

AYER & CO'S NOTICE.

Be Sure

To ask for Ayer's Sarsaparilla, if you are in need of a Blood-purifier—the only certain and reliable remedy for pimples, blotches, and all other eruptions of the skin. As an alternative,

Ayer's Sarsaparilla,

after a trial of nearly half a century, is universally conceded to be the best ever discovered. It is agreeable to the taste, and, being highly concentrated, only small doses are needed.

An old lady of eighty, Mrs. Mary C. Ames, of Rockport, Me., after forty years of suffering from a humor in the blood, manifesting itself in Erysipelas and other distressing eruptions on the skin, at last began the use of Ayer's Sarsaparilla, and, after taking ten bottles, she is now, she says, "as smooth and fair as ever."

Leander S. McDonald, of Soley St., Charlestown, Mass., suffered greatly from Boils and Carbuncles, and for nearly two months was unable to work. A druggist advised him to take Ayer's Sarsaparilla, after using two bottles of which he was entirely cured. He has remained in good health ever since.

Ayer's Sarsaparilla, Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. Sold by all Druggists. Price \$1.00 per bottle, \$6.00 per six bottles.

PROVINCIAL.

SMOKE

"BILL NYE" CIGARS.

5 CENTS.

SMOKE

Creme de la Creme CIGARS.

TEN CENTS.

THIS YEAR'S

MYRTLE

CUT AND PLUG

SMOKING :: TOBACCO FINER THAN EVER.

SEE

T. & B.

In Bronze on Each Plug and Package.

USE IRELAND'S DESICATED WHEAT

It cures Dyspepsia. Among the choice Breakfast Cereals manufactured at "Our National Food" Mills, Toronto, which are having an extensive sale all over the Dominion, the Desicated Wheat is the greatest boon to dyspeptics ever invented. One out of hundreds of testimonials received: "I had dyspepsia for 20 years. I used all sorts of remedies until five years ago I got your Desicated Wheat. I gained 15 pounds in three months and have been well for nearly five years, but I use the food every day still." Send five cents to pay postage on sample to F. C. IRELAND & SON, 27 CHURCH ST. TORONTO.

WOOD ENGRAVING.

High Class, Fine Art, Live Stock, Mechanical TORONTO ENGRAVING CO. 53 King St. West, Toronto.

STAINED GLASS.

Brilliant Cut, Beveled, Silvered, Bent, Plate, &c. M'CAUSLAND, KING STREET, TORONTO.

ELECTROTYPERS.

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PALMER HOUSE

Cor. King and York Sts., Toronto. Only \$2 per day; also "Kerby" Brantford.

USE ONLY THE

IZDAHL

BRAND OF PURE NORWEGIAN COD LIVER OIL.



THE GREAT STANDARD REMEDY for all weakness and Diseases of the Lungs, Impaired Nutrition, etc. This oil is pure, fresh, nearly tasteless, and there are most suitable for delicate digestion. None genuine without the name IZDAHL stamped on each capsule. Wholesale by Lyman Saps & Co., Montreal.

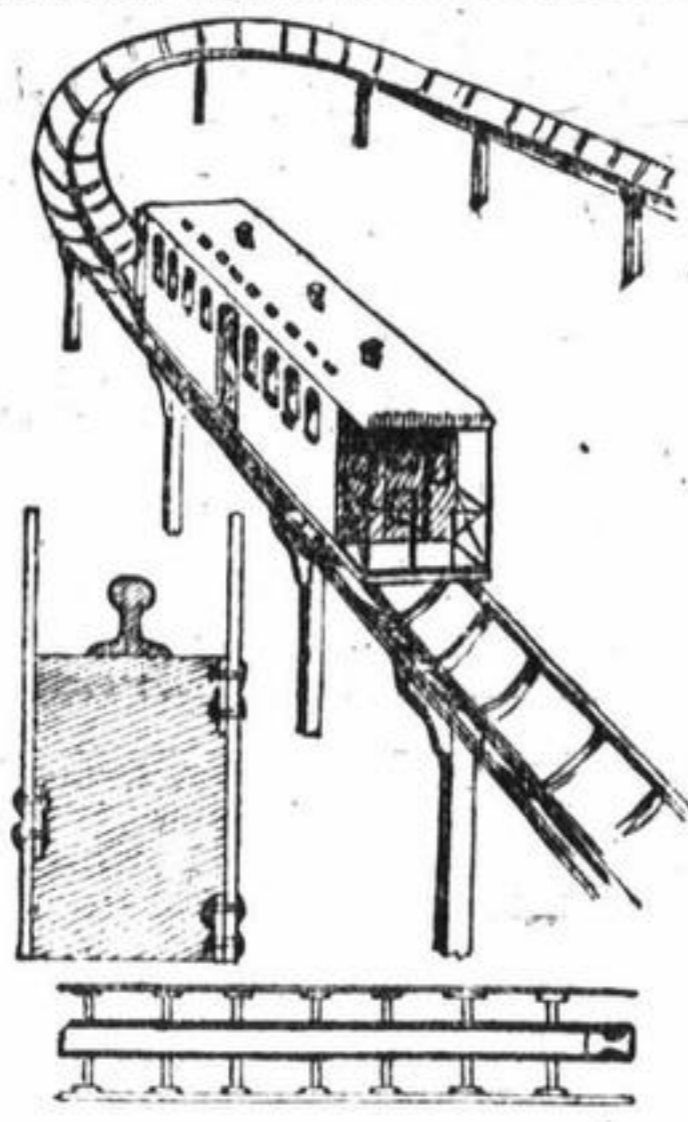
CLEANLINESS IS NEXT TO GODLINESS Hot and Cold Baths at all hours at JONES' LONISORIAL PARLOR British American Hotel Block, Clarence St., N.B.—These are the only Baths in the city heated by steam, thereby securing at all hours hot water.

SCIENCE AND PROGRESS.

IMPROVEMENTS MADE BY SCIENTISTS AND OTHERS.

One of the Most Recent Devices for Solving the Problem of Rapid Transit is the White Elevated Electric Railroad Here Described.

In a recent issue of Science the invention of Mr. White, of Boston, is illustrated and described. This invention is the elevated electric railroad, one of the most recent devices for solving the problem of rapid transit.



ELEVATED ELECTRIC RAILROAD.

As may be seen in the illustration, the track is supported by a single line of columns. The car rests upon two wheels (one at each end), instead of upon eight (four at each end), as in the ordinary passenger car. The car is steered horizontally by eight guide wheels (four at each end), assisted by small rollers, one projecting from beneath each guide wheel, and having an upward bearing against the side rails which form the horizontal guides for the car trucks. These guide rollers, which are only called into play in case of an undue oscillating or rocking motion of the car resulting from obstructions or too great speed, are safeguards against the car leaving the track. They also enable the car to pass around curves of short radii at a reasonable speed without danger of derailment.

The plan and cross section of a box girder, for supporting the main bearing rail, as is shown in the cut. This is only one of many methods which may be used for sustaining the weights of heavy trains at high speeds, another support being an I beam resting upon the columns. Trusses of various forms may also be used.

One difficult problem in the perfecting of this system of road was that of switching; but Mr. White claims to have not only solved the problem, but to have made the arrangement of the switch such that the track is never open, even should the switch be turned the wrong way, as the bearing wheels can never leave the supporting rail, and consequently the car cannot leave the track.

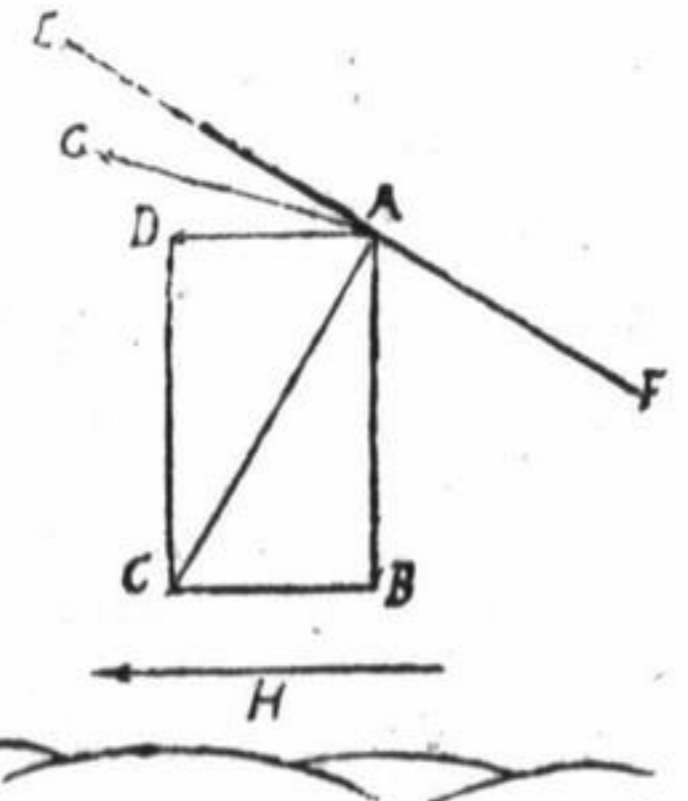
This system of elevated railroad, though intended primarily for an electric road, may use steam or cables. As yet, we believe, there is no road in operation constructed upon Mr. White's system, though large working models show the feasibility of not only running trains upon such a track by any of the motive powers mentioned, but also of running them safely around short curves and at high speeds.

The Soaring of Birds.

W. H. Pickering, writing from Harvard College observatory to Science, presents what he believes to be the true explanation of the phenomenon of the soaring of birds.

Imagine a piece of paper floating in the air. The wind takes it and carries it along horizontally with its own velocity. After it has assumed the velocity of the wind, there is but one force acting on it, namely, the vertical one due to its own weight. Imagine now a bird under the same circumstances. Instead of traveling with the wind, as everybody who has watched a soaring bird knows, he travels round and round in circles, each one a little higher than the last, and each one a little farther along in the direction towards which the wind is blowing. Now, when he travels with the wind, he attains nearly its velocity, and then turns and travels against it, rising rapidly at the same time, till he is nearly stationary, or perhaps is even going a little backwards, relatively to the ground. He then turns and travels with the wind again, either moving along horizontally, or perhaps dropping somewhat nearer the earth, until he attains his original velocity, when the cycle is repeated. Comparing his motion with that of the paper, we find that he does not move along so fast; there must, therefore, be some compensating advantage obtained in order to use up the surplus energy derived from the wind.

In the above figure let H represent the direction of the wind, and A the position of the bird. Let AB represent the force due to his weight, and AD the mean force exerted on him by the wind, owing to the fact that he does not move along as fast as the sur-



EXPLANATION OF SOARING OF BIRDS.

rounding air. Combining these, we get the resultant force AC acting upon the bird. Now construct the plane EF perpendicular to the line AC. The bird may then move anywhere in this plane without losing energy. He cannot move to the right of it, but he may move to the left and thus gain energy. Practically he will move in a spiral about the line AC, thus slowly dropping from the plane EF, but gaining enough energy by that means to make up for that lost by friction with the air. He will thus gradually rise from the earth, and at the same time drift along with the wind.

THE CURIOSITY SHOP.

A Saying That Has Lasted Over a Thousand Years.

Mr. David E. Stone, of The New York Journal of Commerce, has traced the origin of the saying, "Pouring oil on the troubled waters," and has given his results as follows: "The phrase, so far as we can trace it, first occurs in Bede's 'Ecclesiastical History' (book 3, chapter 15), written in Latin more than 1,100 years ago (from 716 to 731 A. D.). The venerable Bede is speaking of Bishop Aidan, who was permitted to work miracles. A priest called Vtta (Uttar) was sent into Kent to fetch Eanfleda, King Edwin's daughter, who was to be married to King Oswirra. He was to go by land, but to return by water. Before his departure Vtta visited the bishop and besought his prayers for a prosperous journey. The bishop blessed him, and, predicting for his return a great tempest and a contrary wind that should rise suddenly, gave him a pot of oil, saying: 'Remember that you cast into thesea this oyle that I give you, and anon, the winds being laid, comfortable fayre weather shall ensue on the sea, which shall send you againe with as pleasaunt a passage as you have wished.'"

"The tempest came as predicted, the sailors essayed to cast 'anear' in vain, the water began to fill the ship, and 'no thing but present death was looked for.' At the near approach of death came the thought of the bishop and the pot of oil. Taking it in his hand the priest cast the oil into the sea, when, as if by magic, it became quiet and calm, and the ship was delivered."

"Bede declares that he had it from a very credible man, a priest of our church, Cymund by name, who said that he had heard it of Vtta, the priest, in whom the miracle was wrought.' Modern experiments show that it was no miracle, and we have no doubt the scene occurred precisely as described. This was the first recorded instance we can find of 'pouring oil on the troubled waters.' It is now a common metaphor, or, used of all efforts to allay commotion of any kind by smooth words of counsel in the interests of peace."

Her Pedigree.

Queen Victoria is the niece of William IV, who was the brother of George IV, who was the son of George III, who was the grandson of George II, who was the son of George I, who was the cousin of Anne, who was the sister-in-law of William III, who was the son-in-law of James II, who was the brother of Charles II, who was the son of Charles I, who was the son of James I, who was the sister of Elizabeth, who was the sister of Mary, who was the sister of Edward IV, who was the son of Henry VIII, who was the son of Henry VII, who was the cousin of Richard III, who was the uncle of Edward V, who was the son of Edward IV, who was the cousin of Henry VI, who was the son of Henry V, who was the cousin of Richard II, who was the grandson of Edward III, who was the son of Edward II, who was the son of Edward I, who was the son of John, who was the brother of Richard I, who was the son of Henry II, who was the cousin of Stephen, who was the brother of William Rufus, who was the son of William the Conqueror, of 800 years ago.

Ironclads.

Great Britain has the largest navy of any power, although Italy has the greatest ships. Great Britain has 14 obsolete ironclads, 8 non-obsolete coast guard ironclads, and 50 sea going. France has 13 obsolete, 14 coast guard non-obsolete, and 31 sea going ironclads. Italy has 9 obsolete and 12 sea going ironclads. Fifty British vessels can steam over 12 knots an hour and less than 20; 31 French can steam over 12 and less than 16 knots; 12 Italian over 13 and less than 19 knots. Of the whole number of sea going ironclads having guns that can pierce 20 inches and upward of iron, Great Britain has 28.84 per cent., France 20.76 per cent., Italy 19.23 per cent.; but of the whole number carrying 16 inches and over in complete water line armor, Great Britain has 35.71 per cent., France 32.33 per cent., and Italy 11.90 per cent.

Lincoln's Cabinet Officers.

First cabinet—William H. Seward, secretary of state; Salmon P. Chase, secretary of the treasury; Simon Cameron, secretary of war; Gideon Welles, secretary of the navy; Caleb B. Smith, secretary of the interior; Montgomery Blair, postmaster general; Edward Bates, attorney general. In January, 1862, Edwin M. Stanton succeeded Cameron as secretary of war, and in December of the same year John P. Usher succeeded Secretary of the Treasury Chase resigned in June, 1864, and was succeeded by William P. Fessenden. In September, 1864, Postmaster General Blair resigned and was succeeded by William Dennison. With the exception of Hugh McCulloch succeeding Fessenden as secretary of the treasury, there was no change in Mr. Lincoln's cabinet for his second term.

Electors Are Free.

Presidential electors chosen in each state meet at the state capitol to vote for president. They are absolutely unrestricted by law as to the person for whom they shall vote. The electors for Illinois chosen for Harrison could vote for Cleveland, or even for Jeff Davis, if they should so choose. They are bound in honor only to vote for the candidate of their party. The Democratic electors chosen in 1872 voted for various persons, Horace Greeley, the Democratic candidate for president, having died after the election and before they assembled in the various states to vote for president.

The United States Blue Book.

What is called the "Blue Book," published by the government of the United States as "The Official Register," contains a full list of all appointments under all its branches. In the immediate gift of the president there are over 114,000 appointments. If application was made to the treasury department at Washington a list of the classes of appointments might be obtained.

John Bull.

"John Bull," a nickname given to England, is said to be derived from Dr. Arbuthnot's satire of that name, published in 1712. George Coleman the younger wrote a comedy called "John Bull," which was performed in 1805.

The President's House.

The corner stone of the "President's House" was laid in 1792, and the edifice was occupied by President Adams in 1800. It was burned by the British in 1814, but was again tenanted in 1818.

The First Steamboat.

Steam was first applied to boats in America in 1810. A steamboat large enough to convey 300 persons, the first of its kind, commenced running between Limehouse and Gravesend in 1815.

TRAVELLING.

CUNARD LINE.



NEW YORK AND LIVERPOOL, (CALLING AT CORK HARBOR.)

The largest, fastest and most magnificent ships in the world; have never lost a passenger and have made the fastest passages on record. Oldest line in existence.

FAST EXPRESS MAIL SERVICE.

UMBRIA, Saturday, Feb. 16, 5:30 a.m. SERBIA, Saturday, Feb. 23rd, Noon. ETRURIA, Saturday, March 2, 5:30 a.m. AURANIA, Saturday, March 9, 11 a.m. UMBRIA, Saturday, March 16th, 4:30 a.m. SERBIA, Saturday, March 23rd, 10:30 a.m. BOFHIA, Saturday, March 27th, 2:30 p.m. ETRURIA, Saturday, March 30, 4:30 a.m.

RATES OF PASSAGE:

Cabin—\$60, \$80 and \$100, according to accommodation. Intermediate passage—\$35 From Pier 40, N. R., New York. Steerage at Very Low Rates. Steerage tickets to and from London and Queens town and all other parts of Europe at low rates. Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other points on the Continent and for Mediterranean ports. For freight and passage apply at Company's Office, No. 4, Bowling Green New York.

VERNON H. BROWN & CO., Or to J. P. Gildersleeve, Agent, 42 Clarence Street, Kingston.

ALLAN LINE.

WINTER SAILINGS.

From Portland, From Halifax. SARDINIAN, Jan. 18, Saturday. RATES OF OCEAN PASSAGE. Cabin—\$50, \$65 and \$75, according to accommodation. Intermediate \$30. Steerage \$20. Return tickets from Liverpool to Portland or Halifax—Cabin \$100, \$125 and \$150 according to position of stateroom. Intermediate \$60. Steerage \$40. Steerage passengers are booked to and from Queenstown, Derry, Belfast, London and Glasgow at same rates as Liverpool. Intermediate passengers are forwarded to and from Glasgow and Liverpool by rail without extra charge.

The last train to make connection with the steamer, leaving Portland leaves Kingston every Thursday at 1:40 p.m., and to Halifax every Thursday at 1:40 p.m. All information regarding the selection of berths can be obtained from THOMAS HANLEY, World's Ticket Agent, Corner Johnson and Ontario Streets, GRAND TRUNK CITY PASS'GER STATION.

K. & P. and C. P. R.

New, Direct, Shortest, Quickest, Cheapest and Best Equipped All Rail Route to Manitoba, the North West, and British Columbia points.

THE BEST AND CHEAPEST ROUTE Between Kingston, Peterboro, Toronto, St. Thomas, London, Owen Sound, Sault Ste. Marie, Ottawa, Montreal, Quebec, and all points in the United States.

TRY IT ONCE AND YOU WILL TAKE NO OTHER. New and Elegant Cars are run on all Express Trains. No. 3 Express leaves Kingston at 12:40 p.m. Arrives Toronto 2:30 p.m.; Ottawa, 5:45 p.m. Montreal, 7:55 p.m.; Quebec, 6:30 a.m.; Renfrew, 8:10 p.m.; Pembroke, 7:58 p.m. No. 1 Mixed leaves Kingston 7:30 a.m.; arrives at Sharbot Lake 10:30 a.m., and Renfrew 2:45 p.m. No. 5 Mixed leaves Kingston at 4:15 p.m.; arrives at Sharbot Lake at 7:10 p.m., Thurs. days. No. 7 Express leaves Kingston at 11:45 p.m., connecting with C.P.R. Night Express Train at Sharbot Lake for all points east and west. Arrives Ottawa, 5:25 a.m.; Montreal, 8:00 a.m.; Quebec, 2:30 p.m.; Toronto, 7:28 a.m. The only through train service to the North West and British Columbia, with only one change of cars. No Customs Troubles. J. H. TAYLOR, F. CONWAY, B. W. FOLGER, Asst. Sup' Ass. Gen. Pass. Agr. Supt.

GRAND - TRUNK - RAILWAY.

EXCURSIONS,

Leaving Kingston, Feb 26th, March 12 & 26, For California, Oregon, Washington Territory, Wisconsin, Minnesota, Dakota, Manitoba, Northwest Territory, British Columbia and all Pacific Coast Points.

Passenger trains leave the new City Passenger Depot, foot of Johnson Street, as follows: GOING EAST. No. 1, at 1:50 p.m. No. 2, at 3:30 p.m. No. 3, at 5:00 a.m. No. 4, at 2:40 p.m. No. 5, at 5:35 a.m. Mixed, at 6:10 a.m. GOING WEST. No. 2, at 3:30 p.m. No. 4, at 2:40 p.m. No. 6, at 5:05 a.m. Mixed, at 7:30 a.m. Mixed, at 7:50 p.m. Express trains Nos. 3, 4 and 6 run Sundays included. No. 6 does not run on Monday. All tickets good to return for thirty days. For rates and general information apply to

THOMAS HANLEY

Agent Grand Trunk Railway, corner Johnson and Ontario Streets.

BOOKS AND MAGAZINES.



NEW BOOKS.

CORNER BOOKSTORE.

FROM SHORE TO SHORE. Autumn Wanderings in the Northwest. By A. Stanley Hill. \$2.50. The Campaign of the Cataracts, by Col. Sir W. F. Butler. \$3.50. The Whiteman's Foot, by Grant Allen. \$1.75. Force and Energy, by Grant Allen. \$2.50. Home Rule and the Irish Question, by Joseph Chamberlain. 30c. Frederick the Noble, by Sir Morell Mackenzie \$1. By Misadventure, by Frank Barrett. 30c. The Ladies' Gallery, by Justin McCarthy and Mrs. Campbell Praed. 40c. The Curse of Marriage, by Mrs. Walter Hubbell. A Crown of Shame, by Florence Maryatt. 20c. Songs of Calvary, by the Whyte Bros. 25c.

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CORNER BOOKSTORE.

GENERAL - NEWS - AGENCY

—For Genuine Bargains in—

BOOKS, PAPERS AND STATIONERY.

FRASER & HAMILTON, Props

King St., opposite Market, Kingston. Everyone should read the "UTICA GLOBE" the Leading Illustrated Journal of New York State

THE CITY DIRECTORY.

Hotels and Restaurants.

ISLAND HOUSE—Best cigars and liquors Meals at regular hours. W. DOYLE, Montreal Square. BURNETT HOUSE, Ontario St., near St. George's. First class hotel to G. T. R. and K. & P. Stations. T. WILSON, Proprietor. ALBION HOTEL, corner Queen and Montreal Streets, well situated, with yard and stabling. NELSON SWITZER, Proprietor. OTTAWA HOTEL, corner of Ontario and Princess Streets. First-class accommodation; yard and stabling. JAMES NORRIS, Proprietor. SCOTT'S HOTEL, cor. Queen and Ontario Sts. Satisfaction guaranteed. Fine liquors and cigars. Good yard and stabling. A. SIMPSON. ANGLo-AMERICAN HOTEL, most convenient and popular hotel in city, opposite to G.T.R. station and steamboat landings. MRS. SHANAHAN

Livery Establishments.

F. A. BIRBY, 129 Brock Street, the leading hack and livery stable in the city. Telephone No. 167. T. C. WILSON, 120 Clarence Street, the largest and longest established livery in the city. Telephone No. 178. Vehicles ready at a moment's notice. ELDER BROS., New Livery in connection with St. Lawrence Hotel on King Street. First class hacks will always be on hand on the shortest notice. McCAMMON BROS., Kingston Horse Exchange Livery and Boarding Stables corner of Brock and Bagot Streets, new and stylish outfit of vehicles and excellent horses. Charges moderate. H. P. WELLS' LIVERY, foot of Princess St., is the most thoroughly equipped one in the city, having every style of rig kept in a first-class livery. Special rates to opera and commercial men. Telephone No. 10.

Watches and Jewellery.

F. W. SPANGENBERG, manufacturer and importer of the jewellery, 31 King Street. J. A. LEHEUP, watch maker, Jeweller, 68 Brock St., dealer in watches, clocks and diamonds. SMITH BROS., 345 King St., headquarters for watches, ranging in price from \$3 to \$200, Silverware and Jewellery. A. M. BROCK, watchmaker, Jeweller and engraver, has every facility for manufacturing and repairing jewellery in all its branches. Golden Diamond Watch Sign, 30 Princess St.

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J. W. POWELL, Copies and Enlarges small pictures, all kinds, and finishes in any style. Our crayon portraits are entirely free-hand drawing; and we can make any change required. Our bromide enlargements are finished in crayon or monochrome and are second to none for fine finish. J. W. POWELL, 165 Princess street.

Financial.

MONEY TO LOAN in large or small sums at low rates of interest, on City and Farm Property Loans granted on City and County Debentures. Apply to THOMAS BRIDGES, Manager, Princes Loan and Investment Society. Office—Opposite the Post Office.

Groceries and Liquors.

J. HALLIDAY & Co., 53 Brock Street. Family groceries, imported wines, liquors and cigars. VICTORIA WAREHOUSE, admitted to be the best place in the city to buy groceries, crockery, china, etc. THOS. H. JOHNS.

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OFFICE—203 WELLINGTON STREET, two doors north of Princess St., lately occupied by Dr. Garrett. Telephone No. 218.

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