

# 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., 108 Wall Street, New York.

## PRINTS! PRINTS!!

500 Pieces New Prints

JUST RECEIVED AT

**Murray & Taylor's.**

Prints at 5c per yard.  
Prints at 7c per yard.  
A Fine Special Lot for 8c, worth 12½c.  
Another lot, a special Job Line, all fine patterns, for 10c, former price 12½c.  
Cambrie Prints, Indigo Blue Prints.

## ALL - FAST - COLORS!

The above are Special Lines just purchased at Clearing Prices and better value than ever sold before at above prices.

Inspection invited at

**Murray & Taylor's,**

176 PRINCESS STREET.  
June 23.

## WOOD AND COAL.

### HARD AND SOFT WOOD.

If you want the Driest, Cheapest and Best Hard Maple and Beach Cordwood, Oak, Birch Ash, Elm or Hemlock Cordwood, Sawed or Un-sawed.  
Or if you want Kindling Wood, (Dry) or Stove Coal, Nut Coal, No. 4 Coal, Soft Coal or Blacksmith's Coal, go to

**R. CRAWFORD & CO.,**  
Foot of Queen Street.

N.B.—Orders left at the Grocery Store of Jas. Crawford, Princess Street, will receive prompt attention. Telephone communication.

## BRECK & BOOTH,

Wharfingers, Vessel Agents and Wholesale and Retail Coal and Wood Dealers, Coals of the very best description, under cover, well screened and promptly delivered. Bunch wood and Hard and Soft Cordwood of first quality on hand. Inspection solicited and satisfaction guaranteed.

YARD—Corner Ontario and West Streets.  
Foot of Clarence Street.  
Sole Agents before stores of Mr. James Redden, Princess Street, and Messrs. McKelvey & Birch, Breck Street, will be promptly filled. Telephone communication.

Agents "Black Diamond Line."  
L. W. BRECK.  
E. A. BOOTH.  
Aug. 9.

## COAL, WHOLESALE & RETAIL

**BEST IN THE MARKET.**

Yard No. 1—Ontario Street.  
" 2—Clarence Street Wharf.  
" 3—St. Lawrence Wharf.  
Secure delivery before broken weather sets in. Chief Office—St. Lawrence Wharf. Branch Office—Corner King and Clarence Streets opposite British American Hotel.  
Prompt and satisfactory delivery a specialty. Coal all under cover and well screened. Telephone communication.

Aug. 9. **JAMES SWIFT.**

## COAL AND WOOD.

Portland Cement, Water Lime, K. & P. White Lime, and Hair, all of the best quality, at

**P. WALSH'S,**  
Cor. Ontario & Barrack Sts.

COAL YARD—Barrack St., next Dr. T. M. Fenwick's. Aug. 9.

## DRY MILL WOOD AND SLABS,

Best and Cheapest in the city.

Foot of Clarence and Barrack Streets,  
**M. MALLEN.**

May 9.

**NASAL BALM** A POSITIVE CURE FOR **CATARRH** AND GOLD IN HEAD

**EASY TO USE** No Instrument Required for its Use.

Not a snuff powder or irritating liquid. It is obtainable at your Druggist, sent by mail on receipt of price, 50 cents and \$1.00 per package, by addressing **FULFORD & CO.,** Brockville, Ont.

## EARLY LOCOMOTIVES.

DAVID MATTHEW, WHO RAN THE FIRST ONE IN NEW YORK.

He is Still Living, and Resides in California—His Life on the Rail and the Quaint Drawings He Has Made of the Old Engines.

When a person considers that the country is fairly gridironed with railroad tracks; that the locomotive stands ready to take him to nearly any point he may wish to reach; that the continent can be crossed in less than a week; he can scarcely realize that the passenger locomotive is not yet sixty years old; that only two generations have enjoyed the facilities it affords, and that the engineer who ran the locomotive of the first passenger train in New York state, David Matthew, still lives.

Mr. Matthew is now residing in California, and in appearance greatly resembles the general whose portrait is found in every southern home—Robert E. Lee.

Mr. Matthew has devoted some time in his declining years to preparing a series of sketches, in which he has depicted the evolution of the locomotive. These sketches have been photographed, and show every style, from the first crude specimen to the magnificent iron horse of today. The sketches are interspersed with quaint descriptive matter, "drawn at San Francisco, Cal., July, 1885," as Mr. Matthew says, "for the boys by their father, David Matthew, who ran the De Witt Clinton, drawing the first passenger train in New York state, Aug. 9, 1831, Mohawk and Hudson railroad."

The history, as written by Mr. Matthew, commences as follows:  
See the pioneer railways, with their locomotive engines drawing their trains, the fathers, inventors, on them. See their names and the places that they were first invented and introduced.  
First in world—South Wales, patent 1802. Richard Trevithick, February, 1804. Train ten ton bar iron. Merthyr Tydvil railway, South Wales, 1804. (Drawing of train.)

Second in world—Wylam T. Hackworth and T. Walters, 1811. R. Trevithick patent, 1802. Wylam and Lamington railway, 1811. (Drawing of train with huntsmen and hounds.)

Third in world—Wylam, Timothy Hackworth and J. Foster, 1812. Two cylinder locomotives, train sixteen cars coal, a chaldron coal in each. A number locomotives built at Wylam railway. This established locomotive. Wylam and Lamington railway, 1812.

Fourth—J. Blenkinsop patent, 1811. Rack rail and engine. Middleton, near Leeds. Messrs. Fenton, Wood, Murry & Jackson, builders, Leeds. A number of these locomotives used on Middleton and Leeds railway and Kents and Fawdown Colliery railway, 1812 and 1813. Aug. 12, 1812. They continued for many years to be one of the principal curiosities of the day.

Mr. Matthew then sketches the Stonebridge Lion, crossing the west branch of the Lackawanna river, on the Delaware and Hudson Canal company's road, Honesdale, Pa. Of it he says: "Stonebridge Lion. H. Allen, all alone, crossing river, Aug. 8, 1829; short run of a few miles, and then abandoned; no further use of locomotive on railroad; locomotive housed for many years."

Next comes the locomotive Tom Thumb, which was run by Peter Cooper and party on the Baltimore and Ohio railroad, Aug. 28, 1830.

Mr. Matthew appends these remarks:  
Peter Cooper, locomotive and party at Relay house, on Baltimore and Ohio railroad, Aug. 28, 1830. Peter abandons his locomotive engine, and horses run the road to Ellicott Mill, on Baltimore and Ohio railroad, Md.

He then gives "The first passenger train hauled on a railroad in America, Charleston and Hamburg railroad, S. C. The locomotive Best Friend, speed thirty to thirty-five miles an hour, November 1, 1830. J. D. Petech, M. M., N. W. Darrall, engineer. June 17, 1831, exploded boiler. Nov. 3, wheels gave out."

His picture bears in addition this inscription: "Drew this picture on 55th anniversary of exhibiting of Best Friend by me at West Point foundry (where she was built)."

The "Best Friend" and "West Point," also run on the Central and Hudson River railroad, were the two first engines made in America. They were built, the first for E. L. Miller, and the second for H. Allen, at the West Point foundry shops, New York city.

Mr. Matthew then gives a sketch of the train first run by him on the Mohawk and Hudson River railroad, Aug. 9, 1831. This is the one with which the public was made familiar at the centennial by the sketch of locomotive and four coaches, in one of which Thurlow Weed is to be seen. Each of the party wore a high hat, and the engine wore the first cab ever put on an engine. David Matthew, engineer; John Hampson, acting fireman.

The next sketch is of the first train drawn by an English built engine in America, Mohawk and Hudson River railroad, September, 1831. John Hampson, engineer; John Green, fireman. It is labeled "second cab," and has a big barrel on the tender for water.

Next comes Mr. Matthew's special pride, the first engine to run on trucks, the Brother Jonathan, American built engine, Mohawk and Hudson River railroad, August, 1833.

Upon this sketch Mr. Matthew inscribes these words: "Built in West Point Foundry Works in 1832. David Matthew, engineer; John Mills, fireman." (Note.—November, 1832, I ran the Brother Jonathan over the M. and H. R. R., from head West Plain to head East Plain, fourteen miles, in thirteen minutes. She has run a mile in forty-five seconds. See, there was some fly in her. Drawn at San Francisco, June, 1855, by the old boy. See him in first cab.)

The next sketch gives the Hudson river at Albany, with a packet boat bringing the passengers for the railroad, which is traced up the inclined plane west.

The old engineer then depicts Schenectady as the birthplace of many improvements in railroads and locomotives, and the head of West Plain, one mile from that city, as the spot where the first English built engine was put on track and drew a train of cars on the

American continent. That locomotive was called Robert Fulton and was afterward changed to John Bull, while she was Americanized by putting forward trucks under her.

The improvements mentioned are: Circular engine house; large geared turn table; hot water reservoir, increasing locomotive capacity; system of fitting wheels and axles to gauges and putting them on by pressure without keys and seals. "See pioneer hand cars, first used by the inventor and his apprentices to run to trout brooks and hunting grounds" on the line of the railroad then adopted for the purpose of running dispatches before the day of telegraphs, and for the use of road hands. See housing of locomotives, steam connections for pumps to protect them from freezing, and to make water from snow. See locomotive snow plows with side wings, and series of scrapers and spring poles to clean track of snow and ice.

"See note on snow plow. Not until 1836 was a snow plow constructed and successfully introduced on the Utica and Schenectady railroad. A drawing of it was procured and taken to Austria by the chief engineer of the Vienna railroad in the spring of 1837. A full description of it was sent to the Russian and Prussian governments by Chevalier Van Goussner, the engineer of the St. Petersburg railroad. A model was prepared at the order of Col. Melenkoff, of the Russian Engineer Corps, and one was ordered by the king of Prussia through the minister at Washington, and one for the emperor of Austria by one of the professors in Union college at Schenectady. All of which were forwarded by David Matthew, the inventor and interuser and chief locomotive engineer and machinist of the Utica and Schenectady railroad."



Next follows the pioneer cowcatcher for night protection and pioneer night trains. The cowcatcher protected the "light engines, not heavy enough to encounter stock in the Mohawk valley, once the great hunting grounds of the Mohawk chiefs, now passed away."

The last invention of the old man was made in 1840, and was a curiously constructed smoke pipe and arrangement of the cylinders. This invention does not seem to have taken hold of the railroad men, but the reader may well join with him in the jubilate he has appended to the last of his drawings:

"What I have seen is one of the greatest wonders of this world, the first application of steam to the locomotive engine on the American continent, May, 1830. I crossed the continent 1830, and I have seen and helped to build, harness and train it, the locomotive to the flying cars, when it was a coil, weight 3½ tons, and see it and cares running and flying over valleys, hills, mounting, rivers and through mountains from ocean to ocean, where it can be seen nearly everywhere this A. D. 1854. All in the short period of fifty-five years."

## THE NEW HAVEN MONUMENT.

A Grand Memorial of Connecticut's Fallen Boys in Blue.

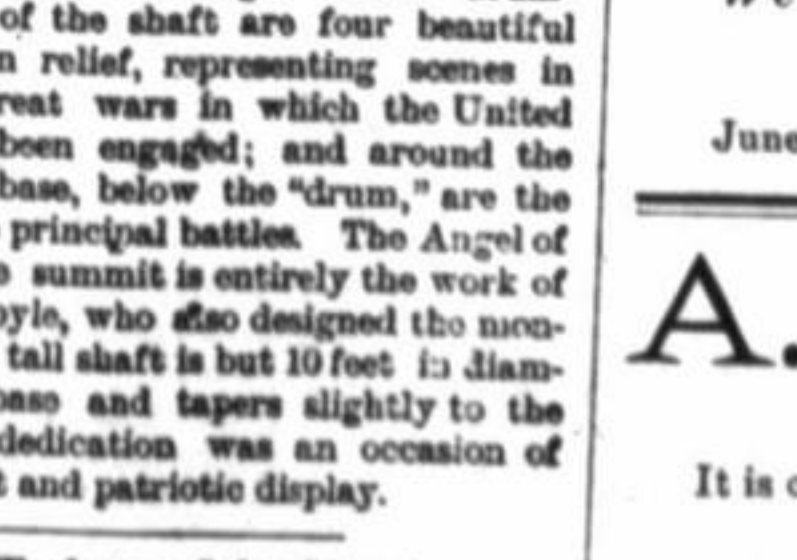
On the 17th instant the people of Connecticut dedicated what is doubtless the finest soldiers and sailors' monument in the United States, and is certainly located on the most commanding point—namely, the summit of East Rock, an almost perpendicular cliff of red brown trap, rising 500 feet above the plain on which New Haven stands. From the summit is a fine view of a large extent of country, including the city of New Haven and much



of the shore of the sound and Long Island. The city was beautifully decked for the occasion, and besides the state officials a large crowd was in attendance. In the parade were all the prominent military organizations of the state, with Masons, Odd Fellows, Knights and many other orders, including German societies and the Fratellanza, an Italian brotherhood.

The monument rises 110 feet from its base to the apex of the Angel of Peace on the summit; the shaft alone is 75 feet high and the base 17, the latter consisting of uniform blocks of rough faced granite. At the four corners of this base are four bronze statues, 9 feet high, representing History, Victory, Patriotism and Prosperity. The statue topping the shaft is 11 feet high. On the "drum" at the foot of the shaft are four beautiful sculptures in relief, representing scenes in the four great wars in which the United States has been engaged; and around the top of the base, below the "drum," are the names of the principal battles. The Angel of Peace on the summit is entirely the work of the artist Doyle, who also designed the monument. The tall shaft is but 10 feet in diameter at the base and tapers slightly to the apex. The dedication was an occasion of much interest and patriotic display.

Master Workman John Morrison, District Assembly 135, Knights of Labor, has his headquarters in New York. John Morrison is its national master workman. Through the nineteen local assemblies this central organization controls 23,000 carpet weavers. Mr. Morrison has been one of the principal factors in keeping the independence of 120, recently suspended because of differences with District Assembly 49. He is a bachelor, 37 years old, his trade a Koom fixer or tuner. He has always been keenly interested in labor matters, and joined his first union, the Amalgamated Engineers, Machinists and Blacksmiths' association, more than ten years ago. He now holds membership in seven organizations, and takes deep interest in the Labor party in politics. He joined the Knights of Labor about ten years ago and has held many offices in the order.



JOHN MORRISON.

# -A BOLD MEASURE-

Has been adopted by us in order to clear out our present very large stock of

## READY-MADE CLOTHING!

Read the following schedule of prices and note the fact that we give a REBATE OF \$3.00 on every suit sold.

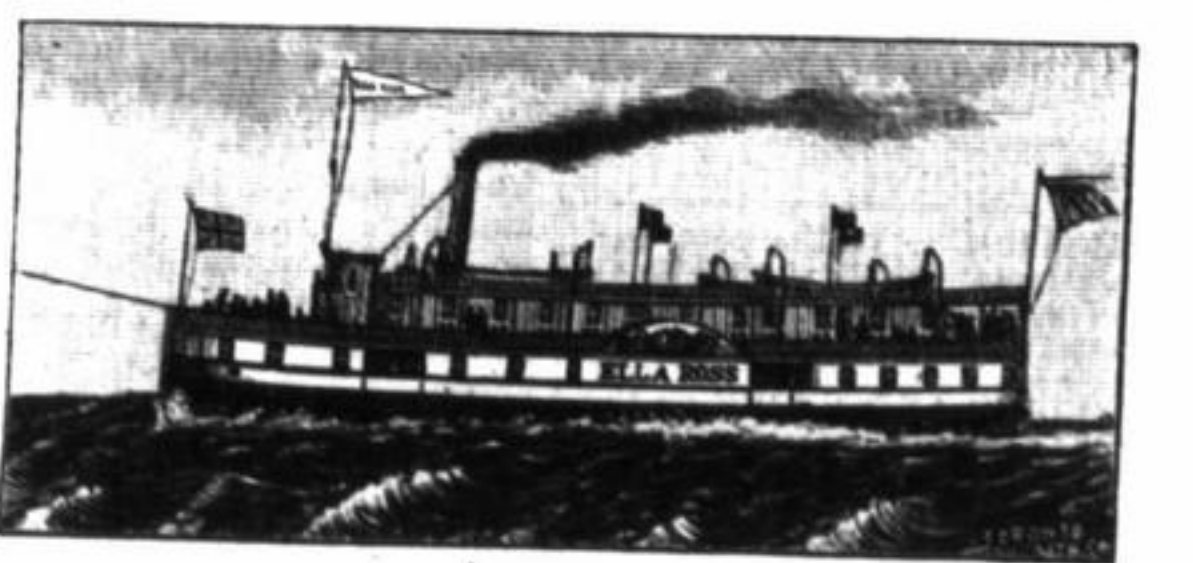
FORMER PRICE—	NOW SELLING AT—
\$ 8.00.	\$ 5.00.
\$ 8.50.	\$ 5.50.
\$ 9.00.	\$ 6.00.
\$ 9.50.	\$ 6.50.
\$10.00.	\$ 7.00.
\$10.50.	\$ 7.50.
\$11.00.	\$ 8.00.
\$11.50.	\$ 8.50.
\$12.00.	\$ 9.00.
\$12.50.	\$ 9.50.
\$13.00.	\$10.00.

Our Entire Stock of Men's and Boys' Soft and Hard, Felt and Wool Hats, and Straw and Linen Hats, &c., offered at ANY PRICE that will clear them out.

# F. X. COUSINEAU & CO.

June 18.

## THE IRON PALACE PASSENGER STEAMER



W. GARRETT, MASTER.  
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 comfortable trip will do well to go early. Only \$14 for the Round Trip; Meals and Berths included.  
May 3. JAS. SWIFT, Agent, St. Lawrence Wharf, Kingston.

# YOU HAVEN'T THE TIME

We know to wade through a lot of useless reading matter so we simply ask the Ladies to call at our store and convince yourselves that we have the Finest Line of American Boots ever shown in the city.

—HEADQUARTER SHOE STORE,—

# D. F. ARMSTRONG

141 PRINCESS STREET.

# CAMPING SHOES.

Just received a line of Nice, Light, Untanned Leather Shoes, the correct thing for CAMPING, BOATING, YACHTING, ETC.

We have them in Men's, Boys', Misses' and Children's sizes.

HAINES & LOCKETT.

# A. J. M'MAHON.

It is considered queer that when a man addresses you by saying

**SAY,**

He wants you not to say anything but to keep still so that he can say something himself. We want to say that A. J. M'MAHON is selling an entirely New Stock of Dry Goods and Gents' Furnishings at the Very Lowest Figures.

Extra Value in Dress Goods of all descriptions; also Hosiery, Corsets, Gloves, &c.

**A. J. M'MAHON.**

**INSURANCE.**  
**Liverpool And London And Globe**  
**INSURANCE COY.**  
One of the best and safest companies doing business in Canada.  
Insurances effected at as low rates as any other good Company.  
Invested Funds, \$35,000,000.  
Net income for the past year was \$3,531,300.  
This enormous Premium Income ought to convince assured of the desirability of placing their insurance in a Co's 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 formation the following large sums—  
For Fire Losses.....\$2,540,253  
For Life Losses.....\$1,071,030,510  
August 8. **THOMAS BRIGGS** Agent.

**THE NYNA INSURANCE COMPANY,**  
HARTFORD CONN.  
Cash Capital.....\$4,000,000.00  
Total Assets, January 1st, 1885.....5,902,272.90  
Losses paid in 63 years.....63,400,000.00  
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 63 years.  
August, 8. **JAMES SWIFT, Agent**  
**ALFRED R. MARTIN,**  
Insurance Agency,  
Ford's Block, Brook Street.  
FIRE—City and County Agent for the Glasgow and London Insurance Company.  
LIFE—General Agent from Kingston to Prescott for the British Empire Mutual Life Insurance Co. of England.  
May 14.