solitary place in history; but it transpired just at a time of intense excitement connected with Lincoln's assassination, and it was somewhat overlooked. Of the 2,141 on board only 786 were afterward found, 1,355 having perished.

Perry Summerville, of the Second Indiana cavalry, has told the story of his experience in this terrible affair, as follows:

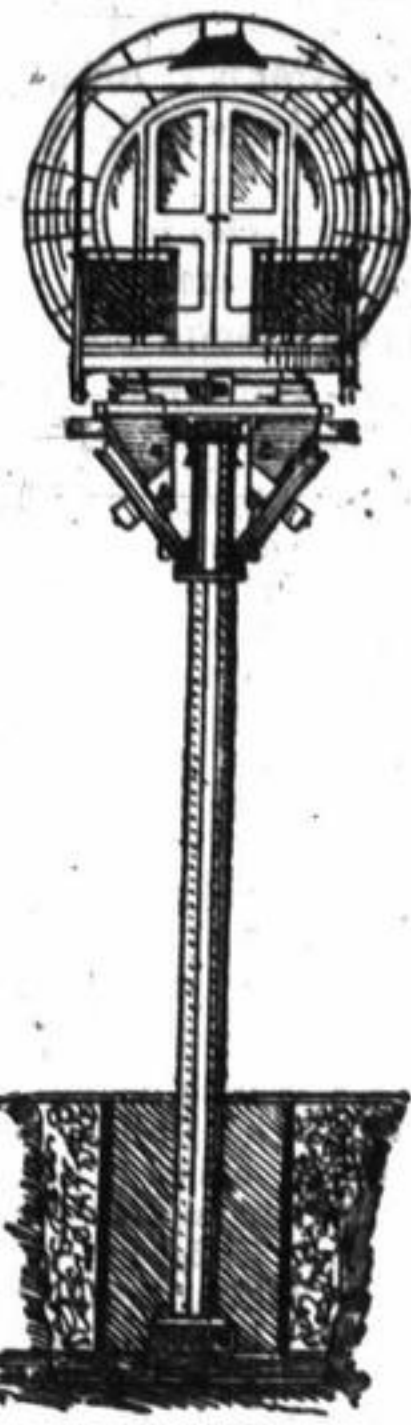
"My quarters were on the cabin deck, on the guard, to the left, over and opposite the boilers. We got to Memphis on the evening of April 26. There the steamer unloaded a large amount of sugar, after which she ran up to the coal barge and was taking in coal, and that was the last I knew until I found myself in the river. In the explosion I must have been thrown fully 100 feet. I sank only once. My first thought was that the steamer was running close to shore and that I had been dragged off by a limb. I was very much excited for a few minutes, and then I struck out for the steamer. I had no sooner done so than I saw something was wrong on board. I could see steam and fire and hear screams and groans proceeding from the boat and the passengers, so I began to swim down stream. I had not gone far before the boat was wrapped in flames. The scene that followed beggars description. Hundreds of passengers, suddenly roused from peaceful sleep, bruised or scalded by the explosion, or starved or starvation in prison, were throwing or dragging themselves from the burning boat into the deep, swift river, there, many of them, to find watery graves. The utter despair and confusion of the hour were unfadingly wrought on my memory; but I cannot paint the picture, and must leave it to the imagination of the reader. In swimming down the river—I should have drowned had I not fortunately got hold of a rail—I could see the timber on either bank, but could not make it to shore. About two miles above Memphis I succeeded in adding a large plank to my rail, which I drew across the front end, holding to the rail with my feet and the plank with my hands. I lay so near the surface I suffered extremely from cold. I was picked up at Memphis, my rescuer being a colored man, and placed on board a boat. I had been two hours in the river, and was so chilled and numb when rescued that I could not stand. Besides, I had been scalded on the back and bruised on the breast in the explosion, from the effects of which I spat blood for some time. I well remember my experience in the water. Two miles below the scene of the explosion a gun-boat passed us, going up the river. The many victims of the explosion that were close to it failed to attract attention; at any rate, the boat did not stop. A little later on I heard a horse coming down the river. When he came close enough I distinguished at least a dozen men clinging to him. I kept clear of the horse, or rather the men, for fear of losing my rail. The poor animal was swimming down stream, but whether or not those who clung to him were ever rescued I have no means of knowing. I was finally overtaken by Jerry Parker, of the Second Michigan cavalry, who for quite a distance swam by my side. All knew Jerry, who was a great favorite. He was astride a barrel, and was as good humored as ever, at least circumstances considered. We would have cheered him, his presence so inspired us, but, of course, that was impracticable. We were together for quite a while, our company getting larger as time as the current bore us down. Jerry told us to be of good cheer, saying we would all be rescued. I am glad to say he was among the number saved."

Jan. 1, 1886, a portion of the survivors met at Fostoria, O., and effected a permanent organization, with a view to holding anniversary reunions, the first of which took place at Toledo, O., April 27, 1886; the twenty-first anniversary, and the second, at Dayton, O., April 27 of the present year.

### A NEW RAILROAD IDEA.

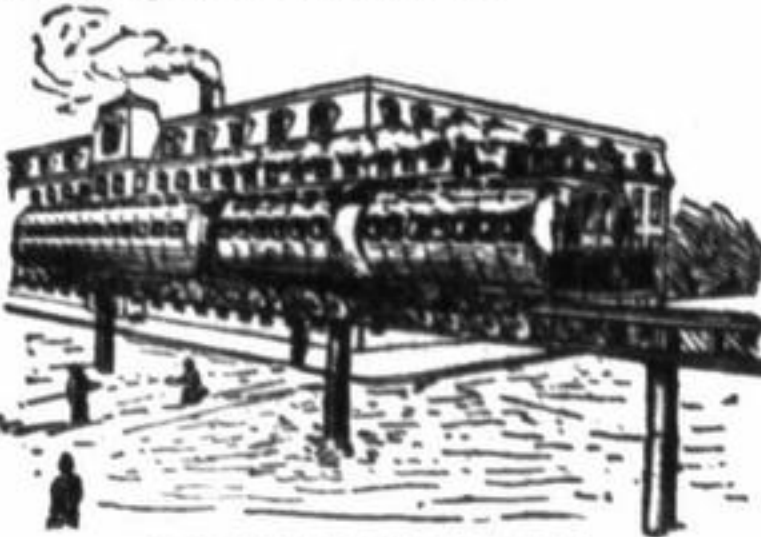
The Brilliant Conception of Engineer Joseph V. Meigs, of Boston.

Are we on the eve of a revolution in railroad carriage? Engineer Joseph V. Meigs insists that we are, and gives some interesting facts and figures to prove it. For some years his scheme for an elevated railway, on a single line of posts, supporting cars to run on inclined wheels and be driven by horizontal wheels, has been discussed by the few and vaguely known to the many; and now he has a short experimental line in operation at East Cambridge, Mass., where he says he has proved by hundreds of tests that his cars can run around curves of only fifty feet radius and up grades three times as steep as the steepest on ordinary roads. It is scarcely possible to overestimate the advantages of a railroad thus elevated, if safe and practicable; it would at once relieve us from snow blockades, washouts, danger to cattle or persons crossing the track, dust and many other dangers and discomforts. But is it practicable and safe? A history of the enterprise, with a brief description in connection with the cuts we present, will enable the reader to form a judgment on these important questions.



END VIEW.

Mr. Meigs says that he conceived the idea of such a railroad in 1857, but was near twenty years in perfecting it. In 1879-80 he formed an association to push it; in 1881 he made application to the Massachusetts legislature for a charter, but was overwhelmingly defeated. Three years of hard work secured him the approval of the legislature; but in the meantime an influential section of Boston had been converted to his views and 64,000 citizens signed a petition for a charter. This provided for the organization of the "Meigs Elevated Railway company," to construct a road from Bowdoin square, in Boston, to the city of Cambridge, restricting the widest part of the track to twenty-two and one-half inches, and providing strictly that such road should not be built until its safety had been proved to the board of railroad commissioners or competent engineers appointed by them. To convince them and other doubters the experimental track at East Cambridge was erected. This consists of a level way abruptly changing to a grade of 190 feet to the mile upon a half circle or horseshoe curve on a radius of only fifty feet. Indeed, so short is the curve that a long passenger car going around it: has its middle section almost entirely off the track, the trucks following around the curve, while the car, of course, remains straight. Almost every observer, and not a few engineers, said that an engine of thirty tons, with a tender, drawing a car longer than the radius of the curve, and the train occupying 106 of the 157 feet in the half circle, could not possibly make such a turn, much less ascend a grade of 190 feet to the mile. Yet it was done—once, but many hundred times. The adhesion of engine and cars to the track is secured by inclined wheels, grooved to set on projecting edges below the center of the car, as well as by horizontal wheels.



MEIGS ELEVATED ROAD.

Our first engraving shows the end of a car on the track, also the trucks, the post and its setting. Observe that the truck wheels stand at an angle a little above 45 degs.; that they are deep grooved instead of flanged, doubling the flange, as it were, and thus doubling the adhesion, and that any extra pressure toward either side of the car would vastly increase the resistance as well as the adhesion. The car may be called tubular, except that the bottom is leveled a little. Since the first experiments the Meigs train has been run around broken and irregular curves and up grades as steep as 345 feet to the mile—adhesion to the track as secured by the methods described dispensing with the necessity of heavier engines. The grooved or double flanged wheel is only one of the devices employed to prevent derailment, and Mr. Meigs claims that if every wheel of every car were thrown from its bearing surface, the trucks must remain astride the track and resist the slide movement, so the car would only glide along till brought to a stop by friction of the appliances for that purpose. There are also ingenious arrangements for checking the momentum of the train when collision is threatened, of detaching the cars and stopping each separately and of preventing fires and other accidents. Our engraving does not show the engine or method of traction. This is obtained by two small horizontal wheels pressing against the sides of the upper rail.

It is scarcely necessary to add that if experience further justifies the Meigs claim, the advantages will be incalculably great. We at once get rid of all the troubles from dust, mud, overflows, washouts, animals on the track, the crossing of common roads, rotting ties and many others. The road may run down the middle of the busiest street, fifteen feet or more above the surface, present but a trifling obstacle to traffic and no annoyance to residents on either side. In the country the cost of constructing the roadway will be somewhat reduced, and of getting the right of way very greatly; for the single line of support may traverse field and meadow at will, interfering but slightly with the cultivator and not at all with the traveler. Neither frosts nor freezes can affect the track.



MEIGS ELEVATED ROAD.

and drunken men cannot lie down on it—it that be a great advantage. But more than all, there can be no snow blockades. Our engraving shows the contrast: a Dakota train snowed in, as pictured by Frank Leslie, and the Meigs road as it would be in the snow, as shown by experience at East Cambridge. These are but few of the advantages. If the others are as the projector claims, we may answer our initial question with certainty—a revolution in railroading is at hand.

# -RECKLESSLY REDUCED-

—FOR OUR—

## GREAT JUBILEE SALE

Now Going on.

- 5,000 yards Dress Goods, choice new colors, at 12 1-2c, really worth 20c.
- 2,500 yards Combination Dress Goods, plain and fancy, at 12 1-2c.
- 1,500 yards Nun's Veilings, All-Wool, new shades, at 14c.
- See our Jubilee Jersey Suitings, all the newest shades, at 25c.
- All-Wool Albatross Cloth, 36 inches wide, all new shades, at 30c.
- All-Wool Black Cashmere at 35c, worth 45c, (Special Value).

The Great Leader is our Heavy, Extra Wide, Pure Wool Cashmere at 55c, worth 75c.

## F. X. COUSINEAU & CO.

May 4.



We take this opportunity of asking our customers and friends to inspect our new stock of SPRING DRESS GOODS. We are offering Good Materials at Very Moderate Prices. The assortment is large and embraces Patterns and Materials that are already scarce in the wholesale trade, so that those purchasing early may have goods that will not become too common.

A Special Range of Black Dress Goods, suitable for summer, is being shown.

All Departments are now complete and an inspection is respectfully solicited.

## JOHN LAIDLAW & SON.



### HEADQUARTER

## --SHOE STORE--

Ladies, see our Daisy French Kid Buttoned Boot at \$2.50, the finest finished and best fitting Boot in the city.

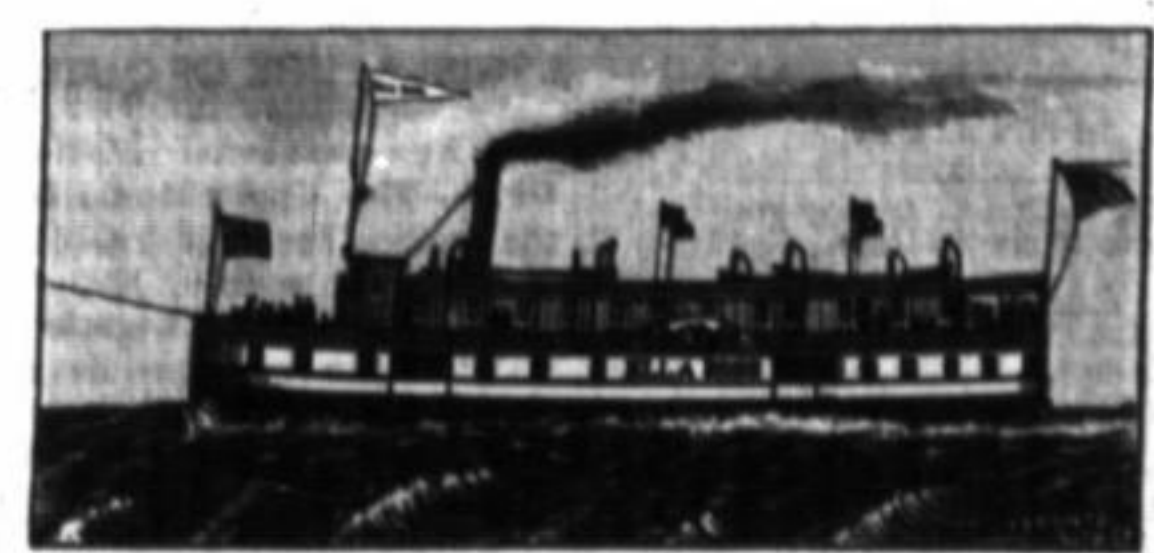
## D. F. ARMSTRONG,

141 PRINCESS STREET.

April 19.

#### THE IRON PALACE PASSENGER STEAMER

ELLIS



ROSS

Will commence her Regular Weekly Excursion Trips about 15th May from KINGSTON to MONTREAL, thence returning by the Ottawa and Rideau route, running all the Rapids, and passing through the matchless scenery of the Rideau Lakes and 1,000 Islands by daylight. The ELLA ROSS will remain over Sunday at the 1,000 Island Park, calling at Alexandria Bay each Monday morning. This is the only Passenger Steamer making the round trip. As this is one of the most popular routes on Canadian waters accommodation will be at a premium, and those wishing a cosy, comfortable trip will do well to go early. Only \$14 for the Round Trip; Meals and Berths included.

May 3.

W. GARRETT, Captain and Proprietor,  
JAS. SWIFT, Agent, St. Lawrence Wharf, Kingston.

## BIG DRIVE THIS WEEK

In Carpets, Oil-Cloths and Lace Curtains.

See our Tapestry Carpets, 30, 35, 45c.

Hemp Carpets, 7, 10, 13c.

200 Sets of Handsome Lace Curtains from 50c to \$7.50 a set.

BOWES & BISONETTE,

May 3.

Opposite Windsor Hotel.