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WILSON, Proprietor. ALBION HOTEL, corner Queen and Montreal Streets, well situated, with yard and stabling.

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#### Livery Establishments.

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T. C. WILSON, 120 Clarence Street, the largest and longest established livery in the city. Telephone No. 179. Vehicles ready at a moment's notice.

With St. Lawrence Hotel on King Street. First class rigs will always be on hand on the shortest

McCammon Bros., Kingston Horse Exchange, Livery and Boarding Stables, corner of Brock-and Bagot Streets, A new and stylish outfit of vehicles and excellent horses. Charges mode-H. P. WELLS' LIVERY, foot of Princess St., is

the most thoroughly equipp d 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.

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ings, Market Square.

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

### 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, \$35,200,700.

Net income for the past year was \$8,851,390. This enormous Premium Income ought to convince assured of the desirability of placing their Insurance in a Co'y so perfectly secure.

The Company still maintains its claim to 

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## THE ATNA INSURANCE COMPANY,

## QUARDIAN ASSURANCE COMPANY. Total Invested Funds upwards of £2,000,000

Total Income ......£ 768.000 Insurances against Loss by Fire accepted at the lowest current rates and claims settled without reference to the Board at

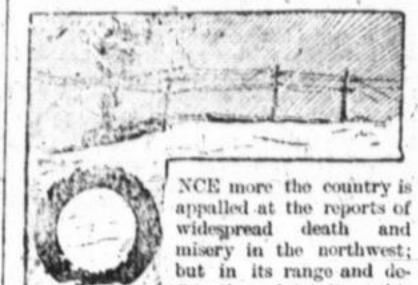
W. H. GODWIN, Agent for Kingston, BRITISH WHIG OFFICE.

Saw Mill Machinery, Engine, Boiler, &c FOR SALE CHEAP. Also the Best Site for Mill or Factory, on line of Railway, situate at Sharbot Lake. Apply to M. DORAN, North Bay. March 1.

## AS TO THE BLIZZARD.

SORT OF STORM THAT IS INDIG-ENOUS 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 Deathly Sway.



structive 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: Travelers buried under the snow, farmers dying within a few rods of their own doors, children frozen stiff on the way home from school and domestic animals dying by thousands; and following the cold in western Kansas there is starvation, till whole families are said to be perishing in their frail cabins. With the calamity, too, come those actions which ennoble humanity-heroic self sacrifice in many forms. The father has cheerfully yielded his own life to save his child, neighbor risks life and limb to rescue neighbor, and in many a town the heroic citizens turned out and searched through the long, dismal night for the lost, tying themselves loosely in groups with long cords, so that they might not be separated and lost.

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. Language cannot describe the paralyzing terror which seizes on all save the very stoutest hearts, and the vitality of most people can sustain the bodily heat but a few hours in such a struggle. Unless shelter is reached the lim's are first frozen, then the chill of death appropriate the vital organs. And at this stage of freezing strange symptoms often appear; as the blood retires from the surface it congests in the heart and brain; then delirium comes on and with it a delusive sensation of smothering heat. The victim's last exertions are to throw off his clothes and remove all wrappings from his throat; often the corpse is found with neck completely bare and in an attitude indicating that his last struggles were for fresh air! Even after tile stage of delirium is reached one can be restored to life; and painful experience has taught the people of the cold northwest a regular science of restoring the frozen. Formerly the victim was brought at once to the fire; this thawed the frozen extremities before circulation was restored, and so the limbs mortified and had to be amputated. Now the practice is to leave the frozen one in a cool room, and by the application of snow and rapid friction restore the circulaton. the thaw extending slowly from the vital centers to the extremities; thus, if the life can be saved, the limbs generally can be.

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 Ganger, 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. About noon a low bank of black cloud appeared in the northwest, and soon spread from north around to west; an hour later all the sky was black and the snow falling, and in another hour the blizzard was raging. Hour after hour its progress could be traced eastward and southward from town to town where telegraph lines could give warning. So most of Minnesota and Iowa were warned in time, but to all western Kansas, Nebraska, the Indian territory and Texas no such warning was possible. When the blizzard had exhausted its fury and a cold, clear morning dawned, there were many sad and curious sights. Every railroad train by where the storm had struck it, a headland of a long moraine of snow which had piled up behind it. Every fence and rock was marked in like manner as the beginning of a drift, while here and there over the wide expanse of dazzling white a little mound marked where some hapless man or beast had made his last

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 davlight 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



FEELING THEIR WAY.

had to be dug 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 improvident and some are unexpectedly caught; and the visitor to an old Dakota family will hear many a grewsome 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 bas 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 hyperboreans 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 beingstalked of in Washington. Mr. Le Barnes himself gives the very rea-

sonable 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 contemhis removal some time ago. plated Mr. Le Barnes, was

first employed in

the general land

office in 1875, and

was made law

clerk in 1880; thus

he held the place

under Secretaries

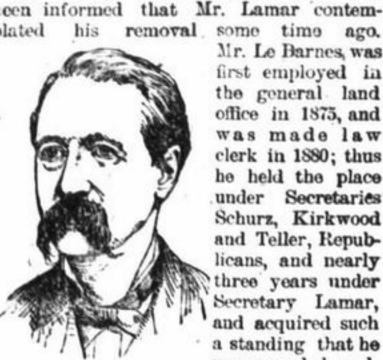
and Teller, Repub-

licans, and nearly

three years under

Secretary Lamar.

and acquired such



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 Thirteenth 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 oat-

JOHN V. WRIGHT.

spoken opponent of everything that savored of repudiation. He was chairman of the Indian commission in the northwest in 1886 and 1887, and as such concluded treaties with the Indians giving the nation title to nearly 30,-000,000 acres of hand 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 Vr. 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.

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

TRAVELLING.



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## From Pier No. 40, N.R., New York. FAST EXPRESS MAIL SERVICE.

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WINTER SERVICE, 1887-1888. Rates of Cabin Passage from Portland o Halifax, \$50, \$65 and \$75, according to the posi-

tion of stateroom. 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 steam-

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.

er leaving Portland leaves Kingston every

SAILINGS FROM PORTLAND Jan. 14th Jan. 12th Parisian For Tickets and every information apply to

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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 Shar-

bot Lake. No. 3 Express leaves Kingston at 12:40 p.m. Arrives l'oronto 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

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.

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sas City and Southern Route.

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TORONTO. N.B.-No Quotations Given Less Than 10 Tens,



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

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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.

Dec. 15th, 1887.

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IN THE DULL SEASON

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-251 PRINCESS STREET,-Cor. Sydenham Street. Telephone communication.

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PARLOR SUITES AND LOUNGES of every des cription made to order. REPAIRING promptly attended to. Chairs

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

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ACMESKATES, ACMESKATES.

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3.c. per lb; kegs, 100 lbs, \$30; half kegs, 50 lbs.,
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Pure Fertalizer, composed of blood, bone and
meat, only per ton; fine bone meal, \$35 per
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