TRAVELLING—BY BOAT.

St. Lawrence River & 1000 Island Steamboat Co's (Limited).

AMERICAN LINE
—TO—
MONTREAL

In connection with New York Central & Hudson River Railroad and Rome, Watertown & Ogdensburg Railroad, via Clayton, N.Y.

DOWN THE RAPIDS TO MONTREAL.

Commencing on Wednesday, July 7.

TIME-TABLE—Tri-Weekly Service
MONDAYS, WEDNESDAYS, FRIDAYS.

EASTBOUND.

Leave Kingston 8:15 a.m. Mondays, Wednesdays Fridays.

Arrive Montreal 5:30 p.m. Mondays, Wednesdays, Fridays.

WESTBOUND.

Leave Montreal 7 p m. Mondays, Wednesdays, Fridays.

Arrive Kingston 9:15 p.m. Tuesdays, Thursdays, Saturdays.

N.B.—Steamers call 1,000 Island Points, Brockville, Prescott and Cornwall.

FACTS.

The New American Line to Montreal is the fulfilment of a long felt want. The Steamers "Empire State," "America" and "St. Lawrence" are up-to-date boats, constructed specially for this route upon the most advanced lines of modern shipbuilding. They have luxurious cabins on main and promenade decks, and their tasteful furnishings are complete in every detail.

The beautiful, spacious **Dining Rooms on the Main Deck**, with their generous plate glass windows, are equipped with individual tables and have the largest seating capacity of any steamers on the St. Lawrence River. The skilful arrangement affords passengers the rare privilege of enjoying the excellent meals without missing any of the unparalleled scenery. The cuisine is of the first order; no expense being spared to make the dining-room service as perfect as culinary skill can devise. These graceful boats are brilliantly lighted by electricity, and equipped with the most powerful type of Marine Electric Search Lights.

The Steamers all burn **Anthracite Coal**, which accounts for their immaculate cleanliness, and the entire absence of smoke (the objectional feature of a steamboat trip) resulting in the well-merited distinction of the "White Squadron." They are readily recognized by the New York Central Shield on the white smoke stacks.

These Steamers are essentially **day line boats**. The main purpose of their careful construction being to adapt them for daylight service to Montreal. Their clear, spacious, unobstructed decks afford the grandest possible opportunity for the full enjoyment of this most thrilling trip on the American continent.

☞The American Line of Steamers are the **lightest draught** passenger boats on this route, thus insuring their being able to run **all the rapids**, even when the water is at its lowest point.

Notice regarding daily service will appear later.

N.B.—Passengers from Kingston can go on board steamer night before (after 9:30 p.m.) and are entitled to free berth.

Send two cent stamp for descriptive pamphlet.

F. A. FOLGER,
City Passenger Agent,
Foot Brock Street, Kingston.

DOMINION LINE

Royal Mail Steamships

LIVERPOOL SERVICE
VIA LONDONDERRY.

Steamer.	From Montreal.	From Quebec.
Labrador	July 31, daylight,	Aug. 1st, 9 a.m
Ottoman	Aug. 7, "	7th 2 p.m
Vancouver	Aug. 14, "	" 15th, 9 a.m
Scotsman	" 28, "	" 28th, 2 p.m
Labrador	Sept. 4, "	Sept. 5th, 9 a.m

SS CANADA will sail from Boston 7th August and 11th September.

Rates of passage to Londonderry or to Liverpool:

First Cabin—$52.50 to $90 single; $105 to $180 return.

Second Cabin—$34 to $36.25 single; $66.75 to $69 return.

Steerage to Liverpool, Londonderry, London, Glasgow, Queenstown, Belfast, $22.50 to $23.50.

Midship saloons, electric lights, spacious promenade decks.

J. P. Hanley, Agent, G.T.R. Station. J. P. Gildersleeve, 42 Clarence St.

Richelieu & Ontario Navigation Company.

THE SCENIC LINE OF AMERICA.

From Toronto to Ha! Ha! Bay, Saguenay, 800 Miles,

TORONTO-MONTREAL LINE.

Steamers leave Kingston daily except Monday, going east at 5 a m Daily (except Monday), going west at 3 p.m. Through the Bay of Quinte by daylight.

KINGSTON-MONTREAL LINE.

Str. Columbian leaves Kingston at 3:15 a m., Monday, Wednesday and Friday for Montreal. Passengers so desiring may go on board this steamer the night before. Berths free.

HAMILTON AND MONTREAL LINE.
STEAMER "HAMILTON"

Between Hamilton, Toronto, Kingston, 1,000 Islands, Rapids of the St. Lawrence and Montreal.

Leaves Kingston:—
Going East—TUESDAY at 5 p.m.
Going West—FRIDAY at 10 p.m.

Fares—Hamilton, $4.50, return, $8.50. Toronto, $4, return, $7.50. Montreal, $4 return, $7.50. Berths and Meals included both ways. Connections are made at Montreal daily for Quebec and the Saguenay.

F. HANLEY, Passenger Agent. JAS. SWIFT & CO., Freight Agents.

Rochester, Oswego, Kingston
AND ALEXANDRIA BAY.

THE NEW FAST STEEL STEAMER "ARUNDELL" will leave Kingston for Oswego and Rochester every Tuesday, Thursday and Saturday at 10:15 a.m., connecting at Oswego with the Delaware, Lackawanna & Western RR. for Syracuse, New York and all interior points.

Returning from Rochester and Oswego she will leave Kingston for Clayton and Alexandria Bay every Monday, Wednesday and Friday at 6 o'clock p.m.

For tickets and further information apply to JAMES SWIFT & CO., St. Lawrence Wharf.

QUEBEC STEAMSHIP CO., LTD.

RIVER AND GULF ST. LAWRENCE
Summer Cruises in Cool Latitudes.

Twin Screw Iron S.S. "Campana,"
With electric lights, electric bells, and all modern comforts.

SAILS FROM MONTREAL on MONDAYS at 2 p.m. 7th and 21st June, 5th and 19th July, 2nd, 16th and 30th August, for Pictou, N.S., calling at Quebec, Father Point, Gaspe, Perce, Summerside, P.E.I., and Charlottetown, P.E.I.

The finest trips of the season for health and comfort.

ARTHUR AHERN, Secretary, Quebec.
For tickets and staterooms apply to
T. HANLEY, or J. P. GILDERSLEEVE, Ticket Agents, Kingston, Ont.

STEAMER "JUBILEE"

Will leave Foot Clarence Street for Gananoque and way ports Wednesday, Thursday and Saturday at 4 p.m.

STEAMER "PAUL SMITH"

Sunday trips for Garden and Wolfe Islands—9:30 and 11 a.m., and 1:15 and 6:30 p.m. Round trip only 10c. Saturdays 6:30, 8:30, 11:30 a.m., 2, 4 and 6 p.m. Other days 7, 8:30, 11:30 a.m., 3 and 6 p.m.

Picnic and private parties carried at greatly reduced rates. For further information

TRAVELLING—BY BOAT.

STR. "HERO"

Daily Service on the Picturesque Bay of Quinte.

Leaves daily at 3 p.m. (Sunday's excepted) for Belleville, Picton and way ports. On Saturday only going as far as Picton.

On Tuesdays and Thursdays going to Brighton, Trenton.

STR. "NORTH KING"

Tri-Weekly Kingston and Rochester, N.Y. (Commencing 20th June.)

Str. "North King" leaves Sundays at 6:45 p.m Str. "Hero" leaves Tuesdays and Thursdays at 3 p m. Connecting at Brighton with Str North King" for Charlotte, N.Y., (Port of Rochester).

Sunday—Str. "North King" leaves at 9 a.m. for Thousand Islands and Alexandria Bay.

Right reserved to change time without notice.

For further information regarding passage and freight, apply to H. H GILDERSLEEVE. Gen. Manager.

ALLAN LINE

For Liverpool (calling at Moville for Londonderry) every Saturday from Montreal, calling at Quebec.

	From Montreal.	From Quebec
Numidian	17th July	17th
Parisian	24th July	25th
Carthaginian	31st July	31st
California	7th Aug	8th
Laurentian	14th Aug	14th
Parisian	21st Aug	22nd
Numidian	28th Aug	29th
Carthaginian	4th Sept	4th

For tickets and every information apply to
J. P. HANLEY, Agent
Grand Trunk Station
J. P. GILDERSLEEVE Agent.
42 Clarence Street.

TRAVELLING—BY RAIL.

Rome, Watertown & Ogdensburg Ry

N.Y.C. AND H.R. RR. LESSEE.

DIRECT SHORT LINE
—TO—
Niagara Falls,
Oswego, Syracuse, Rochester, Buffalo, Cleveland, Cincinnati, St. Louis and the
WEST.
Rome, Utica, Albany, New York, Philadelphia, Baltimore, Washington and the
SOUTH.
Troy, Springfield, Hartford, Worcester, Providence, Boston and the
EAST.

TIME TABLE: Steamer for CAPE VINCENT will leave KINGSTON daily (Sunday excepted) 5 A.M. and 2:30 P.M., connecting at Cape Vincent with trains to all points in the
UNITED STATES.

Wagner Palace Sleeping Cars between CAPE VINCENT AND NEW YORK.

For lowest rates, time tables and reliable information apply to

FRED. A. FOLGER, City Ticket Agent R. W. & O. RR., Foot Brock St, Kingston.
THEO. BUTTERFIELD, G.P.A. R.W.& O. RR., Syracuse, N.Y.

GRAND TRUNK RAILWAY SYSTEM

CIVIC HOLIDAY, AUGUST 2nd.

For the above Return Tickets will be issued at First Class Single Fare from Kingston to all stations in district, Toronto, Orillia, Ottawa and Montreal, inclusive, good to go on p.m. trains, July 31st, and all trains August 1st and 2nd, and good to return not later than August 3rd 1897.

NEW TIME TABLE.

GOING EAST.		GOING WEST.	
No. 2 Express,	2.10 a.m.	No. 3 Express,	1.20 a.m
		5 Express,	2.45 a.m
" 6 Express,	12.00 p.m.	" 13 Express,	10 15 a.m
" 4 Express,	1.10 p.m.	" 7 Express,	12 40 p m
" 22 Mixed,	6.45 p.m.	" 1 Express,	1.10 p.m
		" 19 Mixed,	6 45 p.m

J. P. HANLEY, Agent.
G.T. City Passenger Station, Foot of Johnston street, Kingston.

SUCCESSFUL EDUCATOR.

James M. Greenwood, President of the National Educational Association.

To be president of the National Educational association is no small honor, and the Missouri delegation to the annual session held recently in Milwaukee was made very glad when James Mickleborough Greenwood was selected for that position, for Mr. Greenwood is a Missourian, and Missourians are very proud of him. This is not at all remarkable, for he is a man of much merit, all the more because the credit of his success is his own. He is what is called a self made man, and when one considers his meager opportunities and what he has wrested from them, it is impossible to withhold admiration of his workmanship.

Mr. Greenwood was born near Springfield, Ills., in 1840. In 1852 his father moved to Adair county, Mo., where he remained until the war broke out, assisting his father with his farm work and getting such schooling as he could, though in all his attendance was but 44 weeks. It is true he afterward put in a year at the Canton seminary, but here he was mainly engaged in reviewing what he had studied before. He began the study of law, but abandoned the idea and went into the army, where he served a year and a half.

JAMES M. GREENWOOD.

After the war he returned to his father's farm and devoted his time to breaking mules and following the plow.

At the expiration of two years of this sort of toil young Greenwood made the acquaintance of Joseph Baldwin, now a leading educator in the state of Texas, but then engaged in starting a private normal school. Greenwood quit the farm and became professor of mathematics in Baldwin's school, which soon became a flourishing state institution. In 1874 he was elected superintendent of public schools in Kansas City, which place he has filled ever since.

The appearance of Mr. Greenwood is still that of the farmer. His complexion is swarthy and in distinct contrast to his black mustache as well as to his gray hair. His hobby is free textbooks for pupils at public schools.

K. Kleversley, 89 Magill street, Hamilton, says: "It gives me pleasure to state that I have found the greatest relief from Miller's Compound Iron Pills for neuralgic headache. I shall never be without them."

OUR OTTAWA LETTER.

REPATRIATION SCHEME FOR THE NORTHWEST.

Mr. Sifton's Labors--The Lumber Duty--A Word About the Jingo Editors--Statesman vs. Politician--Ottawa Gossip--The Ontario Elections.

[From Our Own Correspondent.]

Ottawa, Aug. 3.—We have heard so much and suffered so much from the exodus that it is gratifying even when one of the stray sheep returns and still more so to find native or naturalized Americans other than those of Canadian birth pulling up stakes across the line and coming here to settle. The census of 1890 showed 980,000 natives of Canada and Newfoundland to be domiciled in the States, plus 800,000 persons of Canadian extraction, i. e., persons born in the States of Canadian parents—an aggregate loss of 1,800,000, or equal to more than twice the population of the three seaboard provinces. It will take a precious long time, therefore, for us to get even with our Uncle Samuel, but there is certainly no harm in trying to get people away from him.

Mr. Sifton's Labors.

When Mr. Sifton took hold of the Interior Department last March he became advised of the districts in the United States where the most effective emigration work could be done and sent the best available agents to the spot. It was practically new work, for while his predecessors had had agents in several States, but little had been done. Mr. Sifton's agents give special attention to the repatriation of Canadians, and though it takes time for the seed they sow to grow, they have already induced quite a few to return and take up land in the Northwest. Several delegations from the States have recently visited that part of Canada and there is ground for hoping that next year the movement back to the Dominion will be much larger than any of us anticipated a few months ago, always provided that times in the States do not improve. If times pick up naturally those who now think of coming here will endeavor to rub along where they are, and the number returning may not come up to present expectations. One thing is certain—those who do return will find that the Government agents have told them the truth about Canada. Mr. Sifton and Mr. Smart do not believe in putting forth exaggerated statements. It is worth noting that one of the best cards in favor of the Canadian Northwest is the moderate character of the railroad rates as compared with rates in Dakota, Minnesota, Wisconsin, Montana, Kansas or Texas. Mr. Sifton is a very able and hard-working Minister and everyone will rejoice to see this part of his work meet with a good measure of success. The same may be said of the Deputy-Minister, Mr. Smart; he is always at his desk and what he does he does intelligently and conscientiously. They are just the men for the Interior Department. They hailed from Ontario originally and do not forget the interests of their native province.

The Lumber Duty.

The imposition by Congress of a duty of $2 on sawn lumber is a serious matter for Ontario lumbermen. The question now is, Would it benefit them for the Ottawa Government to impose an export duty on logs seeing that the Dingley tariff provides that if an export duty on logs is levied by us it shall be added to the American duty on our sawn lumber? The Mail and Empire, which is terrifically anti-American these days, calls upon the Government to impose an export duty not only on logs but on pulp wood and nickel in order to bring our neighbors up with a short turn. But would that really help us? Somebody out-herods The Mail by proposing that we should prohibit lumber, logs and everything else from being sent to the States. Our exports of logs and all kinds of lumber thither amount in value to $13,500,000. The annual consumption of lumber in the States amounts to over 13 hundred million dollars, 100 times more than we send. Our exports of pulp wood to the States last year were worth $600,000 while the value of the pulp wood they used is estimated at $9,500,000. We sent them $486,000 worth of nickel matte. How much they used I do not know. They produce a little themselves. In the light of these figures is it not possible that we might injure ourselves quite as much as or more than we should hurt them by resorting to export duties?

My own notion is that Canadian lumbermen were badly advised when they began to threaten Congress with export duties during the fight at Washington over the lumber schedule. Mr. John Charlton, who knows the temper of Congress and understands the whole subject better than most men, urged them not to bluster and threaten as that would only be playing into the hands of the Americans who wanted a $2 duty, but to say nothing and saw wood, in which case Congress would probably be satisfied with a duty of a dollar. He was not listened to; the fellow "who knew it all" insisted that by threatening to levy export duties they could frighten Congress into making sawn lumber free; and here is the result.

A Word About the Jingo Editors.

It is all right to stick up for Canada and to be patriotic. But so clear-sighted a Canadian as Edward Blake warned us some years ago that we were growing too Jingoish and that the cheap chauvinism of the newspapers was a very different commodity from true patriotism, which is not blind but looks facts in the face and does not deliberately run its head against a stone wall. Since Mr. Blake reminded us of this in 1891, the newspaper chauvinists have waxed more truculent and become, if possible, a trifle more idiotic. They are now clamoring for the imposition of export duties without knowing or caring what the effect would be upon ourselves. Take pulp wood. Load it with an export duty and you may perhaps make some of the American mills along the boundary squeal, but the American pulp industry at large will not be affected. On the other hand, the settler in Algoma, in the Peterboro district, up the Ottawa and throughout the province of Quebec who is getting out pulp wood will have to choose between stopping work and accepting from the Canadian mills a dollar a cord less than the price he is now getting snorting editor, "we shall have more mills in Canada; the Americans will be forced to manufacture on this side." He assumes this because it is in line with his argument. But he does not produce any evidence in support of it. The Dingley tariff provides that the duty on pulp entering the United States shall be so much, but if it comes from a country imposing an export duty on the wood it shall be so much more; that is to say, if we levy an export duty on the wood, we shall render it impossible for Americans or any one else to manufacture pulp in Canada for the American market.

"But what about nickel?" he asks. "An export duty will prevent the Yankees from building a navy." Suppose it did, what would be the effect of the duty on the value of the Sudbury nickel deposits? And suppose it didn't, what then? If the Ottawa Government is wise it will pay no heed to Mr. Jones of the Daily Smasher or Mr. Robinson of the Weekly Crasher, but take a common-sense view of the situation and consider the facts as they exist. If it were to embark on a policy of export duties and commercial war, and the Americans were to strike back by abrogating the bonding privilege or excluding our fish, the Crasher and Smasher would coolly turn round and jump on it for bringing such disasters upon Canada. The Americans are treating us very shabbily, but it is not necessary for us to make bad worse.

Statesman vs. Politician.

There is loyalty and loyalty—the genuine article and the pinchbeck. The difference between the two is admirably illustrated in the attitude of Mr. Reid, Premier of New South Wales, who was in Montreal the other day, towards the Mother Country, and that of Sir Charles Tupper. Sir Charles wants England to revert to protection and tax the products of foreign countries whilst admitting colonial free. This would add enormously to the price of food and raw material in England; further, it would cripple her exports to foreign countries and reduce wages and the demand for labor. Lord Salisbury, in fact, has declared that it would produce a state of things "scarcely distinguishable from civil war." Nevertheless Tupper wants it; if it ruined the Mother Country, as it probably would, it would benefit the colonial producer, whose loyalty would then know no bounds.

Per contra, Mr. Reid says: "I am a strong opponent of any preferential trade scheme. The British House of Commons could never be induced to adopt such a policy, which would be disastrous beyond words to British commerce and therefore to the British people. My objection to it is that it would be a grave mistake for the Mother Country in an economic sense and further that it would lead in the end to a combination of foreign nations against her, which, if not fatal, would certainly subject her to a severe strain. I look at her welfare as representing and as being essential to that of the Empire. Compared with that, the cash benefits that might be derived by some of the colonies from preferential trade are of no account."

The Australian is good stuff. He does not talk loyalty, he acts it. Next to Mr. Laurier, he took the lead of the colonial premiers at the Jubilee and highly distinguished himself by declining a title.

Imperial Defence.

The Toronto World comes to the conclusion that Mr. Chamberlain will shortly call on the self-governing colonies to contribute to imperial defence. The World has too much sense to say that this would suit Canadians. It would be about the worst thing that could happen us just now when we are trying to fill the older provinces and get settlers for the Northwest. Emigrants from the continent of Europe, Germans, Swedes, Norwegians, etc., would not be attracted to this or any other country by the prospect of having to pay taxes for Old World armaments and wars. Few come here as it is, but that would forever dispose of our chance of getting more. And how would the Canadian farmer like it? Our contribution, to be of any value, would have to be $5,000,000 a year or so, which capitalized at 3 per cent. would represent an addition of $170,000,000 to the debt. How the superloyal Tories would howl if it fell to the lot of a Liberal Minister to add such a load as that to burdens already heavy enough! Tupper would declare that it was the thin end of the wedge of universal conscription and confiscation. He detects the thin end of a wedge in every Liberal proposal and would be sure to make the most of such a monstrous demand as that would be. I should fancy that if it ever passed Parliament there would at once be such an explosion of hostile opinion in the country that members would make haste to repeal it.

The other day a European news agency forwarded to Ottawa a bundle of clippings from French, German and Italian papers which really supposed that, as the upshot of the pow-wow at the Colonial Office, Canada and the Australian colonies were to pay their share of Britain's yearly budget of $180,000,000 for the army and navy. That kind of an advertisement is not calculated to do us much good, but we must perforce swallow the bitters of the Jubilee along with the sweets.

Ottawa Gossip.

Mr. Laurier—it is a strain on one to call him Sir Wilfrid—will be home, it is thought, about the 28th. The Tories will have it that a reorganization of the Cabinet is on the cards. There may be a few changes but they will hardly amount to a reorganization. At the first real organization the number of Ministers will be reduced. Parliament is likely to meet early in the year, not later than February.

Sir Charles Tupper, Mr. Foster and others who maintained that the preferential duties in favor of Britain would have to be withdrawn because Britain would never denounce the German and Belgian treaties, turn out to have been grievously mistaken. The action of the Imperial Government in denouncing the treaties may be said to mark the beginning of a new commercial era in the history of the Empire; and Liberals may fairly take the credit of initiating it.

It would not be surprising, in case Cabinet changes are made, to see Mr. James Sutherland become a Minister. As I ventured to say in a former letter, Mr. Sutherland is a singularly clear-headed man, of large experience in public life, with a good record, a safe seat and troops of friends, just the sort of man Ministers are made of. He has done valuable service to the Liberal party for years and is respected on both sides of the House. There is plenty of other material from Ontario to choose from, e. g., Mr. Lister, Mr. McMullen, Mr. Bain, and, last but not least, Mr. Charlton; but gossip has it that Mr. Sutherland stands the best chance. It is probable too that before Parliament meets two or more deputy-ministers, besides those already retired, will be shelved. Ministers have no desire to deprive any deserving man of his job, but without doubt they would feel more comfortable and the public interests would be benefited if their deputies were men of their own choosing.

Seems to have ceased. He is away with Chief Engineer Coste inspecting public works down the St. Lawrence and is enthusiastically received wherever he goes, not because he is the head of a spending department but because the Liberal rank and file appreciate his services to Mr. Laurier and the party.

The Ontario Elections.

Brother Alexander Smith, the Liberal organizer, has been travelling about the province lately getting things into shape for the Provincial campaign. He knows better than to announce that the election is safe for the Liberals; that would be throwing Liberals off their guard and encouraging lethargy, not to say apathy; at the same time he has no doubt in his heart of hearts of the result if the party only displays its wonted fire. Mr. Whitney is now tolerably well known. He has travelled more in the last three months than Mr. Marter travelled during his inglorious term as leader, and the people have had a chance to "size him up." Their opinion is that while he is a nice fellow he is not big enough for the job he is coveting. This at any rate is the general impression in Eastern Ontario, where it is likely that he has quite as many friends as in the west. His associates do not take at all; they are not up to Provincial Cabinet standard and the feeling is that it would not be safe to entrust them with the management of affairs, especially as they would be mere pawns for Messrs. Haggart, Montague and the other Federal leaders of the party.

Nevertheless the stereotyped cry "It is time we had a change" is producing some effect and Liberals had better bestir themselves and prepare to meet it. The Tories are putting the best available men in the field and are more confident than they have been for years. Here in the east Liberals have a separate organization—I mean one distinct from the general organization—which with the all-powerful assistance of Sir Richard Cartwright has got the party thoroughly into line in Federal affairs. It is now turning its attention to the Provincial campaign and is certain to give a good account of itself. GATINEAU.

A Turkey's Obstinacy.

"Which had I rather drive, hogs, cows, sheep, ducks or turkeys?" repeated the Missouri man, who deals in stock.

"Well, not turkeys."

The business of the Missourian was to go all around the country, over hills and mountains, and through gulches and hollows, picking up with his assistants all kinds of live stock from the farmers. Sometimes he might be seen driving a thousand geese through the mountain passes, and the procession, it may be imagined, is a most melodious one. These animals and fowls are finally shipped to the large cities.

"Turkeys are mighty hard to drive," continued the drover, "for they are so blamed obstinate. Now a sheep, hog, cow, or goose will keep going just as long as you want them to, and you can cover a pretty bit of country in a day. It isn't so with a turkey. As soon as it just begins to get dark he wants to roost and he wants to roost badly and roost he will somewhere or somehow. So what does he do but hop upon a fence or on a limb of a tree and there he'll stay and he won't be driven any more. I remember once driving a gang of 200 turkeys which we had collected gradually from the farmers all over the country. Well, about 4 o'clock in the afternoon it clouded up very dark and as we were going through the deep shadows of a gulch, those fool turkeys thought it was night and every blamed one of them hopped out of the road for a roosting place. And they roosted! We tried to get them to move on, but it was a hopeless task. They wouldn't budge. You could knock a turkey off from a branch and then he'd methodically hunt around for another branch. Of all kinds of obstinacy turkey obstinacy is the strongest. You can't make a turkey think it is day when he imagines it is roosting time. So we simply had to give in, and, although we wanted to get back to town that night, we were absolutely forced to camp on the outskirts. We made the best of it, built a fire of pine knots and went to sleep on pine branches, with our family of turkeys all around us. In the morning, after the sun was well up, we moved on, the turks now obediently condescending to leave their perches and go to town."

Cheerful Mr. Maxim.

Mr. Hudson Maxim believes that he has solved the problem of the naval battles of the future and that he has a scheme of destruction beside which earthquake and the plague are as sucking doves. He described his plan recently before the Royal United Service Institution of Great Britain as a system of aerial torpedoes. His projectile, he declared, could be fired from ordnance at service velocities with perfect safety. His guns would be of much greater caliber and far less thickness of metal than the present guns, and his projectile, being of much thinner steel, would carry a much larger charge of explosive. For instance, a 12-inch gun would fire an 850 pound shell, but his gun would hurl an aerial torpedo weighing 2,700 pounds, of which 1,420 pounds would be picric acid.

Mr. Maxim went on to show that, taking the cost of the battleship at £1,000,000 and that of the cruiser at £100,000, a fleet of torpedo cruisers capable of destroying 1,000 first-class battleships could be produced for the cost of one battleship. This result, he confessed, was astounding, but he maintained that it was based on such a foundation in facts as at least to warrant its being placed in the category of practical probabilities. A nice cheerful sort of a person is Mr. Hudson Maxim. What sort of dreams does he have?—New York Times.

A Good Deal in Him After All.

"Well," said Papa Rushweed, as he settled down to his just-before-retiring cigar, "now that Bella has brought around her young man I can't say that I think there is much in him."

"Guess you didn't notice the dinner he ate, Jacob," said the practical mamma. —Plain Dealer.

You Are Wanted

To call at Abernethy's and see what he is selling boots and shoes for.

DOWN THE DECLINE.

Rheumatism and Constipation, the enemies of old age, routed by Mack's Rheumatic (Liver and Kidney) Pills.

"Those Mack's Pills have indeed been a comfort to me," said an old gentleman of seventy winters. "I was crippled with rheumatism, but since taking Mack's Pills I am getting as supple as a boy. Constipation bothered me considerably, but the pills have happily freed me from that ailment." No remedy for old people equal to Mack's Pills. Price fifty cents, all drug stores.

"Cough Chaser."—Quick to Catch and Kill a Cough. 25c.

THE SLATER SHOE

"It's Your Move"

Lay three dollars on a checker board. Put $1.00 labeled "leather etc." to the right,—75c. named "labor" to the left,—and $1.25 marked "profit" as far away as possible—that's the **average** $3.00 Shoe. Now take 50c. from "profit" and add it to "leather, etc.," with 10c. to "labour." The state of the **profit pile** will then tell you why you should always look for the name and price on the sole Goodyear Welted. $3.00, $4.00, $5.00.

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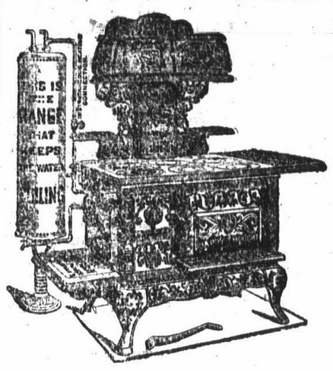
Sole Kingston Agents, HAINES & LOCKETT



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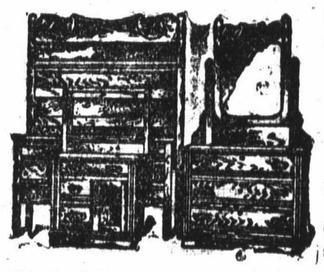
M'KELVEY & BIRCH

69 and 71 Brock Street.



GREAT CLEARING SALE
OF FURNITURE
JULY AND AUGUST.

This Bedroom Sett, in 16th Century and Antique Oak Finish, only $18.50. Boat Chairs, Oarsmen's Cane Seats, Camp Cot and Stools, Pillows, Mattress and Mantle Beds at great reductions.

JAMES REID, The Leading Undertaker and Furniture Manufacturer, 254 and 256 Princess Street.

PRODUCE AND PRICES.

The Standard Rates Governing the Local Markets.

KINGSTON, Aug. 3.—About the only change worth noticing this week is the advance in the price of flour. This commodity has gone up twenty-five cents a barrel. There is a tendency for the lowering of present prices paid for hides, owing to the new American tariff going into effect. Berries and all kinds of fruit are plentiful, peaches especially so. A lot of California fruit is being brought in by local dealers. These prices are in force:

Butter and eggs—Fresh butter in prints from 18c. to 20c. a lb. Rolled or packed butter brings from 12c. to 16c. a lb. New laid eggs sell at from 12c. to 15c. a dozen.

Flour and feed—Flour, bakers', strong, $4.35 to $4.50 a bbl.; bakers', patent, $4.55 to $4.75; family flour, $4.50 to $5.15; bran, $12 to $13 a ton; shorts, $13 to $14 a ton; oatmeal, and rolled oats, $3.25 a bbl.; cornmeal, $1.10 a cwt.; chops, $14 to $15 a ton. Hay, new, $6 to $7 a ton; old, $9 to $10; pressed, $12 to $13; straw, 50c. a cwt.

Fruit — Raspberries, tame, 4c. to 5c. a box; wild, 75c. to $1 a pail; California plums, 15c. a dozen; California pears, 20c. to 30c. a dozen; California peaches, 20c. to 30c. a dozen; bananas, 15c. to 20c. a dozen; native peaches, 50c. a basket; watermelons, 30c. to 50c. each; Valencia oranges, 20c. to 30c. a dozen; lemons, 20c. to 30c. a dozen; honey, 10c. to 15c. a pound. cocoanuts, 5c. to 7c. each; figs, 15c. a pound; hickory nuts, 5c. to 10c. a quart; filberts, pecans, walnuts, 15c. a pound.

Grain—Oats, 24c. to 25c. a bushel; buckwheat, 30c. to 35c.; peas, 44c. to 45c.; rye, 35c.; barley, 23c. to 25c.; Manitoba wheat, No. 1, hard, 84c.; No. 2, hard, 82c.; northern, 77c.; white winter, 72c. to 75c.

Meat—Beef, forequarters, 3½c. to 5c. a lb.; hindquarters, 5c. to 6½c. a lb.; cuts, 5c. to 12½c. a lb.; pork, quarters, 6c. to 7½c. a lb.; cuts, 7c. to 12½c. a lb.; hogs, 5½c. to 6½c.; spring lamb, quarters, 75c to $1.50, yearlings, quarters, 7½c.; chops, 6c. to 12c a lb.; mutton, quarters, 6c. to 7c. a lb.; cuts, 5c. to 10c. a lb.; veal, 3c. to 6c. a lb.; beef tongues, 20c. to 40c. each.

Vegetables—Old potatoes, 40c. to 50c. a bag; new potatoes, 15c. to 20c. a peck; sweet potatoes, 25c. to 40c. a peck; cabbages, 5c. each; carrots, lettuce, onions, radishes, beets, spinach, parsnips, mint, 3c. to 5c. a bunch; asparagus, three bunches for 10c.; turnips, 30c. to 40c. a bag; tomatoes, 10c. a pound; cauliflowers, 5c. to 15c. each.

Fish—Mackerel, 15c. a lb.; frogs' legs, 30c. a lb.; pike, 5c. a lb.; perch, 15c. a dozen; salt herring, 10c. to 20c. a dozen; trout and white fish, 10c. a pound. British Columbia salmon, 20c. a lb.; cod and haddock, 7c. a lb.; pickerel, 8c. a lb.; bluefish, 10c. a lb.; halibut, 15c. a lb.; oysters, standard, 45c. a quart; black bass, 10c. a lb.; finnan haddies, 10c. a lb.

The Hide Market.

John McKay & Son, hide dealers, 151 Brock street, report a downward tendency in the prices now paying for hides, owing to the new American tariff coming into operation. Practically there are no fixed prices, although 6c. is being paid for No. 1 beef hides. Dekins are quoted at from 35c. to 45c., and veals at from 50c. to 80c.

Markets Elsewhere.

TORONTO, Aug. 3.—Wheat, white, per bushel, 75½c.; wheat, red, per bushel 74c.; wheat, goose, per bushel, 64½c.; buckwheat, per bushel, 32½c.; rye, per bushel, 35c.; oats, per bushel, 25c. to 27c.; peas per bushel, 46c.; barley, per bushel, 28c.; hay, $6 to $11; straw, $6 to $7.00; dressed hogs, $7; eggs, 9½c. to 10c. per dozen; butter, in pound rolls, 13c. to 14c.; butter, tubs, dairy, 11c. to 12c. per lb.; chickens, per pair 50c. to 60c.; turkeys, per lb., 9c.; potatoes (new), per bushel, 80c. to 90c.; spring lambs, per lb., 8c. to 9c.; mutton, per lb., 4c. to 7c.; beef, fore, 4c. to 5c. per lb.; beef, hind, 7c. to 8½c. per lb.; veal, 5c. to 7c. per lb.

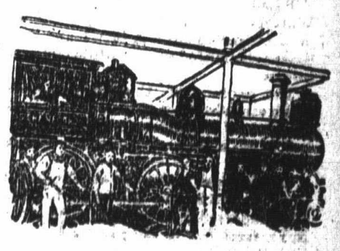
MONTREAL, Aug. 4.—[illegible]

pretty good stock at from 3½c. to 4½c. per lb; common dry cows and rough young stock sold at from 2½c. to 3½c. and the leaner beasts and hard-looking bulls at about 2½c. per lb. Calves sold at from $2 to $8 each, only large calves bring over $5.50 each. Shippers are paying 3c. per lb. for good large sheep. Lambs sold to-day at from $2 to $3.25 each. Fat hogs are rather scarce and sales to-day were at from 5½c. to 5¾c. per lb. Heavy hogs would bring about one cent less per lb.

PRACTICAL ENGINEERS.

A Real Locomotive For the Use of Purdue University Students.

Theory and practice are seldom found so closely linked as they are at Purdue university, in Lafayette, Ind., where experimental engineering is taught by the



LOCOMOTIVE USED AT PURDUE UNIVERSITY.

use of a full-grown regulation locomotive, the property of the institution. There is no other college in the country that owns a locomotive, and there is no other scientific appliance at Purdue that possesses half the interest that the big machine exerts upon the student of engineering.

The locomotive now in use is a brand new one and was placed in position after a most successful run from Schenectady. The type is the same as that used to pull ordinary railroad trains. It has eight wheels, the two drivers being 6 feet in diameter. The engine in its entirety weighs 100,000 pounds and carries a steam pressure of 250 pounds to the square inch, an unusual quantity, as the ordinary locomotive carries only about half as much.

The department of experimental engineering at Purdue began the use of the steam-engine as an illustrator six years ago, the old engine having been transformed into a freight locomotive recently and shipped away. It occurred to Professor Goss, the head of the department, that practical engineering might as well be learned at college while the student's theoretical knowledge was fresh in his mind. The idea was at first roundly ridiculed, especially by railroad men, who declared that it took a year or more of running on the line to gain anything like a useful idea of the work. Now, after six years, there is no such talk. It has been clearly demonstrated that the student of engineering at Purdue knows as much of the business as does the average working engineer, and in time he acquires a knowledge infinitely superior to that picked up by purely practical methods.

The locomotive testing plant upon which the new engine stands has wheels in the place where the rails of a regular road would be. On these supporting wheels rest the drivers of the new locomotive. They are mounted on shafts run in fixed bearings and turn when the locomotive is driven through the action of its machinery. There is no load to pull, but the same effect is obtained by the use of friction brakes, and the pull at the drawbar is registered by an accurate dynamometer. Runs are made with fireman and engineer exactly as if statute miles were being covered, and tests of speed and power are as accurate as could be taken on a regular line of railway.

CASTORIA

For Infants and Children.

The fac-simile