Hotels and Restaurants. as regular hours. W. DOYLE, Market Square.

BURNETT HOUSE, Ontario St., nearest first class hotel to G. T R. and K. & P. Stations. T. Whison, Proprietor. ALBION HOTEL, corner Queen and Montreal Streets, well situated, with yard and stabling. KELSON SWITZER, Proprietor.

OTTAWA HOTEL, corner o Ontario and Princoss Streets. First-class accommodation; yard Scott's Hotel, cor. Queen and Ontario Sts. Satisfaction guaranteed. Fine liquors and ci-gars. Good yard and stabling. A. SIMPSON. ANGLO-AMERICAN HOTEL, most convenient

and popular hotel in city, opposite to G.T.R. sta-

Livery Establishments.

F. A. Bibby, 129 Brock Street, the leading back and livery stable in the city. Telephone

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ELDER BROS., New Livery in connection 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 Telephone No. 10.

Watches and Jewellery.

F. W. SPANGENBURG, manufacturer and importer of fine jewellery, 347 King Street. A. LEHEUP, watch maker, jeweller, 68 Brock St., dealer in watches, clocks and diamonds. SMITH BROS., 345 King St., headquarters for Watches, ranging in price from \$3 to \$200; ilverware and Jewellery.

M. BROCK, watchmaker, jeweller and engraver, has every facility for manufacturing and repairing jewellery in all its branches. Golden Diamond Watch Sign, 90 Princess St.

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.

TIERNEY BROS, have removed to their new remises, Brock Street, Market Square, where they show the largest and finest stock of Imported and Domestic Liquors, Teas, Cigars, &c., in the city.

Financial.

CARRUTHERS BROS., Financial Agents, King Street. Money to loan on real estate and other securities...

MONEY TO LOAN in large of 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.

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R. H. TOYE.—Try the Milk Rolls and Bath Buns manufactured at the King Street Bakery. R. H. Toye, Market Square. THE BEEHIVE-Fine groceries, fine and domestic fruits. Jos. HISCOCK, Masonic Build ings, Market Square.

Cigars and Billiards. R. NEWLANDS, Princess Street, dealer in eigars, tobaccos, pipes, fishing tackle and pocket

books. Finest assortment in the city.

HOLDER BROS., (J. B. and F. W.) dealers in choice cigars and tobaccos. Pool and billiard room- in connection. 239 Bagot St., near Princess Photographic.

and Photograph Albums at J. W. POWELL'S. the Photographer. H. HENDERSON, Photographer, Enlarged Portraits and Views. Satisfaction guaranteed

YOU CAN GET BARGAINS in Christmas Cards

Crockery, Glassware, Etc.

SELLING OFF at a trifle above cost. Now is che time for Bargains in Fancy Articles. See our handsome Jubilee Vases, Milk Sets, Toilet Sets, Tea Sets. Tea Sets from \$2 a set. Drums, Bolls, Dolls' Carriages, Cradles, Sleighs, &c., at E. Jones', 280 Princess Street, Uptown 7 Cent

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SUITS TRIMMED and made to order, in latest fashions at JOHN SHANAHAN'S, Market Square. FOR LATEST AMERICAN STYLES, guaranteed to fit, go to A. O BRIEN's, 269 Princess St., above Sydenham.

Plumbing and Gas Fitting. J. G. Bastow, practical sanitarian. Plumbing gas and steam fitting, 349 King St. Telephone No. 62.

Boots and Shoes. W. ADAMS, mnfr. Men's work a specialty. Factory work on hand. Brock St., near Market.

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A. R. MARTIN,

FORD'S BLOCK, BROCK ST., KINGSTON, Agent for the following Companies:

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Scottish Union & National Insurance Co.; apital \$30,000,000. Imperial Insurance Co., of London, Eng.; British America Assurance Co.; Capital, Glasgow & London Insurance Co.; Capital, \$1,460,000.

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

ACCIDENT. Morwich Accident Insurance Co.; Capital, 3973,333.33. 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

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 Invested Funds, \$35,200,700.

Net income for the past year was \$8,854,390. This enormous Premium Income ought to their Insurance in a Co'y so perfectly secure.

The Company still maintains its claim to loing the largest Fire Business in the world. The Company has actually paid since its in For Fire Losses \$5,890,225

- THOMAS BRIGGS, Agent. THE ETNA INSURANCE COMPANY.

HARTFORD CONN. Continent. Its Annual Premium Receipts in those of any other Company, and it has an unblemished record of 63 years.

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Subscribed Capital. Total Invested Funds upwards of ... Insurances against Loss by Fire accept-

ed at the lowest current rates and claim settled without reference to the Board at London. W. H. GODWIN, Agent for Kingston, BRITISH WHIG OFFICE.

KINGSTON LAUNDRY, - Opp. Windsor Hotel J. R. RATTENBURY PROPRIETOR.

First-class work done at low prices and on

STUPENDOUS SCHEME.

GIGANTIC PLANS SYSTEM OF TUNNELS.

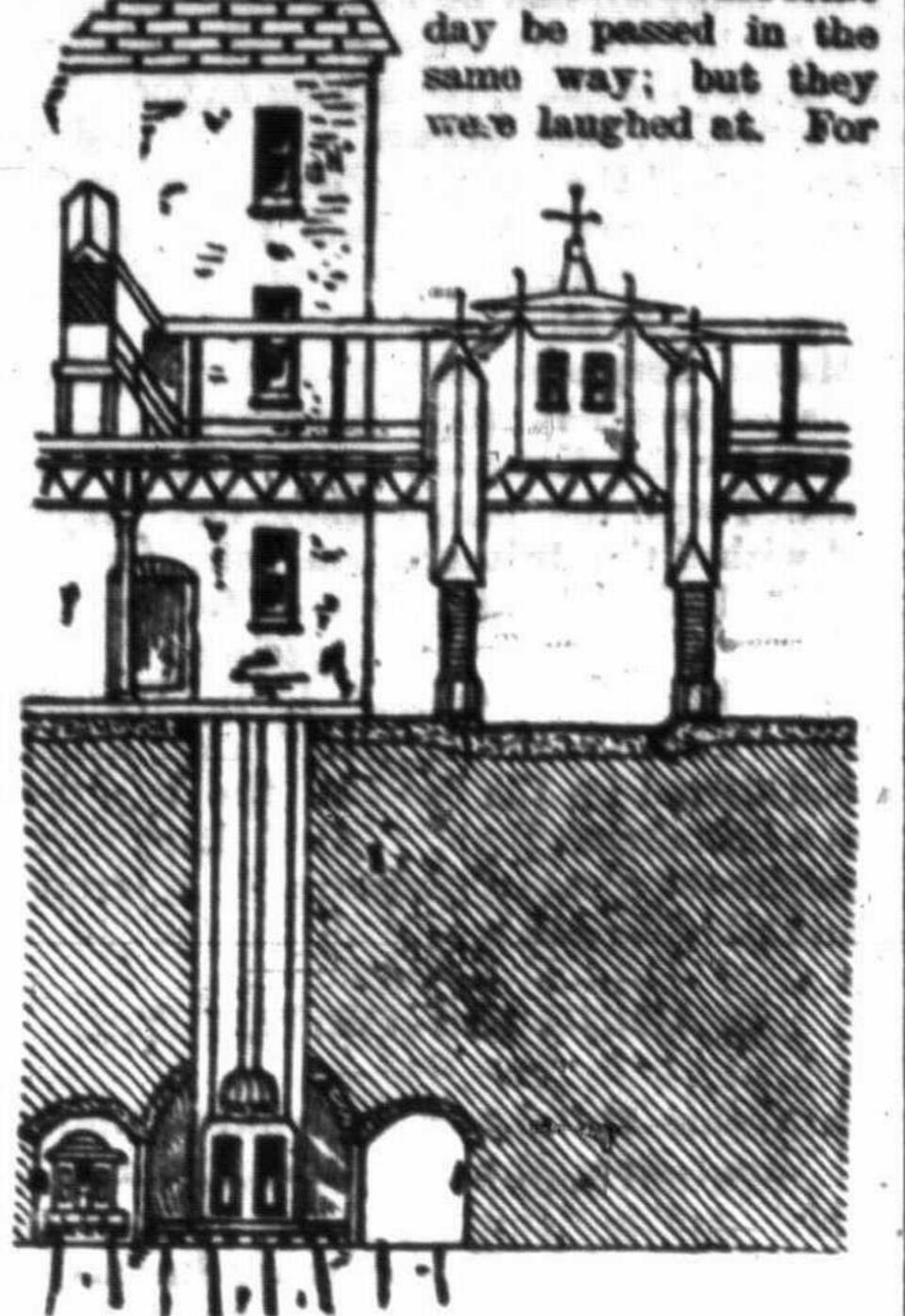
To Connect Brooklyn, New York and Jersey City, to Pass Under the East and North Rivers and Unite the Long Island and Continental Railroads.

A tunnel under East river, New York city and the Hudson!

If we did not know the sublime audacity of modern engineering science, we should say the suggestion came from a lunatic asylum; yet the plans are drawn, the company to construct the tunnel is organized, and the money is pledged as soon as the aldermen of the interested cities give their consent. More than this, the projectors declare they are ready to begin work as soon as the permit is granted; and as the completion of the new aqueduct will release several thousand laborers skilled in this sort of work, they expect to complete the tunnel within two

The main line is to be four miles long, and the cost is estimated at \$5,000,000; it is to connect with the principal railroads, so that a train of cars can be run from Long Island into New Jersey without breaking bulk; and, finally, the projectors present convincing figures to show that the investment will be highly profitable.

Soon after the great Thames tunnel was completed some enthusiasts suggested that the Hudson would some day be passed in the



AT THIRTY-THIRD STREET AND SIXTH AVENUE. the past forty years the talk of such a tunnel has slowly increased, and a few days since the incorporators presented their petition. which briefly states: That they constitute a corporation organized under the laws of the state of New York, whose object is to connect the city, Long Island and the Jersey shore by a tunnel, with elevators in New York city. Under the East river there are to be two adjacent parallel tunnels, which will strike the New York city side at Thirtyfifth street, join and continue under that street to the west side of the city, where the tunnel will reach the surface between Ninth and Tenth avenues and Twenty-ninth and Thirtieth streets. One branch tunnel will run north, under the east side of the city, to the Grand Central railroad depot, and the other will run south, on the west side of the city, to connect with the Hudson river tunnel. near the foot of Christopher street; but no part of any of these tunnels will in any manner interfere with or affect the surface of the streets, for the top lines of the tunnels will have an average depth of sixty feet below the street surface, and in most of their course much deeper. Among the incorporators are such men as Everett P. Wheeler. the em nent lawyer; Frank K. Hain, general manager of the elevated roads; Oliver W. Barnes, and many others of weight. The president is Gen. Roy Stone, the civil engineer associated with Gen. Newton in the tunneling and explosion of the Hell Gate

Of course the great interest attaches to that section which is to be under the East river. The eastern terminus of the tunnel will be at Hunter's Point, Brooklyn, the west end of the Long Island railroad; from there it will sink steadily, by as steep a grade as the railroads can use, to the deepest point under the river, and thence rise as rapidly to the first place in New York city where an opening and elevator can be located-3,200 feet from the place of starting, and at the middle of this grand converse track the roof will be but eighty feet below the low water line. But in such a formation this is ample, as it will insure fifteen feet or more, at every point, of solid rock above the tunnel roof;



New York. E.R. Brooklyn.

PROFILE OF THE TUNNEL

and the experience in tunneling at Hell Gate showed that to be ample, as there the leakage was so slight that it was removed by one pump. The entire course of the tunnel under the river as well as city, will go through that hard gneissoid granite on which New York and vicinity rest; the tunnel also will be lined with brick or artificial stone, and the water seeping in will be drained to a "sump" and pumped out. The two ends and the seven shafts to be for

elevators (that is, stations) will give "faces" enough for work to employ all the men skilled in that line and all the available engines; and both men and engines can be transferred from the new aqueduct, which will be finished in May. Of course steam cannot be used in such a long tunnel. The motor will be electric, and as the tunnel will be lighted by electricity there will be neither gas, smoke nor dust. But this is not enough: ventilation will be insured by suction fans. and the rapid passage of trains will of course aid to draw in the air from both ends. The company expects to start with four passenger cars each way every five minutes during the busiest hours; but from midnight till near 5 a. m. the roads will be devoted to freight. It is unnecessary to present the figures on expected traffic-from all Long Island, from Montauk Point when steamers from abroad make it a discharging point, from the through trains to New Jersey, and from the ever swift growing passenger custom of Brooklyn. When the great bridge was finished it was thought the ferries would be a!most useless: now they are more in demand than ever, though the bridge boasts 95,000

passengers a day. So, no doubt, the great subfluvial will soon have its 40,000 passengers a day and still the bridge and the ferries show no decline. There will be seven elevators in the city to bring up and lower pas-

Of course the wits and alarmists are already busy with the scheme, for it is just the sort of project to excite the great army of the queer and crazy. The latter declare that the Anarchists will gain an immense advantage by this tunnel, as dynamite and noxious gases will be far more destructive in it. They also suggest that in case of war the enemy might thus surprise the city. The wits retort that if foreigners bombard the now (said to be) defenseless city, the tunnel would be a splendid place for the women and children to retreat to; that the bank specie NLW and other valuables might be stored in it, and if worse came to worst, the whole population, including the army, could retreat into Jersey in a day and night by this tunnel. "Sufficient unto the day," etc. (We are content with the assurance that the project is that of men able to carry it out, that the tunnel will be completed and that it will pay.

SYLVESTER SCOTT.

A Mighty Hunter of "B'ar" and Other Wild Beasts.

Many who visited Barnum's New York muscum in the years agone remember "Grizzly" Adams, the old fellow who had killed so many bears and who was in turn killed by them. Not suddenly, however; for the "roof of his head," as he pleasantly expressed it, was knocked off in a hand to hand encounter with a grizzly, and he lived many years by pure force of will power, with a piece of skull as big as a man's palm gone from the top of his head. Month after month he went on exhibiting his "trained grizzlies," while the most expert physicians assured him he could not posibly live another month; nor did he die till his nerve power was utterly exhausted.

"Grizzly" Adams has a legitimate successor in Sylvester Scott, of Dry Creek, Sonoma

county, Cal.; but the latter has had the good fortune to escape a wound, though he has killed more bears than any other man in America-probably 400 in all. It is a peculiarity of the bear tribe that they gain in ferocity as in numbers, as one goes from the eastern to the western side of the

SYLVESTER SCOTT. Rocky mountains. The common cinnamon bear of eastern Utah is a comparatively harmless creature; the black or brown bear, further north and west, is much more formidable, though his weight does not often exceed 600 pounds; but for size, strength and courage the California grizzly outdoes both of them in one. "He attacks on sight," hunters say, while the other species do not attack a man unless cornered. No matter how thick the dogs may be around him, the grizzly disregards them when the hunter comes in sight and goes for the man. Grizglies are still numerous in northern California, especially in the narrow and wooded canyons that break out from the coast range.

Twenty-five years ago Sylvester Scott established a stock ranch eight miles west of Cloverdale, on the highlands near the Russian river; and the bears seemed to consider his cattle and horses their special perquisites. At first Mr. Scott fought them with common dogs; but they were too easily cowed. He therefore crossed his hounds and mastiffs with the big Russian terrier and staghound; and produced an entirely new breed-dogs without fear or reproach, that will tackle anything that wears hair.

Since then it has been a war of extermination on both sides; about half his pack is laid up at any given time with wounds, and he has had many dogs killed, but he averaged killing forty bears a year for many years. His champion year was 1878, in which he killed sixty-four; since then bears have rapidly decreased, and now he only gets one occasionally.

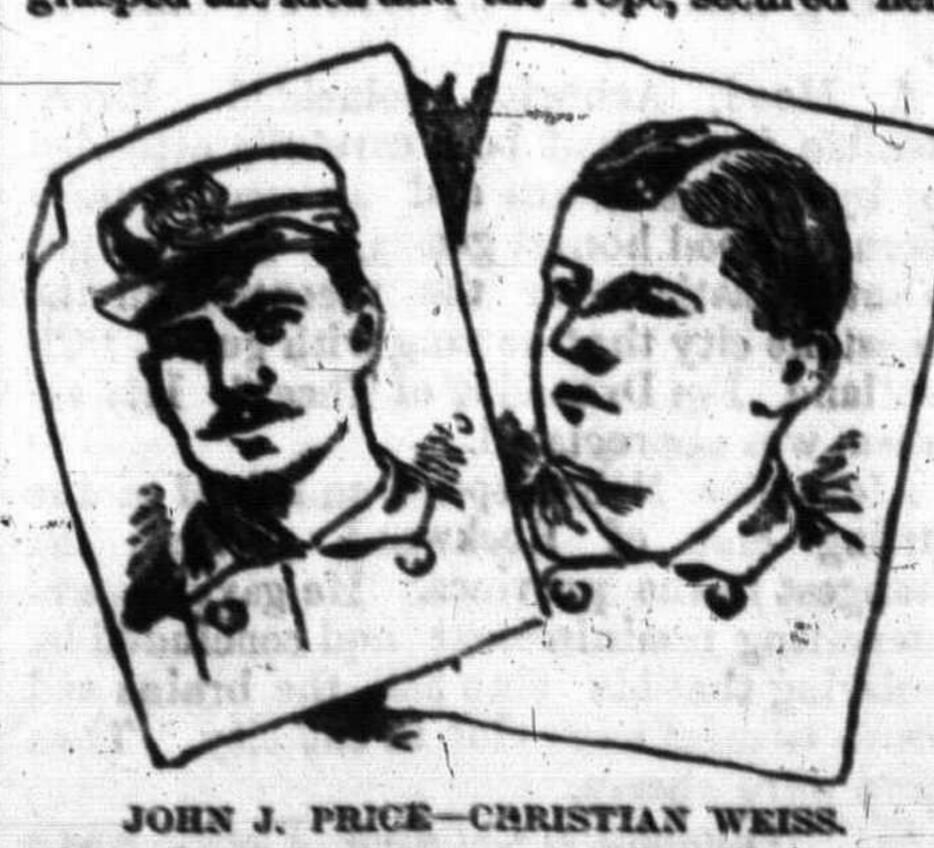
Many noted sportsmen from all parts of the world have been Scott's guests. In 1870 Prince Staunberg of Austria and his attendants remained there some days and killed four bears. In 1879 the noted Henderson brothers, of Scotland, visited him and added some grizzly bear skins to their lion skins. tiger skins and other trophies gained in many parts of the world. In days of old mythology would have made a demigod of such a man as Scott, and he would have ranked in popular worship with Orion and Hercules, and other half historical heroes who cleared their countries of serpents and wild beasts.

TWO LIVING HEROES.

Driver Price and "Butch" Welss, Who Risked Life for a Woman in Peril. The New York papers have not yet done talking of the bravery of John J. Price, driver of New York's fire engine No. 23, and

Christian Weiss, commonly called "Butch." There was a fire in New York not long ago, which these two men rendered memorable by their splendid daring. The fire was in a tenement house at the corner of Fifty-seventh street and Tenth avenue, and Mrs. Sarah Keator, who was in the third of the five stories of the burning building, was cut off from all means of escape... When her situation was apparent, Price and Weiss showed what sort of men they were.

They climbed out upon the roof of the burning building, rendered slippery and dangerous by the ice into which the water from the laboring engines was freezing, leaned over the cornice and dropped a rope within reach of the terrified woman. It was hard to make her understand that she must tie the rope around her, but she finally grasped the idea and the rope, secured her-



self and was drawn up to safety. The rescue was effected only at the imminent risk of life by the rescuers, and they have since received plenty of praise for their pluck and unselfish-Weiss, who is not a fireman, is greatly cast

down because he is a little too short for the standard, being only five feet five inches, while the rules of the New York department say the men must be at least five form inches. But he may be taken on by patrol, and then he will have as good opportunity to distinguish himself as if he were on the regular force.

TRAVELLING.

FURNITURE, &c.

IN THE DULL SEASON

PAPER HANGING

Done. Do not wait for the Spring rush. The

work can be done better now. An elegant line

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Give us a call and look over our stock. No

RUBINSON'S WALL PAPER DEPOT

277 Bagot Street.

SELLING OFF AT COST.

B. H. CARNOVSKY

TURE, consisting of Parlour Suites, Bed

room Suites, Dining Room Suites, Sideboards,

IF YOU WANT THE

Cheapest & Best Furniture

OF ALL DESCRIPTIONS, CALL AT

51 Princess Street, cor, Sydenham Street,

HENRY BRAME,

Leading Undertaker and Embalmer.

-251 PRINCESS STREET,-

Cor. Sydenham Street.

BETTER BARGAINS

PARLOR SUITES.

Than ever before in the city at

F. C. MARSHALL,

UPHOLSTERER & CABINET MAKER.

PARLOR SUITES AND LOUNGES of every des-

REPAIRING promptly attended to. Chairs

MATTRASSES restuffed or made to order.

241 PRINCESS STREET.

MISCELLANEOUS.

We have four of the above on hand and

Class Instruments, but as they are outside

of our line will be offered at Reduced Prices

-Christmas Presents-

Before the rush commences. We have

the Finest Stock and Prices are Right.

Goods selected now can be laid aside until

Robertson Brothers.

BLUE RIBBON

Manufactured by

The Dartmouth Ropework Co.,

HALIFAX, NOVA SCOTIA.

SUPERIOR TO ALL!

FARMERS

SHOULD USE NO OTHERS.

See that Each Ball is Bound With

A BLUE RIBBON

Dealers can have samples and all information

by addressing the

14 FRONT STREET, WEST.

TORONTO.

N.B. No Quetations Given Less Than 10 Tens

187 PRINCESS ST.

AND SIDEBOARDS.

58 BROCK ST.

Telephone communication.

BEDROOM SUITES,

ANDERSON'S.

cription made to order.

Call and select your

CARPETS cleaned and laid.

H. BRAME'S

Tables, Chairs, &c., at Cost.

Will sell the entire stock of FURNI.

281 Princess Street.

ario to choose from.

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CUNARD LINE. DON'T WAIT.



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

AURANIA Saturday, Feb. 11th
ETRURIA Saturday, Feb. 18th
SERVIA Saturday, Feb. 25th
UMBRIA Saturday, Mch. 3rd
AURANIA Saturday Meh. 10th
ETRURIA Saturday, Mch. 17th
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Cabin-\$60, \$80 and \$100, according to ac commodation. Intermediate passage-\$35. Steerage at Very Low Rates. Steerage Tickets to and from London and Queenstown and all other parts of Europe at low-

Through Bills of Lading given for Belfast, Glasgow, Havre, Antwerp and other points on the Continent and for Mediterranean For freight and passage apply at Com-

pany's Office, No. 4, Bowling Green, New EVERNON 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

Halifax, \$50, \$65 and \$75, according to the position 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 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

day at 1:45 p.m. HALIFAX PORTLAND SAILINGS FROM For Tickets and every information apply to THOMAS HANLEY,

leaving Halifax leaves Kingston every Thurs-

World's Ticket Agent, Corner Johnson and Ontario Streets,

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CANADA PACIFIC RAILROADS.

New, Direct, Shortest, Quickest, Cheapest and Best Equipped All Rail Route to Maritoba, the North West, and British Colum-

THE BEST AND CHEAPEST ROUTE Between Kingston, Peterboro, Toronto, St. Thomas, London, Ottawa, Montreal, Quebec, and range from \$20 to \$40 each. All are Firstall points east and west. ASTRY IT ONCE AND YOU WILL TAKE NO OTHER Elegant Drawing Room Cars are run on all

Express Trains between Kingston and Shar-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.; Renfre w 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 RAIL'Y. BINDER

WINTER EXCURSIONS

To California and Pacific Coast, Los Angelos, San Francisco and Return, Leave Kingston EVERY MONDAY via Kan-

sas City and Southern Houte. Leave Kingston EVERY FRIDAY via Couneil Blufts and Union Pacific. Passenger Trains leave the new City Passen ger Depot, foot Johnson Street, as follows:GOING KAST GOING WEST.

No. 1.....at 12:20 p.m. | No. 2......at 3:50 p.m. No. 5.....at 1:45 p.m., No. 4.....at 2:10 a.m. No. 3.....at 1:25 a.m., No. 6,....at 5:10 a.m. at 7:30 p.m. DARTMOUTH ROPEWORK CO. at 6:10 a.m. | Mixed 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 rates and general information apply to THOS. HANLEY Agent Grand Trunk Railway, corner Johnson and Ontario Streets.

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ads of different kinds of keys to choose from

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Prime small hog casings, by tierce, 500 lbs. Sc. per lb; kegs, 100 lbs, \$30; half kegs, 50 lbs. \$15.00; small quantities, 35c per lb. English sheep casings, kegs, of 50 large bund les, \$30 : small quantities, 65c per bundle.
Pure Fertalizer, composed of blood, bone and JOSEPH SALTER, meat, only \$30 per ton; fine bone meal, \$35 per ton; coarse bone meal, \$35 per ton, f. o. b. Ha-

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