

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.

Sacrificial Reductions.

SEE THESE PRICES AT

Murray & Taylor's.

For the balance of this month we will sell at Still Greater Reductions all our SPRING AND SUMMER GOODS. The following are a few quotations. The stock is too general to name in detail:

- Nuns' Veiling for 10, 12 1-2, 15c.
- Prints—a special job lot for 10c, worth 15c.
- Prints for 7c, worth 12 1-2c.
- Muslins at 5, 8, 10, 12 1-2c.
- Summer Hosiery 5, 8, 10, 12 1-2c per pair and up, all reduced.

It will pay you to examine our stock, as the balance of our Spring and Summer Goods must go if Low Prices will sell them, at

Murray & Taylor's,

176 PRINCESS STREET.

July 11.

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 Stone Coal, Nut Coal, No. 1 Coal, Soft Coal or Black Smith'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, Dealers of the very best description, under cover, well screened and promptly delivered. Branch wood and Hard and Soft Cordwood of first quality on hand. Inspection solicited and satisfaction guaranteed.

YARD—Corner Ontario and West Streets.
Office—Clarence and Ontario Streets—Foot of Clarence Street.
ORDERS left at the stores of Mr. James Reiden, Princess Street, and Messrs. McKelvey & Birch, Breck Street, will be promptly filled. Telephone Communication.

Agents—Black Diamond Line,
L. W. BRECK,
K. A. BOOTH.

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 etc in. Chief Office—St. Lawrence Wharf. Branch Office—Corner King and Clarence Sts. 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 8.

A MATTER OF DOCKS.

THE GREATEST CITY OF AMERICA IN A VERY BAD WAY.

Will Proper Steps Be Taken to Better the Condition of Affairs?—A Movement on Foot Looking in This Direction. New York and English Docks.

The officials of the city of New York seem to be waking up to the necessity of doing something about the city's water front, though no course of action has as yet been adopted. The rapidly increasing value of wharf property in Brooklyn and Jersey City has been one cause for this reviving interest. In Brooklyn the valuation has increased to the amount of \$30,000,000 within the past ten years, and in Jersey City and Hoboken the increase has been about \$10,000,000. It is said fifty-four steamers each month go to Brooklyn for wharf facilities that they cannot get in New York, and many of the ocean steamers now land at the Jersey City side of North river. The Pennsylvania railroad company have recently bought a new ferry privilege at Bergen Point. Should they build a breakwater they could have a harbor for 1,000 ships, and New York's water front would receive another blow. These things have brought about consideration of its water front by the people of New York.

To make the wharves of New York secure, useful and fully in keeping with the commercial prominence of the city, the only feasible method seems to be that the city take control of the entire front. At present the city owns only one-third of this property, and even that has not been kept in good order. Three million dollars appropriated for the present year may be expended in securing private rights. Thirty million dollars has been named as the amount necessary to put the front in proper shape. New Yorkers argue that when all the shipping of importance that goes to



JACKSON STREET DOCK, NEW YORK. Brooklyn and Jersey City really want New York landings it is most unwise to allow this shipping to drift to these places. And New York has a harbor which, if properly improved, could accommodate all the shipping of the world.

Almost in the shadow of Brooklyn bridge are several striking examples of water front properties that could be improved and made magnificent piers. The Jackson street dock is one of these—a weaving, rickety combination of rotten timbers and plank—with tottering posts and a thousand patches about it. It has long been condemned, but still stands, though used only by garbage scows. "A dilapidated wagon stood upon it the other day," says a New York writer, "and the planks were strewn with moldy rags spread out to dry. A scow filled with sweltering garbage lay near the shore, and some men were busy at work sifting coal elevated from barges below. A crowd of gamins, nude as Adam before the fig leaf interval, were diving from the shaky framework, most of them clambering upon the woodwork when the artist was seen making a sketch, evidently under the impression that their charms would add materially to the effect of his picture. In each direction were piers evidently in a condition little better than that of the one illustrated. On shore were old carts, piles of scrap iron, refuse and barrels, well set off in the background by dilapidated buildings, an excellent argument for the advocates of city control of the water front."

Illustrative of these arguments, it is cited that the New York Central Railroad company pays a rental of \$30,000 annually for city piers which cost about \$150,000. Great saving can be effected to business people, it is thought, if the front is filled up to the bulkhead line at all the piers. Ashes and cellar dirt can be disposed of in that way, and the roadways so increased in breadth that trucks will not be delayed.

No docks in the world are to be compared with those of London, Liverpool, Birkenhead and Manchester, England, which cover hundreds of acres. Liverpool has twenty graving docks, some of them 750 feet in length. These are surrounded with substantial stone quays, provided with gates, and are under police protection. These, as with nearly all other docks in England, are supported by rates levied from the vessels resorting to them, and for levying these rates powers are taken in the acts of parliament authorizing the construction of the respective docks. Sometimes the dock dues are imposed on vessels according to tonnage, and in other instances the rates are so much a ton, actually landed on the dock. Generally the dues are complained of as being a heavy burden, though it is said the stock companies, by whom the docks are built, seldom realize good returns on their investments.



MANCHESTER DOCKS.

so expensive have been these improvements. The total quay space of Liverpool is nearly twenty miles, covering an area of 360 acres, containing fifty-four docks and basins. The Albert dock alone cost \$141,000. The magnificent structures covering the river front there, and, as shown by our cut, at Manchester, are so vastly superior to anything at New York that it would be supposed new world enterprises would do something to make the difference less striking. The Manchester docks are of solid masonry, and although not so extensive as those of Liverpool, are wonderfully complete and massive structures as compared with the best of New York's quays.

Metropolitan Civilization.

Dr. H. Pereira Mendes, one of the best known Hebrew rabbis in this country, puts a great truth tersely and well when he says: "Humanity is not religionized if women need escort of a night." He might have added, a city is not civilized so long as women without an escort must go hungry in its streets of a night, as a woman novelist, whose name is known over this country and Europe, has done in New York within a fortnight, because no restaurant, until she could provide herself with a male acquaintance, would serve her a meal.—Kansas City Journal.

IN BURNSIDE'S MEMORY.

A Bronze Statue of a Brave General on Horseback.

The equestrian statue of Gen. Burnside was unveiled at Providence, R. I., July 4, with appropriate ceremonies and a parade of all the military organizations of the state. Among the visitors from other states Gen. Sherman was conspicuous. The statue is a worthy one—worthy of all the enthusiasm Rhode Island could muster for the occasion. It is at once simple in design, massive and very impressive in general effect. The statue



THE BURNSIDE MONUMENT.

is of bronze, one and a half times life size, and stands on a pedestal of granite sixteen feet high. The proportions are so true that, though the figure of Gen. Burnside is nearly nine feet long, it seems in harmony with the immense horse, and the beholder does not at first view realize the size of the figures. The general is represented as upon an eminence with his face turned to the left, attentively watching the movements of different troops, and this idea is borne out by the field glass in his hand. The skill of the artist is shown in the vivid, lifelike attitude of the horse, which seems tremulous with repressed action, though all the feet rest upon the ground; the ears are pricked up and the nostrils dilated, as if scenting the battle. It cost about \$40,000 which was raised by the state, the city of Providence and private donations. It is the production of Mr. Launt Thompson, of New York city.

An interesting fact concerning the statue is revealed by an inspection of Mr. Thompson's method of work. In early life a student of medicine, he paid especial attention to anatomy, and when he abandoned medicine for sculpture his early training came into use. In the clay modeling of the Burnside statue the man was mounted upon the horse nude, the anatomy of the form being almost as well developed as if the nude man was to be the completed figure. Then the figure was clothed as if it was a live man, though in different order and by different means. The hat, gauntlets, boots, outer garments, sash, etc., were all put on separately. The horse was also treated in a similar manner. The horse was cast in eight sections, the man in six and the plinth in one. The sections of the model of the horse for the foundry were: The head and neck to junction of the shoulders, the fore part to junction of the saddle, running round the saddle and following the girth, the hind part of the body, the tail and each of the four legs. The horse is dovetailed into the plinth, so to speak, projections in the hoofs fitting into corresponding hollows in the plinth. The sections of the man were the head and neck, to the junction of the latter with the shirt collar; each hand to the junction of the gauntlets with the coat sleeves; the body above and to junction with the sash; the lower part of the body and legs in two sections, each section including a leg. The reins and all flying accessories, like sword, tassels, field glasses and cases for the same, etc., were cast in separate pieces.

Gen. Sherman was the chief figure of interest in the procession, seated in a barouche, drawn by four white horses. The Rhode Island militia was under command of its regular officers, the Grand Army of the Republic and veteran divisions under their respective officials, while the line generally was directed by Col. Isaac M. Potter as chief marshal. Of the 10,000 men in line, 3,500 were veterans of the war. Governor Davis opened the exercises with a brief address; Rev. Joseph J. Woolley, of Pawtucket, offered prayer, and then Gen. Lewis Richmond, formerly of Burnside's staff, unveiled the statue with a few appropriate words.

Circumstances Alter Cases.

A boy who can't be induced to go to a store a quarter of a mile away on an errand can be hired to walk five hours on a stretch if it is only called a walking match and the proprietor puts a silver quarter as a prize.—Detroit Free Press.

Duncan F. Kenner.

Hon. Duncan F. Kenner, the noted politician of Louisiana, died at his home in New Orleans on the 31 instant, aged 74 years. In the middle era of his life he was a power in his state, and down to near the close of life was active and influential in business. He was born in New Orleans, his parents being from Virginia, read law in the office of Hon. John S. Idell and worked in active political union with that gentleman. After being a member of several successive legislatures and president of the constitutional conventions of 1845 and 1852, he took ground in favor of secession and was a candidate for the constitution of 1861, but was defeated by a Union man. After the state seceded, however, he was elected to the Confederate congress, in which he was chairman of the important committee on ways and means. Near the close of the war Jefferson Davis selected Mr. Kenner for a diplomatic mission to France and England; but he went too late to accomplish anything. After the war he remained aloof from politics most of the time, only appearing in one great emergency. He was a man of great wealth and an active promoter of racing and breeding fine stock. He died quite unexpectedly of a general collapse of the vital powers.

They Left It Out.

An old negro who was preparing to remove his household chattels, and who desired, as the representative of a certain class of negroes always does, to create the impression that he possessed valuable goods, looked slyly at several acquaintances, and then calling one of his children, said: "Tell yer mudder not ter fill my personal trunk wid dat silver-war. De Lawd knows I doan want dem railroad folks ter be chargin' me wid extra baggage."—Arkansas Traveler.

Gas Going Out of Use.

Gas is going out of use in London houses; the best rooms are never lit by it now. It is at length acknowledged that the effects of it are too damaging for health, and, worse still, for delicate furniture, hangings and pictures.

A TORNADO

Has struck our stock of Men's and Boys' Hats and Caps and made

A TOTAL WRECK

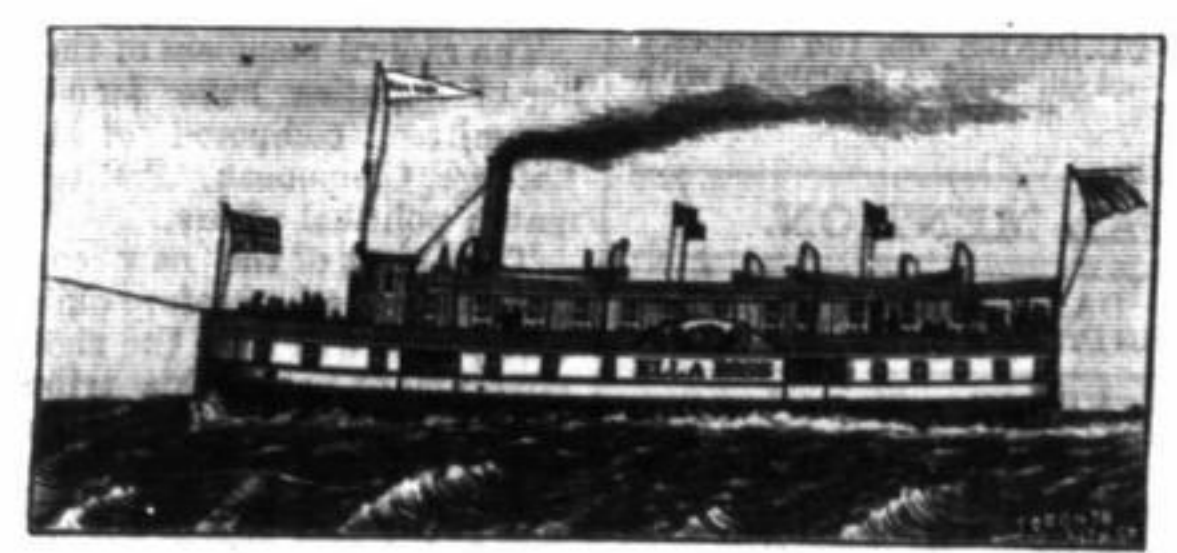
ALL FORMER PRICES.

Men's and Boys' Stiff Hats, Soft Hats, Light Summer Hats, Straw Hats, Polo Caps, Base-Ball Caps, &c., are now scattered over our Tables at LESS THAN HALF PRICE.

F. X. COUSINEAU & CO.

July 14.

THE IRON PALACE PASSENGER STEAMER



W. GARETTI, MASTER.

Will commence her Regular Weekly Excursion Trip 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. JAS. SWIFT, Agent, St. Lawrence Wharf, Kingston.

WIGWAM SHOES,

For Ladies, Gents, Boys, Misses and Children.

The most comfortable foot wear for this hot weather.

D. F. ARMSTRONG

HEADQUARTER SHOE STORE,

141 PRINCESS STREET.

July 6.

Clearing Sale of Summer Dry Goods.

As we are very much crowded for room and our stock of FALL GOODS will be arriving in a few weeks, we have decided to clear out our stock of

SUMMER GOODS AT GREATLY REDUCED PRICES.

Sale commences immediately and will last till bulk of goods are cleared out.

A. J. M'MAHON.

July 7.

Our Great Cheap Sale Now Going on.

All Summer Dry Goods Must Be Sold.

White and Colored Muslins reduced to 4c.
Light Summer Prints reduced to 5c.
100 Pieces Fancy Dress Goods reduced to 6c, worth 12c.
Cottons, Sheetings, Tickings and Shirtings at Wholesale Prices.
Bargains every day.

BOWES & BISONETTE.

July 13.

NICE WEDDING PRESENTS.

New stock just received.

H. A. LIFFITON,

179 Wellington St., near Princess.

June 10.