This Powder never varies. A marvel of purity, strength and wholesomeness. More conomical than the ordinary kinds, and canpowders. Sold only in cans. ROYAL BAK-ING POWDER CO., 106 Wall Street, New

MEN'SDEPARTMENT

Murray & Taylor's.

In this department we carry a Complete Stock of the following goods:

COLLARS, CUFFS, HANDKERCHIEFS, Braces, Dress Shirts, Overalls, Cotton Working Shirts, Flannel Working Shirts, Fine Flannel Shirts, Neckties, Socks, Underwear, &c.

GENTLEMEN,

Call and see any of the above goods, which we are now offering much below Regular Prices.

Prices always the Lowest at

Murray & Taylor's,

PRINCESS STREET. Aug. 4.

NEW BUSINESS.

HARDWARE, STOVES AND TINWARE.

BIBBY & VIRTUE.

Having purchased the Hardware, Stoves and Tinware business of Thos. Lemmon we will carry on the business. Hardware, Paints, Oils, at prices to compare with any house in the city. Every description of Tin, Sheet Iron and Copper ware manufactured. First-class workman-

WM. VIRTUE. H. D. BIBBY. Late Manager for T. G. Rudd.

In connection with the above I beg to thank my numerous friends in the city and country for the large patronage extended to me since engaging in Hardware, Stoves and Tin business, and would recommend the new firm as worthy of every confidence. THOS. LEMMON.

ICE CREAM, SODA WATER, FRUITS, and CONFECTIONERY and CIGARS. All the very best and cheapest.

ROBINSON, Two Doors Below Polson's.

May 26. NEW BOOT AND SHOE STORE.

THOMAS CUNNINGHAM.

Late of D. F. Armstrong), begs to inform his friends that he has opened a Boot and Shoe

PRINCESS STREET,

Directly opposite Parkhill's Old Stand. He has on hand a large and well assorted stock of Ladies', Gentlemen's and Boys' Boots of all varieties; also Trunks, Valises, &c. I intend making Custom Work a specialty having secured the services of the best work



N. STANLEY'S Celebrated English Spectacles. A. P. CHOWN, Chemist and Druggist, Agent, Kingston. July 16.

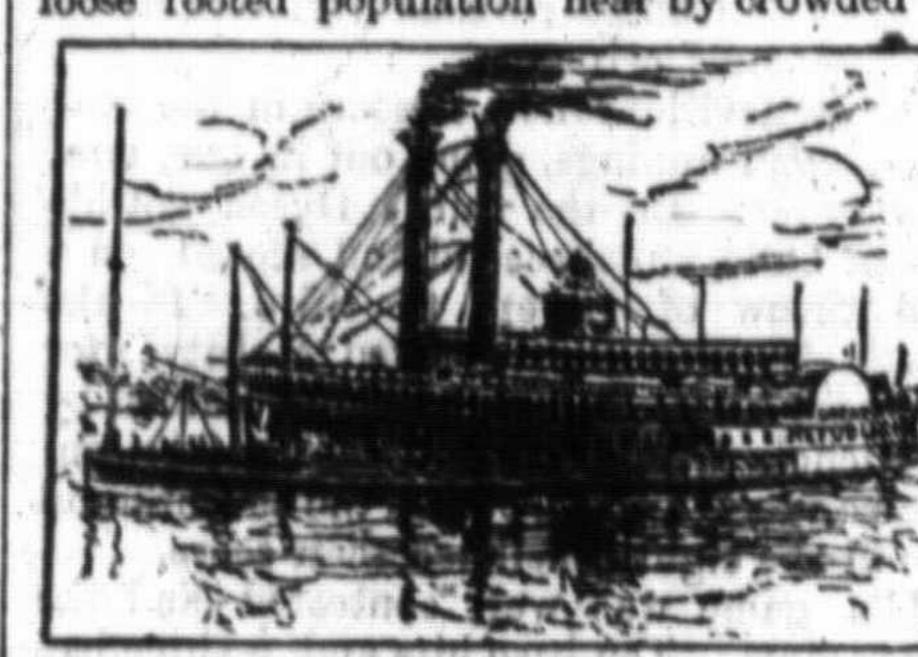


RIVER NAVIGATION.

SOMETHING ABOUT ITS RISE AND ITS PRESENT DECLINE.

Early Boating on Small Western Streams. Reasons for the Decline Set Forth. Two Representative River Boats-The Great Republic and the New York.

From the primitive Clermont, with which Fulton waked the echoes of the Hudson highlands in 1807, and the little stern wheeler on the Mississippi nine years afterward, to the enormous Great Republic on the latter river, and the New York, which recently made twenty-four miles an hour on the Hudson, is indeed a marvelous advance; yet it has been made within the memory of men still living. Old citizens of southern Indiana and the adjacent parts of Kentucky still tell with brightened eye of that wonderful day in 1816 when the first steamer passed down the lower Ohio; how the news that she was coming was spread through the country a week before, how families came in wagons days' travel distant and camped on the river bank, and how all the loose footed population near by crowded to



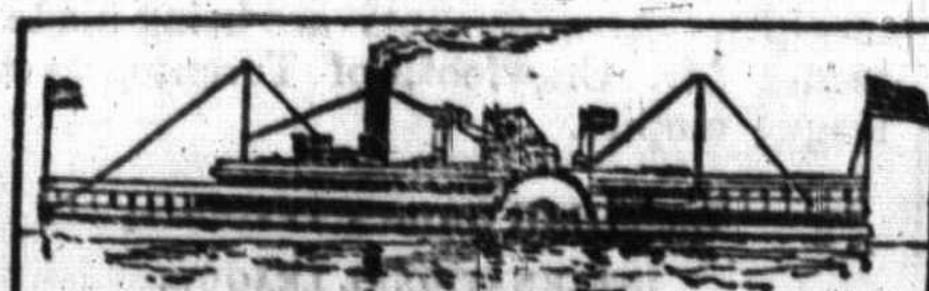
the stream to see the painted wonder moving without oars or sails-the grandest sight, many yet aver, that they ever saw in their lives. In 1822-28 steamers multiplied even on the smallest rivers of the west; and river towns grew up by steamboat traffic where now the steamer's whistle is never heard. The multiplication of steamboats was almost as rapid, once the system was proved a success, as that of railroads has since been; yet men were a long time experimenting before they gained success. Paddle wheels for propelling vessels were

used before the Christian era; but the first recorded attempt to employ steam for the purpose was in 1543 by Blasco de Garay. William Henry, of Chester county, Pa., put a model steamboat on the Conestoga river in 1763; and D'Auxiron and Perier achieved quite a success in France in 1774-5. The Marquis de Jouffroy continued their experiments ten years with some success; and in 1786 James Rumsey ran a boat four miles an hour on the Potomac. John Fitch got his first experimental steamer on the Delaware in 1786, and in 1790 excited general astonishment by bringing her speed up to seven and a half miles an hour. Meanwhile many successes had been attained in Great Britain, and Robert Fulton ran a steamboat on the Seine in 1803. He soon returned to America and began that series of labors, which resulted in starting the Clermont, Aug. 7, 1807, from New York for Albany, and making the trip with an average speed of five miles per hour. Mankind were apparently not so enthusiastic then as now (and much scarcer in America); yet they made a great to-do over Fulton's success, and very justly pronounced it the inauguration of a new era. The craft was 130 feet long, with 18 feet beam, 7 feet depth and 160 tons burden; the paddle wheels were 15 feet in diameter and the boiler was 20 feet long, 7 feet deep and 8 feet wide! Immediately afterward the Phœnix was put on-a side wheel steamer-and after a trip near New York went by sea to the Delaware. Thereafter the development of steamboat traffic was bewilderingly rapid.

In 1811 Fulton and Livingston commenced building steamers at Pittsburg; in 1812 the Comet commenced regular trips on the Clyde, in Scotland, and in 1816 a large steamer went the whole length of the Ohio and the Mississippi below Cairo, exciting everywhere the wildest enthusiasm.

On the western rivers the progress was amazing, and in the old records we find matter for wonder at the amount of traffic on very small streams-Wabash and Green rivers for instance. Early in 1822 the Florence whistled a reveille to the squatters where now stands the city of New Harmony, and in the "May rise" of that year she landed a big cargo at Terre Haute, exciting great enthusiasm. In 1823 the Ploughboy commenced regular trips on the Wabash, and in the rise of 1824 the boat went up to the mouth of Raccoon creek, in Parke county, and soon after to Lafayette, the head of navigation. We find cause to smile in the old laws and orders which show what immense importance the pioneers of Indiana attached to their water routes; one could not erect a dam on any creek near the river till he had applied to the court, got viewers appointed and recorded their verdict that his dam would not "obstruct navigation." Now it is almost impossible to get a listener to any proposition to improve the river. For thirty years, though the season of boating grew shorter as the country was cleared of timber, the traffic was immense; as many as sixty steamers one season passed up to Lafayette and return. Now the summer volume of the Wabash at the above city is scarcely in excess of the raft requirements, and the whistle of a steamer is rarely heard above Terre Haute. The railroads killed all the schemes for improvements.

The rapid railroad development-a phenomenon which grows more wonderful the more it is studied-has also struck a fearful blow at river commerce on the Missouri and Mississippi; and one may now stay several days in the season at Omaha, Yankton or other up river cities without seeing a steamer land. As early as 1852 there was an immense trade at St. Paul; not long after boats were



NEW YORK. put on above the falls of St. Anthony, and the little Anson Northrup made regular trips on Red river, into Manitoba. There is now a fine fleet of light draught steamers on lower Red river, Lake Winnipeg and the Saskatchewan; but on the upper Mississippi and Missouri, the Illinois, etc., the frequent railroad bridges show that steamboats are a Ohio volunteers. secondary consideration. From St. Louis to By the close of the New Orleans, however, the traffic is still immense; in the busy season seven large steamers a week pass regularly from St. Louis to Memphis and return, and the Memphis and St. Louis Packet company still carries down near 200,000 tons of freight yearly, and carries up some 40,000 to 60,000 bales of cotton. The Great Republic, of which we present an engraving, is, or was, the largest steamer on western waters-plying on the lower Mississippi-and so luxuriously furnished that travel on it was a perpetual delight. And at the close of these seventy years of development and decline comes now the interstate commerce bill, which thus fair to give river transportation a "boost," ten percery though it may be.

A MESSENGER TO LONDON.

He Goes Over to Deliver Parcels to Some Actor People.

Something has been done to elevate the messenger boy. Perhaps it will also be the means of accelerating his speed, at least proving that it is no disgrace to be caught moving rapidly. The thing which has been done is to send an American district messenger boy of New York to London to deliver souvenirs and congratulatory letters to the surviving writers of the play entitled "The Highest Bidder" and others in London. Originally this play was entitled "Trade," and was written by the elder Sothern, Maddason Merton and Robert Reece. Manager Dan Ed. Sothern, of the Lyceum theatre, prepared the souvenir, which consists of a number of sheets of heavy cream and chocolate colored paper bound together with ribbon. The first page has a photograph of E. A. Sothern. At the bottom is the legend in the writing of Sothern: "He didn't do it very well, but he did it." It is signed by Sothern. The four following pages are filled with sketches made by Sothern from scenes in the play.

Low's Exchange will see that the boy is well cared for during his voyage across and returning. On' landing in Liverpool he will

be me: by John B. Curtis, general Midland railroad, the first train for start on his round delivering the sou-Yates, Henry Ir-

ving, Ellen Terry, EUGENE B. SANGER. Buffalo Bill, Nate Salwury, Emily Faithfull, Nat Goodwin, Toole, Clement Scott, and many others will receive them. The list has grown until it is as long as a telegraph pole. Each will sign the little ticket, just as would be done if the recipient were in New York. As soon as the boy gets his packages de-

livered he will take the first ship back to New York. His ticket, signed by those who received souvenirs, will be quite a souvenir in

The boy's name is Eugene B. Sanger. He sailed away, not exactly at break of day, on the Germanic, on July 27, but tolerably early for a messenger boy to be starting off. The experiment is to test the specifof the New York messenger boy. He is to prove how quickly a district messenger can do errands in London and return. It might be said to be an experiment in psychic force.

Various interesting personages were at the pier to see young Sanger off. He was elegantly caparisoned in blue and brass, and has some personal beauty besides. His fellow messengers, to the number of nearly fifty, headed by a fife and drum, were there to see him off. So was his mother and no end of other interested persons. And he, the hero of the hour-well, if he wasn't lionized no wavy haired boy ever was: No. 1,222 is his number; but what use has a lion for a number! In fact, he had suddenly risen above numbers. He was introduced to many of the passengers, and enriched by numerous foral devices. Before the ship sailed the young hero was taken up to the captain's bridge in order that all might see him as the ship moved down the river into the bay. The other messengers kept the spirits of the assemblage from lagging by exuding great volumes of cheers in boy soprano. They whooped up at a lively rate as the ship moved off. That was not because they felt extremely jolly, but to cover their feelings.

The young traveler is 14 years old. He will sit near the captain all the way over and will have a cabin all to Limself. Moreover, he will show John Bull how they order things over here.

The Indorser of Ericsson.

John B. Kitching, who died in New York city recently, was once a very noted and successful merchant and enterpriser. Indeed, he has made and spent several fortunes, always to the great benefit of his community and adopted country, though sometimes to his own loss, as in the case of the noted Ericsson motor. Mr. Kitching was from the first a



firm believer in the Ericsson theory. and spent a fortune in constructing the ship Ericsson - the one that made a successful trial trip down New York bay, demonstrating the value of hot air engines. While on her return trip a sudden squall arose, and in attempting to

avoid an incoming vessel the Ericsson was turned broadside to the wind, careened and sank, carrying Mr. Kitching's fortune with her. He was far more successful in promoting the Atlantic cable, putting his money in it and inducing others to do so. His English friends laughed at his enthusiasm when he first appealed to hem to aid the project, and jocosely threatened him with a lunatic's straight jacket; so among the first messages sent by the cable was one to them from him in these words: "Send me the straight jacket."

Mr. Kitching was born in England in 1813, came to the United States in 1824, and at an early age developed unusual business ability, establishing mercantile connections with England and Cuba. He did much to develop suburban property about New York city, and was a very valuable citizen. He had six children, of whom Gen. J. Howard Kitching was killed at the battle of Cedar Creek.

Death of Gen. Comly.

The late Gen. James M. Comly, editor of The Toledo, O., Commercial, was one of the brightest lights in Ohio journalism. He was born in Perry county, Ohio, March 3, 1832, being a direct descendant from the Quaker, Henry Comly, who came to Philadelphia with William Penn in 1682. His education was obtained in Columbus; in 1859 he was admitted to the bar of the supreme court, and two years later he enlisted in the Union army as a privata. He soon rose to a lieutenancy, and later to the

rank of lieutenant colonel, commanding the Forty-third war he had become a lieutenant colonel, commanding the Twenty-third Ohio. and was brevetted brigadier general. In 1865 he was made editor of The Ohio State Journal, and

two years afterward was made GEN. JAMES M. COMLY. minister resident for the United States at Hawaii. Upon his return he essumed editorial charge of The Toledo Commercial, but in May lest was all in land to relie to his son bestrackfill at

THE IRON PALACE PASSENGER STEAMER

W. GARRETI, MASTER,

Will commence her Regular Weekly Excursion Trips about 15th May from KINGSTON to MON TREAL, thence returning by the Ottawa and Rideau route, running all the Rapids, and passing through the matchless scenery of the Rideau Lakes, and 1,000 Islands by daylight. The ELLA ROSS will remain over Sunday at the 1,000 Island Park, calling at Alexandria Bay each Monday morning. This is the only Passenger Steamer making the round trip. As this is one of the most popular routes on Canadian waters accommodation will be at a premium, and those wishing a cosy, comfortable trip will do well to go early. Only \$14 for the Round Trip; Meals and Berths included. JAS. SWIFT, Agent, St. Lawrence Wharf, Kingston.

WIGWAM SHOES

For Ladies, Gents, Boys, Misses and Children.

The most comfortable foot wear for this hot weather.

D. F. ARMSTRONG

HEADQUARTER SHOE STORE,

141 PRINCESS STREET.

Sweeping Reductions in Balance of Spring & Summer Stock

C. ROBINSON'S

In order to make room for Fall Purchases.

Some of the Choicest Goods still left to select from. Leave your order in season and secure a Bargain

C. ROBINSON,

Merchant Tailoring and Gents' Furnishings,

Wellington St., 1 door from Princess St.

N.B. - Sole Agent for Knight of Labor Emblems. July 7.

GREAT RUSH TO THE CHEAPSIDE

-FOR-

White and Colored Dress Muslins, only Five Cents. Chambrays, Seersuckers, Lawns, Drillets, all Reduced in Price. Big Drives in Dress Goods, Hosiery, Corsets and Gloves. Our Great Cheap Sale is still going on.

BOWES & BISONETTE.

ABOUT CARPETS

RICHMOND, ORR &

Keep constantly in stock the Latest Patterns of Byzantine Carpets, Brussels Carpets Tapestry Carpets, Wool Carpets, Union Carpets, Mattings. Borders to match Carpets.

Hall Patterns, with Stair Carpet to match.

Linoleum, Floor Oil-Cloth and all House Furnishing Goods.

Five per cent. taken off all cash purchases and thirty day accounts by

RICHMOND, ORR & CO. Aug. 1.

A. J. McMAHON'S

Genuine Bargains in Dress Goods, Hosiery, Corsets, Gloves, Gents' Furnishings, &c.

All Summer Goods must be cleared out to make room for Fall Goods now arriving.

A. J. McMAHON, Aug. 1.

110 PRINCESS STREET.

McColl Bros. & Co., Toronto,

Still lead in MACHINE OILS. Our Oils have stood the test for years, and are now used by all Leading Manufacturers in the Dominion. GOLD AND SILVER MEDALS have been awarded our Oils wherever exhibited. Manufacturers and Steamboat owners wil Save Money by using our HIGH FIRE TEST CYLINDER OILS and Machine Oils. Al Oils guaranteed.

McColl Bros. & Co., Toronto. April 9.

ACE CURTAINS.

Rather than carry any over to another season we will sell those in stock at a Reduction of 25 per cent.

-COME AND SEE THEM.-

R. M'FAUL

GEORGE CLIFF,

Aug. 2.

opp. Post Office

The General Real Estate Agent.

HOUSES TO RENT. TENANTS FOUND
Building Lots, Farms, &c., bought and
sold on commission.

Office, with Strange + Strange, Clarence St

DRY MILL WOOD AND SLABS, Best and Cheapest in the city. Foot of Clarence and Barrack Streets.

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