

AYER & CO'S NOTICE.

Constipation

Demands prompt treatment. The results of neglect may be serious. Avoid all harsh and drastic purgatives...

"Ayer's Pills are highly and universally spoken of by the people about here. I make daily use of them in my practice..."

"I can recommend Ayer's Pills above all others, having long proved their value as a cathartic for myself and family..."

"For several years Ayer's Pills have been used in my family. We find them an Effective Remedy"

"or constipation and indigestion, and are never without them in the house." - Moses Grenier, Lowell, Mass.

"I have used Ayer's Pills, for liver troubles and indigestion, during many years, and have always found them prompt and efficient in their action..."

"I suffered from constipation which assumed such an obstinate form that I feared it would cause a stoppage of the bowels. Two boxes of Ayer's Pills effected a complete cure..."

"I have used Ayer's Pills for the past thirty years and consider them an invaluable family medicine. I know of no better remedy for liver troubles, and have always found them a prompt cure for dyspepsia..."

"Having been troubled with costiveness, which seems inevitable with persons of sedentary habits, I have tried Ayer's Pills, hoping for relief. I am glad to say that they have served me better than any other medicine..."

Ayer's Pills,

PREPARED BY Dr. J. C. Ayer & Co., Lowell, Mass. Sold by all Dealers in Medicine.

PROVINCIAL.

J. M. FORTIER.

WHOLESALE CIGAR MANUFACTURER

145 to 151 St. Maurice Street,

MONTREAL.

Private Brands for the Jobbing Trade a specialty.

THIS YEAR'S MYRTLE CUT AND PLUG SMOKING TOBACCO FINER THAN EVER.

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T. & B.

In Bronze on Each Plug and Package.



BOSTON'S SKILFUL DENTIST DR. F. A. COOKE, D.D.S.

voices the opinion of his profession regarding the



"In my judgment it meets just the desired need. After using THE PULSHER my teeth have a smooth clean feeling that cannot be obtained with the bristle brush."

For sale by all druggists. At wholesale by Lyman, Knox & Co. Montreal. Manufactured by the Horsey Manufacturing Co., Utica, N.Y.

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Notary, Society and Corporate Seals. Steel Stamps and Stencils Cut to Order. 98 KING ST., WEST, TORONTO, ONT.

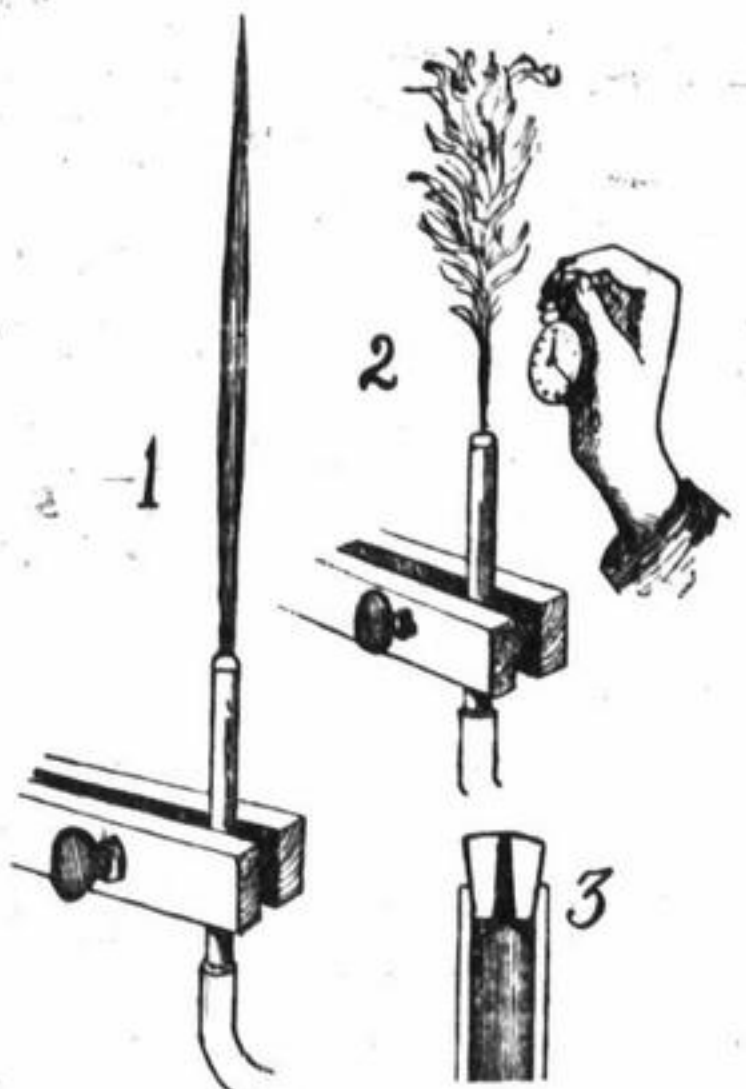
GEORGE CLIFF The General Real Estate Agent. Makes a specialty of taking care of estates, letting houses, collecting rents, buying and selling city properties...

SCIENCE AND PROGRESS.

PRACTICAL INFORMATION ABOUT ART, SCIENCE AND MECHANICS.

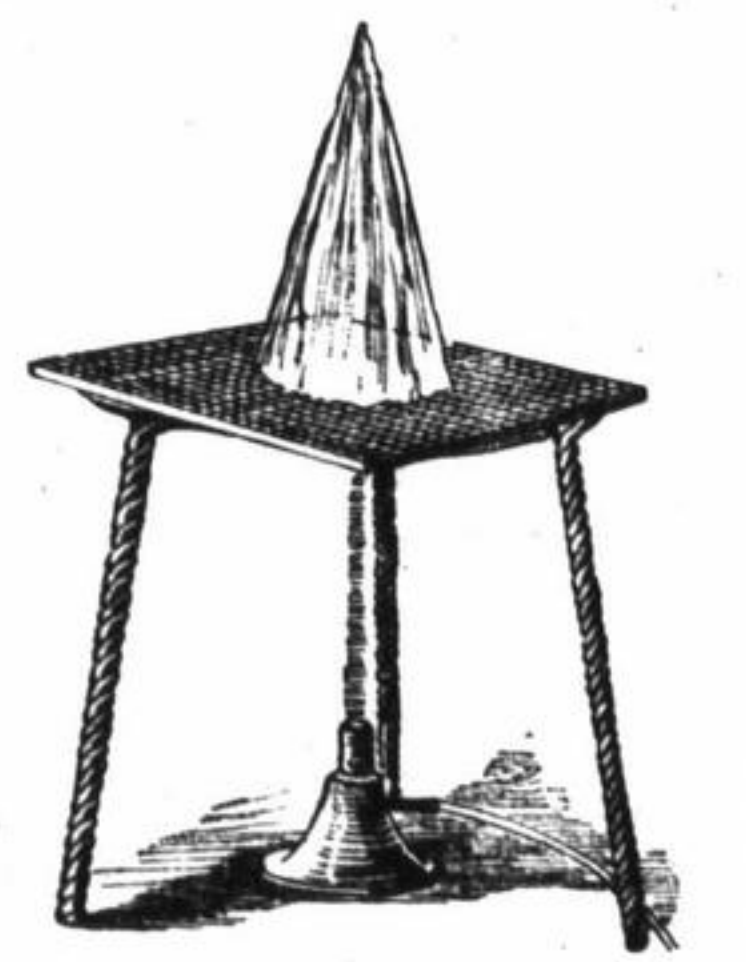
The Sensitive Flame Observed by Dr. Le Conte and Developed by Tyndall, Exhibits Some of the Curious Effects of Sound—How to Produce It.

For the production of a sensitive flame it is necessary that the gas be under a pressure equal to that of a column of water six or eight inches high. The common method of securing the required pressure is to take the gas from a cylinder of compressed illuminating gas...



NO. 1—BURNER FOR SENSITIVE FLAME.

The burner is shown in Figs. 1, 2 and 3 of the first cut. It consists of a small tip inserted in the end of a suitable tube. The burner is supported in the manner shown, or other convenient way, and gas under a suitable pressure flows through and is ignited. The flame will be tall and slender, as shown in Fig. 1. By regulating the gas pressure an adjustment will be reached at which the flame will be on the verge of flaring...



NO. 2—SENSITIVE FLAME WITHOUT EXTRA GAS PRESSURE.

Another sensitive flame, which requires no extra gas and is more readily controlled than the late jet, is shown in the second cut. In the production of this flame a pin hole burner is employed. Two inches above the burner is supported a piece of 32-mesh wire gauze, about six inches square. The gas is turned on and lit above the wire gauze. It burns in a conical flame, which is yellow at the top and blue at the base. When the gas pressure is strong, the flame roars continuously. When the gas is turned off, so as to stop the roaring altogether, the flame burns steadily and exhibits no more sensitiveness than an ordinary flame...

Fear When in High Places.

Among the many curious psychological experiences that are now attracting attention, the one to which the term "acrophobia" has been applied has many points of interest. It refers to an exaggerated condition of fear when in high places. Dr. Verger has recently described the phenomena in his own case. Though by nature not at all timid, all his courage leaves him when above ground. He has palpitations in mounting a step ladder; finds it extremely unpleasant to ride on top of a coach, or even to look out of a first story window. His idiosyncrasy forbids him to use an elevator, and the mere thought of those who have cast themselves down from high places causes tingling all over his person. The thought of the earth spinning through space is enough to cause discomfort. He finds this fear growing upon him as sight and hearing become less acute, and what walking in high places was formerly possible for him is getting more and more difficult. A greater or less degree of this fear is undoubtedly quite common. A very intense form of it seems perfectly consistent with normal functions.

Self Developing Photographic Plates.

Self developing photographic dry plates are the latest novelty, in which the chemicals used in developing are applied in the solid form to the back of the plate. After the exposure it is only necessary to immerse the plate in a tray of water, when the developing salts will dissolve and form a bath all ready for use. The convenience of this method to travelers and photographic amateurs away from their base of supplies will undoubtedly be very great.

New Method of Teaching Chemistry.

At a recent discourse on chemistry Professor Heinrich Hoffman, of Berlin, illustrated the atomic constitution of organic compounds by the use of the ballet. Each girl was dressed in an individual solid color and represented an atom, and the grouping and movements of the atoms is said to have been very effective. Chemistry has now become a very popular study with the students, and the attendance at the lectures very full.

THE CURIOSITY SHOP.

A Historical Affidavit—Account of a Sea Fight in Boston Harbor.

The Boston Transcript publishes the following in its "Notes and Queries":

Many residents of Boston will remember Benjamin Trefethen, the old sailor, who for many years sold almanacs about our streets. He must have lived well on to 90 years of age. One day he came into the office of the secretary of state, at the state house, where I was employed, and I took the opportunity of drawing up a statement from the answers to my questions, which I read to him, and which he afterwards signed. It is given herewith.

I, Benjamin Trefethen, of Boston, born on New Castle Island, Portsmouth, N. H., Jan. 18, 1790, have resided in Boston since 1828, to the present time.

In the year 1812, I shipped to serve on board the frigate Chesapeake, then lying in Nantasket Roads, in the harbor of Boston; went on board Dec. 9, 1812. The Chesapeake was at that time commanded by Samuel Evans. Shipped with others in Portsmouth by Lieut. Buid, and came immediately to Boston. The last of May, 1813, the frigate Shannon, commanded by Capt. Broke, made her appearance off Boston harbor. On the 1st day of June the Chesapeake, commanded by Capt. James Lawrence, who succeeded Capt. Evans, got under weigh and proceeded down the harbor under full sail to meet the Shannon, at that time standing in. The Shannon very soon tacked and stood off. When in the offing near Marblehead, between 2 and 3 o'clock p. m., as near as I can recollect, the action commenced. The Chesapeake had the weather gauge and engaged the Shannon, the guns on the larboard side bearing upon the starboard side of the Shannon. We were so near that I cannot say which fired the first gun; the firing was near together. As we passed the Shannon we fired two broadsides. I belonged to the third gun on the spar deck, and while looking to see the effect of the shot while firing, a cannon ball from the Shannon passed over my head and took off the head of John White, our sailing master. The engagement lasted not more than three-quarters of an hour. The Shannon at the close of the engagement was in a sinking condition, having three and a half feet of water in her hold; and I always believed that those who boarded the Chesapeake jumped on board to save their lives. I afterwards counted seven plugs in the starboard side of the Shannon.

When we were sailing past the Boston lights to meet the Shannon, while I was taking dinner with others between the guns, Capt. Lawrence came along, and, making a stop, looked at us earnestly, and said, "Bear a hand, boys, and get your dinner; you'll have blood for supper."

BENJAMIN TREFETHEN, Secretary's Office, Boston, Oct. 1, 1860.

The First Wooden Clock.

E. A. Fen writes in The Alligan (Mich.) Journal: About the year 1830 there lived a sort of indolent, thriftless, unpromising young man by the name of Eli Terry. His birth place was the same as mine, Plymouth, Conn. He sought the land and heart of a Miss Warner, and was latterly opposed by her friends on account of his inability to support her.

Eli had no visible means of support, but spent his time sitting on a stump or block whittling out a circle he struck with an old compass or sawing off bits of wood from some dead trees, and thus, day after day, his time was spent, and the general opinion was he was crazy. Want pressed so hard in the home that the wife, by urgent entreaty of her friends, had about made up her mind to return to her parents' home, when the fruits of Eli's whittling and sawing materialized in the first wooden clock ever made in America, and, I believe, in any country. It was readily sold to a neighbor for \$30 and paid for in pork, flour, potatoes, other family necessities and a little money, with which he bought tools to facilitate his work in further prosecution of clock making. Another and another was made that sold readily as soon as completed. The foot lathe and small circular saws were added, then men were employed, clocks more rapidly made and eagerly sought after, and Eli Terry began to accumulate. In the meantime he had made application for letters patent upon his clock, and about 1802 or 1803 built a small shop and commenced improving on his clock and construction of machinery and tools, and the foundation for a vast fortune was made, which materialized in after years. Notwithstanding his unbounded benevolence, he became very rich. He died about 1845, at the advanced age of 85 years.

Union Jacks.

The question has been asked here the United States and Great Britain ensigns called union jacks?

The United States has not. Great Britain has a blue ground the red cross of St. George for England, the white diagonal cross of St. Andrew for Scotland, and the red diagonal cross of St. Patrick for Ireland. The original union jack was adopted in 1606, three years after James VI, of Scotland, became king of England, and consisted of the crosses of St. George and St. Andrew. The name jack is said to be a corruption of the word Jacobus, Jacques, or James. The flag was adopted 101 years before the two kingdoms were united during that time they were separate kingdoms, and as it happened, one ruler. In 1801, when Ireland was "taken into the union," the cross of St. Patrick was added. Our jack bears thirty-eight or forty-two stars, typical of our states, and may properly be called a union jack, only it isn't so called; and any "union jack" casually mentioned must be understood to mean a British ensign.

Depot.

"Depot" is a French word but it does not "speak for itself." As used by the French it has a great variety of meanings, but no one of them has anything whatever to do with railroads; so that the American use of the word in this connection is a purely arbitrary one, based on nothing (much like that of "parquet" or "parquette," as applied to theatres). On the other hand, the word "station" is used indiscriminately in this country, as well as in Great Britain, and even occasionally on the continent, to signify either a "terminus" or a "way station," and is a correct term for either. Usage, however, makes "depot" correct in America.

"Cocktail."

The following has been given as the origin of the word "cocktail": In a note to Cooper's "Satanstoe" as we recollect, it is said that a baron widow who kept a tavern at an unnamed Westchester town used to provide "bracers" for the young French officers that would make them feel as "light as a cock's tail." In time the compound which produced the effect received the name of "cocktail." The date of this important occurrence isn't given.

A Northern Passage.

It has been proved that a passage exists from Baffin's bay to Behring's strait, but ice prevents vessels from passing through it. In 1850 H. M. S. Investigator entered the Arctic ocean through Behring's strait, and after being fast in the ice three years was abandoned by her officers and crew, who returned to England by way of Baffin's bay in 1854.

Armies.

The French army for 1859 stands at 515,027 men and 123,794 horses; the strength of the German army, by the septennate bill of 1857, is fixed at 400,000 men, with about 85,000 horses; the Austrian army numbers 301,042 men, with 50,369 horses, and the Italian army 253,000 men, with a proportionate number of horses.

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

SERBIA, April 20, 9 a.m. BORTHIA, April 21, 9 a.m. ETRURIA, Saturday, April 27, 3 p.m. AURANIA, Saturday, May 4, 8:30 a.m. GALIA, Saturday, May 8, 11 a.m. UMBRIA, Saturday, May 11, 4:30 p.m. SERRIA, Saturday, May 18, 8 a.m. BOHNA, Saturday, May 22, 11:30 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 Queenstown and all other parts of Europe at lowest 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.

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.

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.

NEW 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 12:10 p.m. Arrives Toronto 8:20 p.m.; Ottawa, 5:45 p.m. Montreal, 7:25 a.m.; Quebec, 6:20 a.m.; Renfrew, 5:10 p.m.; Pembroke, 7:35 p.m.

No. 1 Mixed leaves Kingston 7:30 a.m.; arrives at Sharbot Lake 10:00 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., Thursdays.

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 Trolleys. J. H. TAYLOR, F. CONWAY, B. W. FOLGER, Asst. Supt. Asst. Gen. Pass. Agt. Supt.

EASTER HOLIDAY SEASON, 1889.

RETURN TICKETS will be on sale at SINGULAR FIRST CLASS FARE AND ONE THIRD good to go on Thursday, Friday and Saturday, April 18th, 19th and 20th, and return trip to commence not later than Tuesday, April 23rd.

School Vacations.

On presentation of certificates from their principals, up to an amount may be ticketed at single first class fare for one third, good to go from April 19th to 19th, inclusive, good for return until April 30th, inclusive.

Passenger trains leave the new City Passenger Depot, foot Johnson Street, as follows:

GOING EAST. GOING WEST. No. 1. .... at 1:50 p.m. No. 2. .... at 3:50 p.m. No. 3. .... at 2:00 a.m. No. 4. .... at 2:30 a.m. Mixed. .... at 8:10 a.m. No. 6. .... at 5:55 a.m. No. 7. .... at 7:20 a.m. Mixed. .... at 7:50 p.m. No. 8. .... 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.

ALLAN LINE.

RATES OF OCEAN PASSAGE. Cabin—\$40, \$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 steamer train to make connection with the steamer leaving Portland leaves Kingston every Wednesday 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 PASSENGER STATION.

FURNISHINGS.

HATS

Our new stock is now replete with the leading styles of prominent makers in the various fashionable colors for spring and summer wear. The design and finish of our Dress Stiff Hats are simply unsurpassable, and justly entitled every hat to rank as a work of art in the eyes of all who see and wear them. We have still a few choice

FURS

left in Coats, Jackets, Robes, Collars, Capes, Muffs and Boas. All of these we will offer for a few days longer at tempting prices to buyers, and some of them we will sell for less than cost price at the

BOSTON - HAT - STORE,

Wellington Street, Noted for Low Prices.

ALL WOOL SPRING OVERCOATS,

From \$9 up

SPRING SUITINGS AT BOTTOM PRICES.

J. TWEDDELL, ONE DOOR BELOW CITY HOTEL.

JUST RECEIVED. A FINE STOCK OF FELT HATS, NECKTIES, SHIRTS, ETC., AT RATTENBURY'S AT LOWER PRICES THAN EVER.

THE CITY DIRECTORY.

Hotels and Restaurants.

BURNETT HOUSE, Ontario St., no. 10, a new, 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 of cars. Good yard and stabling. A. SIMPSON.

Livery Establishments.

F. A. BIBBY, 129 Brock Street, the leading tack 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 rigs will always be on hand on the shortest notice.

McCAMMOTT BROS., Kingston Horse & Livery and Boarding Stables corner of Brock and Bagot Streets. A 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. SPANGENBURG, manufacturer and importer of fine jewellery, 34 King Street. J. A. LEHEUP, watch maker, Jeweller, 68 Brock St., dealer in watches, clocks and diamonds. SMITH BROS., 345 King St., horologists 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 fine Jewellery in all its branches. Golden Diamond Watch Sign, 90 Princess St.

Photographic.

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 the finish. J. W. POWELL, 165 Princess Street.

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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 BRIGGS, Manager, Frontenac Loan and Investment Society. Office—Opposite the Post Office.

Groceries and Liquors.

J. HALLIGAN & 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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FOR LATEST AMERICAN STYLES, guaranteed to fit, go to A. O'BRIEN'S, 209 Princess St., above Sydneyham.

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J. G. BASTOW, practical plumber and gas fitter, gas and steam fitting, 349 King St. Telephone No. 62.

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THE BEEHIVE—Fine groceries, fine and do mestic fruits. JOS. HISCOCK, Masonic Building, Market Square.

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GILLEN & GILLEN, ARCHITECTS, successors to R. Gage. Office—Corner of Brock and Bagot Streets.

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DR. MARION LIVINGSTONE, OFFICE AND RESIDENCE, 233 BAGOT STREET, two doors from Brock.

WM. MUNDELL, BARRISTER, &c., Office—British American Hotel Block, Clarence Street. Money to Loan.

MOWAT & SKINNER, BARRISTERS AND SOLICITORS, Ford's Block, Brock Street, Kingston.

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