

THE CITY DIRECTORY.

Hotels and Restaurants.

ISLAND HOUSE—Best cigars and liquors. Meals at regular hours. W. DOYLE, Market Square. BURNETT HOUSE, Ontario St., nearest first class hotel to G. T. R. and K. & P. Stations. T. WILSON, Proprietor.

Livery Establishments.

F. A. BIRBY, 129 Brock Street, the leading livery and livery stable in the city. Telephone No. 157. T. C. WILSON, 129 Clarence Street, the largest and longest established livery in the city. Telephone No. 178. Vehicles ready at a moment's notice.

Watches and Jewellery.

F. W. SPANGENBURG, manufacturer and importer of fine jewellery, 317 King Street. J. A. LEHEUP, watchmaker, jeweller, 68 Brock St., dealer in watches, clocks and diamonds.

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.

Financial.

CARRUTHERS BROS., Financial Agents, King Street. Money to loan on real estate and other securities. MONEY TO LOAN in large or small sums at low rates of interest, on City and Farm Property.

Fruit, Confectionery, &c.

R. H. TOYK—Try the Milk Rolls and Bath Buns manufactured at the King Street Bakery. R. H. TOYK, Market Square.

Cigars and Billiards.

R. NEWLANDS, Princess Street, dealer in cigars, tobaccos, pipes, fishing tackle and pocket books. Finest assortment in the city.

Photographic.

YOU CAN GET BARGAINS in Christmas Cards and Photograph Albums at J. W. POWELL'S, the Photographer.

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SELLING OFF at a trifle above cost. Now is the time for Bargains in Fancy Articles. See our handsome Jubilee Vases, Milk Sets, Toilet Sets, Tea Sets, Tea Sets from \$4 set.

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SUITS TRIMMED and made to order, in latest fashions at JOHN SHANAHAN'S, Market Square.

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

Boots and Shoes.

W. ADAMS, 317 E. Men's work a specialty. Factory work on hand. Brock St., near Market.

INSURANCE.

THE LEADING INSURANCE AGENCY.

A. R. MARTIN, FORD'S BLOCK, BROCK ST., KINGSTON, Agent for the following Companies: FIRE.

Scottish Union & National Insurance Co.; Capital, \$30,000,000. Imperial Insurance Co., of London, Eng.; Capital, \$7,788,866. British America Assurance Co.; Capital, \$300,000. Glasgow & London Insurance Co.; Capital, \$1,400,000.

LIFE.

British Empire Mutual Life Assurance Co. of London, Eng.; Capital, \$6,000,000.

ACCIDENT.

Norwich Accident Insurance Co.; Capital, \$73,333.33.

All first-class Companies giving the highest security, the lowest rates, fair treatment, and prompt settlement of losses.

MARTIN'S REAL ESTATE OFFICE. Houses For Sale and To-Let; Tenants found; property appraised; rents collected. Money to loan.

Liverpool And London And Globe INSURANCE CO'Y.

ONE of the best and Safest companies doing business in Canada.

Insurances effected at as low rates as any other good Company. Invested Funds, \$35,300,700. Net income for the past year was \$8,851,300.

THE MTNA INSURANCE COMPANY, HARTFORD CONN.

Cash Capital, \$4,000,000.00. Total Assets, January 1st, 1887, \$3,802,372.00. Losses paid in 63 years, \$3,400,000.00.

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.

GUARDIAN ASSURANCE COMPANY.

Subscribed Capital, \$2,000,000. Total Invested Funds upwards of \$3,901,000. Total Income, \$768,000.

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.

Saw Mill Machinery, Engine, Boiler, &c FOR SALE CHEAP.

Also the Best Site for Mill or Factory, on line of Railway, situated at Sharbot Lake. Apply to M. DORAN, North Bay. March 1.

AS TO THE BLIZZARD.

A SORT OF STORM THAT IS INDIGENOUS TO THE NORTHWEST.

In fact, It Exists in All Its Glory Nowhere Else, Though sometimes, as in the case of the One Just Past, It Extends Its Deadly Sway.



THE more the country is appalled at the reports of widespread death and misery in the northwest; but in its range and destructive intensity this cold wave surpasses all hitherto recorded. From the Athabasca to the Rio Grande, and over all the plains and prairies from the Rocky mountains to the timbered hills along the Mississippi, comes the same wail of monotonous misery.

For such storms Dakota has invented the appropriate name of blizzard. It differs from the ordinary winter storm in two points—it rises with the suddenness of a tornado and continues a long time, and by a peculiar whirling motion of the wind the air is so filled with a dry powdery snow that one cannot see a yard before him. Often the fine particles of snow strike the face with the sharp impact of steel flakes; in such a case no animal can be driven against the wind, but drifts helplessly before it till exhausted in a snow bank, and the wind cuts through the thickest woolen clothing.

The late blizzard was unusually sudden. On the morning preceding its appearance all Dakota rejoiced in a lovely calm. The air was soft, the sky dazzlingly clear. A few wise old settlers remarked that there was danger, the air was too clear and the mirage too noticeable.

Why, you could see towns, lakes and little hills fifty miles away," says one survivor. Immigrants from more southern localities said that Dakota was at last to have a "January thaw," and an unusually large number were away from home.

Strange scenes are recorded. At one place the men tied themselves in line to a long rope and worked their way along the railroad track during the storm, taking their bearings by the telegraph poles, the man in front shouting whenever he found the pole and the whole line then advancing a section—thus they reached and rescued the passengers of an imprisoned train.

FATHER AND SON.

Near Huron, D. T., Robert Chambers and his son Johnnie were lost in the storm. The father wrapped his son in the only heavy coat they had and buried him under the snow, himself walking up and down and calling for help till exhausted. He then crept in beside his boy and lay over him to shelter him. Next morning a searching party discovered the two in the snow. The father was dead, the son but slightly frozen. And there were many other incidents as pathetic—many, too, that will never be told.

Ever since the prairie region was occupied by civilized men these storms have been reported, growing more destructive, of course, as the population increases; and thirty or

forty years ago the destruction in northern Illinois was sometimes enough to excite national compassion. But with advanced settlement dense groves have grown up, breaking the force of the wind; the country, also, is thickly settled, the roads run between fences which guide the wanderers, and houses are so thick that it is rare indeed to hear of any one being lost and frozen in Illinois. But some of the anecdotes of the early days are chilling enough. About thirty-five years ago an old man named Carter was crossing the grand prairie of central Illinois, with two little granddaughters, in a wagon drawn by a yoke of oxen; a blizzard came on suddenly, the oxen ran before the wind till exhausted, and the three persons were lost at night on the open prairie. The old man knocked the oxen in the head, cut them open and placed one child in the body of each ox; he then followed the line of the wind till he reached a settlement, and early the next morning a rescuing party found the little girls still alive and not seriously injured. The last date at which there was much suffering east of the Mississippi was the celebrated "Cold New Year's"—Jan. 1, 1864. Between dark and daylight the mercury at several points in Illinois fell 70 degs. At Camp Douglas, near Chicago, all the guards abandoned their posts, and the 6,000 Confederate prisoners were apparently free to go. One small squad did go; but before getting a mile from camp all turned back but two. When the storm abated these two were found but three miles away, frozen solid. One of those who returned said that breathing on the prairie that night was just like taking sulphuric acid into the lungs. From the lakes to the gulf the suffering that night was great in every camp, and soldiers on guard froze or chilled to death as far south as Vicksburg. The next memorable winter was that of 1871-72, when the Union Pacific railroad was blocked for five weeks, and trains



had to dig out of the ice and snow with picks. The loss of life, however, was surprisingly small. Since then every winter has shown a few cases of freezing, as some are imprudent and some are unexpectedly caught; and the visitor to an old Dakota family will hear many a gruesome tale of sad disaster, many a story of how the family burned every article of furniture to prolong life, and then died before help could reach them. In January, 1873, a sudden wave of cold swept down across Dakota and Minnesota, bringing the mercury in a few hours to 40 degs. below zero; the region it traversed in the territory was then uninhabited, but in Minnesota seventy persons perished in a day and night. Such are the awful possibilities of the cold northwest. Yet the soil is of inexhaustible fertility, and Dakota has gained population faster for ten years past than did any other section of the country; all her towns are alive with energy, and to one who visits them at ordinary seasons, these hyperbores seem among the happiest and most contented people in the world.

WRIGHT AND LE BARNES.

The Law Clerk of the General Land Office and His Predecessor.

The recent removal of J. W. Le Barnes, law clerk and adviser of the general land office, is still being talked of in Washington.

Mr. Le Barnes himself gives the very reasonable explanation that he was not so much removed prematurely as retained beyond the usual time, for he had held office nearly thirteen years and had been informed that Mr. Lamar contemplated his removal some time ago.

Mr. Le Barnes was first employed in the general land office in 1873, and was made law clerk in 1880; thus he held the place under Secretaries Schurz, Kirkwood and Teller, Republicans, and nearly three years under Secretary Lamar, and acquired such a standing that he was regarded as almost indispensable.

In all cases involving land grants and the claims of railroads, Mr. Le Barnes is said to have been a vigilant defender of the rights of settlers and the government; hence it was thought important to retain him in the office until an equally competent successor could be found.

Hon. John V. Wright, who succeeds Mr. Le Barnes as law adviser of the land office, is a prominent lawyer of Tennessee, formerly a member of the supreme court, and later a circuit judge and chancellor. He is a son of an officer of the war of 1812 and grandson of an officer in the Revolution, and was himself colonel of the Thirtieth Tennessee infantry in the Confederate army, as well as a member of the Confederate congress. In 1855, when but 27 years old, he was chosen to represent the Memphis district in congress, and served three consecutive terms. In 1880 he was the regular nominee of the Democracy for governor of Tennessee, but was defeated by the split in the party on the state debt question, as he was an outspoken opponent of everything that savored of repudiation. He was chairman of the Indian commission in the northwest in 1880 and 1887, and as such concluded treaties with the Indians giving the nation title to nearly 30,000,000 acres of land in Dakota, Montana, Idaho and Washington territories.

He has since been chief of the mineral division of the land office. In both these places he has acquired a minute knowledge of the public lands. It was a very high compliment to Mr. Le Barnes to be retained so long after the date when a change would ordinarily have been made, and an equally high one to Judge Wright to be chosen as his successor.

Wickedness may prosper for a while, but in the long run he who sets all knaves at work will pay them.

TRAVELLING.

CUNARD LINE. DON'T WAIT.



(LIMITED.)

NEW YORK AND LIVERPOOL

(CALLING AT CORK HARBOR.)

From Pier No. 40, N.R., New York.

FAST EXPRESS MAIL SERVICE.

SERVIA Saturday, Jan. 28th GALLIA Saturday, Feb. 4th EURANIA Saturday, Feb. 11th ATRURIA Saturday, Feb. 18th SERVIA Saturday, Feb. 25th UMBRIA Saturday, Mch. 3rd AURANIA Saturday, Mch. 10th ETRURIA Saturday, Mch. 17th

RATES OF PASSAGE:

Cabin—\$60, \$80 and \$100, according to accommodation. Intermediate passage—\$35. 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.

ALLAN LINE

Royal Mail Steamships.

WINTER SERVICE, 1887-1888.

Rates of Cabin Passage from Portland to Halifax, \$20, \$25 and \$35, according to the position of steamer.

Return—\$100, \$125 and \$150. Intermediate—\$30. Steerage—\$20.

Steamers land passengers on the Railway wharf at Portland and Halifax.

The last train to make connection with steamer leaving Portland leaves Kingston every Wednesday at 1:45 p.m. Pullman Cars will be run through to Portland.

Last train to make connection with steamer leaving Halifax leaves Kingston every Thursday at 1:45 p.m.

SAILINGS FROM PORTLAND HALIFAX Parisian Jan. 12th Jan. 14th

For Tickets and every information apply to

THOMAS HANLEY.

World's Ticket Agent, Corner Johnson and Ontario Streets, GRAND TRUNK CITY PASS-GER STATION

KINGSTON & PEMBROKE

CANADA PACIFIC RAILROADS.

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

THE BEST AND CHEAPEST ROUTE

Between Kingston, Peterboro, Toronto, St. Thomas, London, Ottawa, Montreal, Quebec, and all points east and west.

TRY IT ONCE AND YOU WILL TAKE NO OTHER. Elegant Drawing Room Cars are run on all Express Trains between Kingston and Sharbot Lake.

No. 3 Express leaves Kingston at 12:10 p.m. Arrives Toronto 8:20 p.m.; Ottawa, 5:25 p.m. Montreal, 8:15 p.m.; Renfrew, 5:10 p.m. Passengers leaving by this train will reach Winnipeg in 60 hours.

No. 1 Mixed leaves Kingston 7:30 a.m.; arrives at Sharbot Lake 10:00 a.m.; and Renfrew 2:45 p.m., connecting with C.P.R. Express for points east.

No. 5 Express leaves Kingston at 4:15 p.m.; arrives at Sharbot Lake at 7:10 p.m.; Renfrew at 10:45 p.m.

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.

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

GRAND TRUNK RAILWAY.

WINTER EXCURSIONS

To California and Pacific Coast, Los Angeles, San Francisco and Return.

Leave Kingston EVERY MONDAY via Kansas City and Southern Route.

Leave Kingston EVERY FRIDAY via Council Bluffs and Union Pacific.

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

GOING EAST GOING WEST

No. 1... at 12:20 p.m. No. 2... at 3:50 p.m. No. 3... at 1:45 p.m. No. 4... at 2:10 a.m. No. 5... at 1:25 a.m. No. 6... at 5:10 a.m. Mixed... at 6:10 a.m. Mixed... at 7:30 a.m. Mixed... at 7:55 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 six months. For fares and general information apply to

THOS. HANLEY

Agent, Grand Trunk Railway, corner Johnson and Ontario Streets.

BLUE RIBBON

BINDER TWINE!

Manufactured by

The Dartmouth Ropework Co., HALIFAX, NOVA SCOTIA.

SUPERIOR TO ALL! FARMERS

SHOULD USE NO OTHERS.

See that Each Bail is Bound With A BLUE RIBBON!

Dealers can have samples and all information by addressing the

DARTMOUTH ROPEWORK CO., 14 FRONT STREET, WEST, TORONTO.

N.B.—No Quotations Given Less Than 10 Tons.



NOTICE.

TUESDAY, the SEVENTH day FEBRUARY next, will be the last day for receiving Petitions for Private Bills.

TUESDAY, the FOURTEENTH of FEBRUARY next, will be the last day for introducing Private Bills to the House.

THURSDAY, the FIRST of MARCH next, will be the last day for presenting Reports of Committees relative to Private Bills. CHARLES T. GILMOR, Clerk of the Legislative Assembly, Dec. 15th, 1887.

FURNITURE, &c.

DON'T WAIT.

IN THE DULL SEASON

PAPER HANGING

Done. Do not wait for the Spring rush. The work can be done better now. An elegant line of Hangings to select from. Always the best selected and most stylish stock in Eastern Ontario to choose from.

Give us a call and look over our stock. No trouble to show goods at

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We can't make money that way, but if YOU want to

SAVE MONEY

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Cheapest & Best Furniture

OF ALL DESCRIPTIONS. CALL AT

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51 Princess Street, cor. Sydenham Street, Kingston.

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Than ever before in the city at

ANDERSON'S, - 58 BROCK ST.

F. C. MARSHALL, UPHOLSTERER & CABINET MAKER.

PARLOR SUITES and LOUNGES of every description made to order. REPAIRING promptly attended to. Chairs re-sewed. MATTRESSES restuffed or made to order. CARPETS cleaned and laid.

241 PRINCESS STREET.

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We have four of the above on hand and range from \$20 to \$40 each. All are First-Class Instruments, but as they are outside of our line will be offered at Reduced Prices. Call and select your

-Christmas Presents-

Before the rush commences. We have the Finest Stock and Prices are Right. Goods selected now can be laid aside until wanted.

Robertson Brothers,

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ACMESKATES, ACML SKATES.

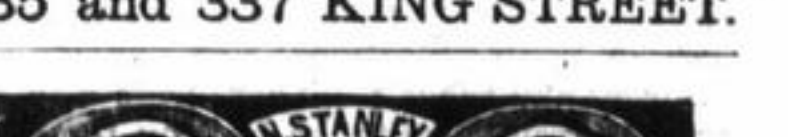
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Keys fitted and locks repaired. Thousands of different kinds of keys to choose from. Pure Fertilizer, composed of blood, bone and meat, only 1¢ per ton; fine bone meal, \$35 per ton; coarse bone meal, \$25 per ton, f. o. b. Hamilton.

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From Ayrshire Cows at the BAZAAR.

We have made arrangements for a daily supply in Glass, and trust it will be a benefit to the public as well as ourselves.

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CHOICE FAMILY & BAKERS' FLOUR. SEED GRAIN, PRESSED HAY, GLOBE AND TIMOTHY SEED.

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