

AYER & CO'S NOTICE

Ask For Ayer's

Sarsaparilla, and be sure you get it, when you want the best blood-purifier. With its forty years of unexampled success in the cure of Blood Diseases, you can make no mistake in preferring Ayer's



Sarsaparilla

to any other. The fore-runner of modern blood medicines, Ayer's Sarsaparilla is still the most popular, being in greater demand than all others combined.

"Ayer's Sarsaparilla is selling faster than ever before. I never hesitate to recommend it."—George W. Whitman, Druggist, Albany, Ind.

"I am safe in saying that my sales of Ayer's Sarsaparilla far exceed those of any other, and it gives thorough satisfaction."—L. H. Bush, Des Moines, Iowa.

"Ayer's Sarsaparilla and Ayer's Pills are the best selling medicines in my store. I can recommend them conscientiously."—C. Bickhaus, Pharmacist, Roseland, Ill.

"We have sold Ayer's Sarsaparilla here for over thirty years and always recommend it when asked to name the best blood-purifier."—W. T. McLean, Druggist, Augusta, Ohio.

"I have sold your medicines for the last seventeen years, and always keep them in stock, as they are staples. There is nothing so good for the youthful blood as Ayer's Sarsaparilla."—R. L. Parker, Fox Lake, Wis.

"Ayer's Sarsaparilla gives the best satisfaction of any medicine I have in stock. I recommend it, or, as the Doctors say, 'I prescribe it over the counter.' It never fails to meet the cases for which I recommend it, even where the doctors' prescriptions have been of no avail."—C. F. Calhoun, Monmouth, Kansas.

Ayer's Sarsaparilla,

PREPARED BY
Dr. J. C. Ayer & Co., Lowell, Mass.
Price \$1. six bottles, \$5. Worth \$5 a bottle.

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.

—SEE—

T. & B.

In Bronze on Each Plug and Package.



London's Celebrated Surgeon
Dentist,
DR. GEORGE H. JONES

Cordially endorses the



and adds: "Unlike bristles, it is harmless in use, and being a most excellent polisher and absorbent thoroughly preserves the teeth."

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

COOK & BUNKER

Manufacturers of all kinds of
RUBBER AND METAL - HAND - STAMPS
Notary, Society and Corporate Seals.
Steel Stamps and Stencils Cut to Order.
26 KING ST. WEST, TORONTO, ONT.
AGENTS WANTED.

NEW PAPER AND PAINT SHOP,
282 PRINCESS STREET.

I BEG TO ANNOUNCE THAT I HAVE OPENED A NEW PAPER AND PAINT SHOP at the above place, where I will be pleased to receive orders from my old customers and also from many new ones. I will always keep on hand a CHOICE STOCK OF WALL PAPERS at the lowest possible rates. A call solicited.

S. KELLY.

SAMUEL BRANNAN

He Was a Pioneer of the Golden State, California.

ONCE HE BECAME A MORMON.

But He Became Disgusted Because Brigham Young Would Not Go to the Pacific Coast, Left the Saints and Prospered. How His Wealth Finally Disappeared.

The news of the death of Samuel Brannan was recently given to the world without exciting any great commotion. But there was a time when his decease would have been followed by columns on columns in the newspapers, especially on the Pacific slope.

He died at Escanaba, San Diego county, Cal., of inflammation of the bowels.

Samuel Brannan was a born speculator, who made a princely fortune in ten years, lost it in another decade, and a year ago, though then broken in health and shattered in fortune, was confident of winning a second fortune from a huge land grant in Sonora. He was born in Maine, and in Ohio learned the printer's trade. When he was 19 he bought up his time and plunged into real estate speculation, coming out with no more cash than he went in, but learning valuable lessons in business experience.

Then he strolled about the country as a journeyman printer. In this way he came in contact with the Mormons, and, being struck with their creed, joined them, and for three years in New York city published their organ, The New York Messenger. It was in 1846 that he conceived the plan of forming a Mormon colony in California, then Mexican territory. He secured the approval of Brigham Young, chartered the ship Brooklyn, fitted her up for passengers, stocked her with food and with all manner of agricultural implements and tools, not forgetting printing press and paper, secured 236 passengers mostly Mormons, and then set sail for the new western land.

It was five months before the party reached the Sandwich Islands, where they made a brief stay. Then they were transferred to San Francisco. Some stayed in the city, but the majority went into the country, settling at a place called Mormon Island, on the Sacramento river.

Brannan showed great administrative ability in his management of this party, but when he got all his colonists well settled he was intensely disgusted to learn that Brigham Young had decided not to move the headquarters of the Latter Day Saints to the Pacific coast. Brannan made a trip to Salt Lake City to see Young, and being unable to shake his decision he returned to San Francisco with his Mormon enthusiasm greatly cooled.

In the following year he wound up the concerns of the Mormon enterprise and began business on his own account. He erected two flour mills in San Francisco, established The Star, the first newspaper published on the coast, started a large country store at Sutter's Fort, on the Sacramento river, and speculated in town lots. The discovery of gold proved the first step to Brannan's great fortune. When he learned the news of Marshall's discovery in the mill race on Sutter's farm he at once bought large quantities of goods in San Francisco and shipped them to his store near the fort. When the gold rush came, a few months afterward, he did an enormous business, his sales amounting to \$150,000 a month, on which the profit was fully three-quarters.

The city of Sacramento, afterward the capital of the state, grew up around Brannan's store. He made thousands by selling off town lots, but he soon found Sacramento too cramped for his speculative ability. He carried on mining at Mormon Island, went into the China trade in San Francisco and bought heavily of real estate in the young and growing city. He improved everything that he purchased, built fine business blocks, opened up streets and took a lively interest in the municipal government. He was president of the first vigilance committee and one of the vice presidents of the great vigilance committee of 1846.

As early as 1837 he was recognized as the richest man in California, and he occupied this position as late as 1864. His energy appeared inexhaustible. Now he was developing the resources of sugar and fruit plantations in the Sandwich Islands, and now opening new mines in Nevada and Utah. Every one with a scheme for developing the country went to Brannan for aid in those years, just as they went ten years later to Ralston.

MELTING OF A GREAT FORTUNE.

For fifteen years Brannan was the leading citizen of San Francisco. He was a man of immense force of character and great originality and independence. In every public enterprise he was foremost and his liberality kept pace with his fortune. In an unlucky hour he purchased the Calistoga estate in the Upper Napa valley and started in to make it a great public resort.

He built a costly railroad to the place and spent hundreds of thousands trying to beautify what was naturally a sterile and mountainous spot. He lost not less than five millions by this venture. Then one after another his mining schemes failed. Like most of the Argonauts who lived at high pressure and made fortunes in a month, he drank a great deal, and when his fortunes began to decline he was seldom sober after midday. Thus the man who was noted as an organizer and whose shrewdness was proof against all tricks, fell an easy victim to swindlers. He had his vices, also, and one of the costliest was his passion for actresses. He lavished a fortune on Lola Montez when she was the rage in San Francisco. His charities kept pace with his extravagances, and it was soon seen that Brannan's prestige and wealth were both on the wane.

It took fewer years to scatter than to gather his imperial fortune. Almost before the public was aware of it, Brannan had dropped out of prominence. The new generation that had come in from the east elbowed him aside, although in his wreck he was greatly superior to them in ability or enterprise. He soon lost his grip entirely, and he would have been left stranded without money or friends had it not been for one of his acts of enterprise years before, which now bore fruit in his dark days. He had always been in favor of the Mexican people, and when Maximilian tried to capture the throne, and a large number of Americans, headed by "Duke" Gwin, were scheming to aid the foreign usurper, Brannan gave money and equipped a regiment of troops to aid the Republican cause. Republicans are proverbially ungrateful, but Mexico is somewhat of an exception. She voted Brannan a large sum of money, something over \$100,000, and a grant of land in Sonora. He obtained \$25,000 in 1880, and went to Guaymas to push his scheme for establishing an American colony on his land.

The old speculative instinct seemed for the time to get the better of his dissolute habits, and he entered actively into the scheme of colonization, but when he came to survey his lands he found that the greater part of the grant was ranged over by the Yaqui Indians,

THE GRAVE OF MARY WASHINGTON.

It Has Never Been Properly Marked, Though a Fine Monument Was Proposed.

The tomb of George Washington's mother, as it is, presents a painful contrast to the tomb and monument designed to be, and both are inferior to what they should be. The grave is marked by a sort of monument, it is true, but the design is singularly inartistic, and, what is worse, the location is on land which is private property and just now likely to be sold to the highest bidder. The cause is that at the time of her death it was the custom in Virginia to bury people in inclosures on their own land. This was done in her case, and so her grave is now in a suburb of Fredericksburg.

In Washington's time Fredericksburg was rather an important seaport, and his mother preferred to live there even after her son had become wealthy and prosperous. She died early in September, 1789, but a few months after his inauguration, and he was absent from Mount Vernon most of the next eight years. The removal of her remains thither was postponed as long as possible, such things while in good health, and no one has ever taken up the subject since his death. It would seem that the American people are ignorant of the situation or they would inaugurate a movement to remove the remains to Mount Vernon and have them honored by a fitting monument.

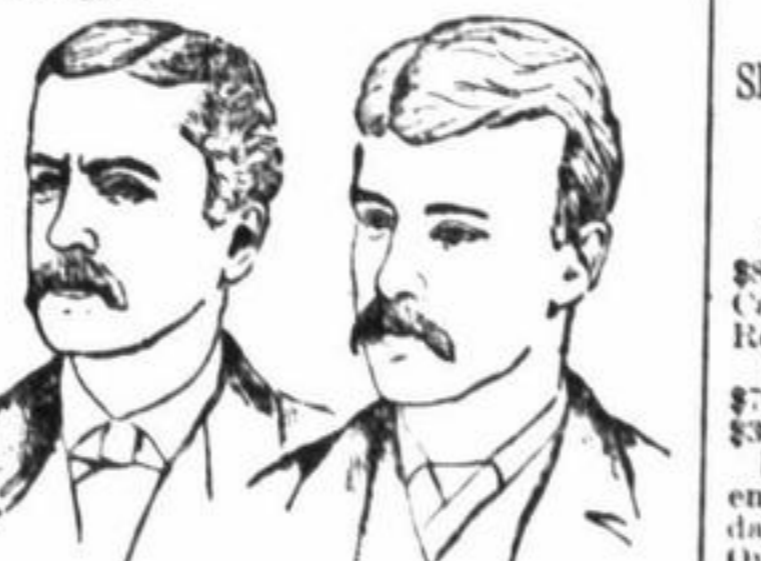
In 1831 the citizens of Fredericksburg began such a movement, and had collected \$3,000 for the purpose, when the entire sum was lost through the bankruptcy of the man to whom it was intrusted, when Mr. Silas Burrows, a wealthy merchant of New York, erected a monument at his own expense. The corner stone was laid by President Jackson in May, 1832, but only the lower sections were completed, and thus it stands—rather an unsightly object than a real monument. Her relative, Capt. Ball, of Alexandria, wrote to the



THE MONUMENT AS IT IS. late memorial committee on the subject, but the matter received no attention, and so the grave of Mary Washington as still private property and not appropriately marked.

NEW CIVIL SERVICE COMMISSIONERS.

Theodore Roosevelt, of New York, and Hugh S. Thompson, of South Carolina. The appointment of Theodore Roosevelt, of New York, and Hugh S. Thompson, of South Carolina, to be civil service commissioners, is highly gratifying to the admirers of the present law, and to Mr. Lyman, the old member of the commission. Mr. Roosevelt is the author of the New York state law, and is far more widely known than his colleague.



HUGH S. THOMPSON, THEODORE ROOSEVELT. Col. Hugh S. Thompson was born in 1836 in Greenville county, S. C., and graduated from the South Carolina Military academy in 1859. He had but started in his professional career when the war broke out, and he at once entered the Confederate army, serving through the war with distinction. At its close he became principal of the Columbia Male academy, which he raised to a high rank. In 1882 he was elected governor of the state and re-elected in 1884, but resigned to take the place of assistant secretary of the treasury in the Cleveland administration. The law requires that one of the three commissioners shall be a Democrat, and Col. Thompson is certainly qualified in that respect.

Theodore Roosevelt has had the most varied career of any young American now in public life, and while not always a perfect success politically, he appears to have got as much enjoyment out of politics as that fascinating but uncertain pursuit can be made to yield. Nature and fortune did much for him. Descended on one side from the best Dutch stock of colonial New York and on the other from revolutionary heroes, he also inherited a large fortune and with a taste for literature and no small ability as a writer. Yet he is but 30 years old.

He was born in New York city, Oct. 27, 1858, and graduated from Harvard in 1880. He studied law a year, and in 1881 was elected to the legislature, being re-elected in the two succeeding years. He went into the work of "reform legislation" with all the ardor of youth and inexperience, and devoted almost his entire time for three years to devising measures for improving the government of his native city. In some of these he was quite successful. In 1884 he was chairman of the New York delegation to the National Republican convention, but when that body closed its work he retired for a short time from politics, living rather secluded on his ranch in Dakota.

In 1886 he was the Republican candidate for mayor of New York in that curious triangular contest that attracted the attention of the whole country. Mayor Hewitt, the regular Democratic candidate, was elected, Henry George, the Labor candidate, standing next in the poll and Mr. Roosevelt coming in as a "bad third."

Pears' Soap
Fair white hands.
Bright clear complexion
Soft healthful skin.
'PEARS'—The Great English Complexion SOAP,—Sold Everywhere.

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

BOTHNIA, Saturday, May 22nd, 11:30 a.m.
*ETRURIA, May 25th, 3 p.m.
AURANIA, June 1, 7 a.m.
*This steamer will not carry steerage.
*These steamers carry first-class passengers only.

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.

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. 1 Express leaves Kingston at 12:40 p.m. Arrives Toronto 8:30 p.m.; Ottawa, 8:45 p.m. Montreal, 7:55 p.m.; Quebec, 6:30 a.m.; Renfrew, 8:10 p.m.; Pembroke, 7:55 p.m.

No. 1 Mixed leaves Kingston 7:30 a.m.; arrives at Scharbot Lake 10:30 a.m., and Renfrew 2:45 p.m.

No. 5 Mixed leaves Kingston at 4:15 p.m., arrives at Scharbot Lake at 7:10 p.m., Thurs days.

No. 7 Express leaves Kingston at 11:45 a.m., connecting with C.P.R. Night Express Train at Scharbot 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, R. W. FOLGER
Asst. Supt. Ass. Gen. Pass. Agt. Supt.

ALLAN LINE.

Shortest Sea Voyage -- Summer Arrangements, 1889.

QUEBEC TO LIVERPOOL.

Cabin Rates by Mail Steamers, \$60, \$70 and \$80, according to accommodation. Steerage in Cabin \$30. Intermediate \$30. Steerage \$30. Return Tickets—Cabin \$110, \$130, \$150.
Rates by Direct Steamers—Cabin, \$50, \$60 \$70, according to accommodation. Intermediate \$30. Steerage \$20.

Passengers for Mail Steamers, wishing to embark at Montreal, leave Kingston on Tuesday at 12:20 or 1:30 p.m. To go on board at Quebec on Wednesday at the same hour.

Passengers going by direct steamers, wishing to go on board at Montreal, leave Kingston on Wednesday at 12:20 or 1:30 p.m., and to embark at Quebec on Thursday at the same hour.

Passengers proceeding by Richelieu and Ontario Navigation Company's steamers, embarking at Montreal on Monday, leave Kingston on Tuesday morning at 5 o'clock, and by direct steamer on Wednesday morning at same hour.

POLYNESIAN, Thursday, May 23.
SARDINIAN, Thursday, June 6.
CHICASSIAN, Friday, June 14.
PARISIAN, Thursday, June 20.
POLYNESIAN, Thursday, June 27.

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

BAY OF QUINTE STEAMBOAT ROUTE

Daily to Picton and Tri-weekly to Deseronto and Belleville.

THE SPLENDID FAST

Str. Hero,
C. H. NICHOLSON, MASTER.

WILL, UNTIL FURTHER NOTICE, leave Kingston at 3:30 p.m. sharp, daily, arriving at Picton at 7:30 p.m., going through to Deseronto and Belleville on Tuesday, Thursday and Saturday nights only.

Returning, leaves Belleville, Monday, Wednesday and Friday at 6 a.m.; Deseronto at 7:30 a.m.; Picton at 9 a.m., arriving at Kingston at 1:30 p.m. On Tuesday, Thursday and Saturday leaves Picton at 6:30 a.m., arriving at Kingston at 11 a.m.

Every comfort for passengers assured. Freight handled cheaply and carefully at lowest rates.
Full information given by the Captain on board or
A. GUNN & CO., C. H. HATCH and
Freight Agents. Ticket Agents.

TORONTO, MONTREAL AND ST. CATHARINES

WILL LEAVE THE St. Lawrence Wharf during the season of navigation.
For MONTREAL and Way Ports every WEDNESDAY MORNING at 5 o'clock.
For TORONTO and St. Catharines every SUNDAY MORNING at 5 o'clock.
JAMES SWIFT & Co., Agents.

TRAVELLING.
TRENTON, KINGSTON and MONTREAL

Calling at St. Lawrence River and Bay of Quinte Ports, Including Ogdensburg.



THE A 1 STEAMER ALEXANDRIA

(Capt. K. H. Smith) will leave Gunn & Co.'s Wharf every Monday Evening at 8 o'clock calling at St. Lawrence River Ports, including Ogdensburg, running all Rapids, and arriving in Montreal on Tuesday afternoon. Returning leaves Canal Basin, Montreal, every Thursday, at 12 o'clock noon, arriving in Kingston on Friday night, leaving for Trenton and Bay of Quinte Ports at 6 o'clock on Saturday morning.

Passenger accommodation unsurpassed. The steamer Alexandria is noted for comfort and the politeness of her officers. No nicer trip in the world than a passage on this favorite steamer. Freight carried at the lowest living rates. For passage tickets and other particulars apply to
A. GUNN & CO.,
May 8th, 1889 Agents.

GRAND - TRUNK - RAILWAY,
QUEEN'S BIRTHDAY.

RETURN TICKETS will be issued between all stations on the G. T. R.: also to points of the Canada Atlantic Ry., Erie and Huron Ry., Naparac, Tamworth & Quebec Ry., Central Ontario Ry. and other Canadian lines, at one single first class fare and one-third, good to go on 2nd and 3rd and return until May 27th inclusive.

At SINGLE FARE good to go May 24th and return until May 25th, inclusive.
Passenger trains leave the new City Passenger Depot, foot of Johnson Street, as follows:

GOING EAST.	GOING WEST.
No. 1 at 12:30 p.m.	No. 3 at 3:45 p.m.
No. 5 at 1:30 p.m.	No. 4 at 1:45 a.m.
No. 3 at 1:45 a.m.	No. 6 at 5:30 a.m.
Mixed at 6:10 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.
For rates and general information apply to

THOMAS HANLEY

Agent Grand Trunk Railway, corner Johnson and Ontario Streets.

INSURANCE.

GLASGOW AND LONDON

FIRE INSURANCE CO.
CAPITAL -- \$1,500,000.

THE GLASGOW AND LONDON INSURANCE COMPANY transacts the SECOND largest business of all British Companies in Canada, deposit annually with the Canadian Government \$100 of assets for every \$100 of liability as calculated by the Government. PAYS ALL LOSSES EQUITABLY AND PROMPTLY without waiting the usual sixty days, resulting in the Company never but once having at end of any year outstanding losses exceeding \$500.

G. BROWN, STEWART BROWN,
Chief Inspector, Manager for Canada, Toronto, Montreal.

J. T. WHITE, City Agent,
22 BRICK STREET.

CITIZENS' INSURANCE CO.

INCORPORATED 1864.
Capital Subscribed, -- \$1,000,000 00
Government Deposit, -- 122,000 00
Losses Paid, -- 3,000,000 00

Claims promptly and equitably adjusted. Loss by lightning covered whether fire ensues or not.

J. S. R. McCANN, Agent
OFFICE: AT PETERSON'S DRUG STORE.

LIVERPOOL AND LONDON AND GLOBE

FIRE AND LIFE INSURANCE COMPANY.
This Company is one of the best in the world. Its available funds amount to \$43,552,159. In addition to which is the unlimited liability of shareholders.

The yearly premiums for fire risks alone amount to \$6,017,880.
Insurance effected on Farm and City Property at the lowest possible rates.
Three year policies issued on private dwellings and farm buildings at low rates of premium. Losses paid promptly.

THOMAS BRIGGS, Agent.

THE MTNA INSURANCE COMPANY,

HARTFORD CONN.
Cash Capital..... \$4,000,000 00
Total Assets, January 31, 1889..... \$3,602,272 00
Losses paid in 63 years..... \$3,602,000 00

The leading Fire Insurance Company on the Continent. Its Annual Premium Receipts in Canada and the United States are larger than those of any other Company, and it has an unblemished record of 63 years.

JAMES SWIFT, Agent.

GUARDIAN ASSURANCE COMPANY.

Subscribed Capital..... \$2,000,000 00
Total Invested Funds upwards of..... \$3,000,000 00
Total income..... \$700,000 00

Insurances against Loss by Fire accepted at the lowest current rates and claims settled without reference to the Board at London.

W. H. GODWIN, Agent for Kingston,
BRITISH WHIG OFFICE.

MONEY TO LOAN. INSURANCE.

MONEY TO LOAN in large or small sums on farm or city property.
WANTED.—Persons having money to invest can do so on other Company's mortgages of the undersigned at six to seven per cent.

LONDON & LANCASHIRE FIRE INSURANCE COMPANY, Capital \$0,000,000. Premium income \$2,500,000. E. C. HILL, Real Estate Agent, Brock St., Market Square

CATARAQUI
GRAVING DOCK,

Now ready to Dock. Vessels 150 feet long, 30 feet wide, 8 1/2 feet draft.
Foot of WELLINGTON STREET
KINGSTON.
T. HOWARD, F