

Homes: English and American.

Price Collier has an entertaining article in a late Forum entitled "Home Life: English and American." Mr. Collier's conclusions are very interesting. He says:—On entering an Englishman's house the first thing one notices is how well his house is adapted to him. On entering an American's house the first thing one notices is how well he adapts himself to his house. In England the establishment is carried on with a prime view to the comfort of the man. In America the establishment is carried on with the prime view to the comfort of the woman. Men are more selfish than women, consequently the English home is as a rule more comfortable than the American home. Then, too, an Englishman is more at home in his own house than is an American. He leaves it later in the morning, returns to it earlier in the afternoon, and gives more of himself to it than does the American. An Englishman is continually going home; an American is continually going to business. One is forever planning and scheming to get home, and to stay at home, and to enjoy the privileges of home; while the other is more apt to devote his energies to make his business a place to go to and in which to spend himself. Americans living in England, whether men or women, are struck by the fact that it is the country of men. Likewise Englishmen in America are struck by the fact that America is the country of women. Possibly we might deduce from this that Americans make the better husbands and the English better wives. Still the general average of home life is more comfortable in England than in America. In a country where the competition is excessive; where money has unwonted power to purchase comfort, charitable judgement, and distinguished consideration; where success is greeted with an enthusiasm almost unknown elsewhere; and where failure and mediocrity are forced to play the role of obsequiousness if not of servility,—the men must be cared for and trained to win. Only a man of gigantic abilities can be uncomfortable and miserable at home, and at the same time successful in the world. English women appreciate this. They know they can only prosperly prevail through the honours and distinctions of the men. Yet it were unfair to the English women, whose reputation for bad taste in dress and for hobbledehy shyness of manner is already a sufficient handicap, not to say that the efficient ordering of their households has very much to do with the working power of their men at home, and the influence and valour of their men abroad. Domestic economy in England is devised for, and directed to, the aim of making the men as capable as possible of doing their work. The home is not a play-house for the women, but a place of rest in which the men may renew their strength. It is possibly fair to say, then, that housekeeping in England has a definite aim, and consequently more system. To have a home, and to keep a house for one's own comfort and as a place in which to entertain one's friends, is a consideration of prime importance. Hence the men are trained and cared for, that they may earn enough for its support; and the women are put upon their mettle to make what is earned go as far as possible. On another subject, Mr. Collier pays a high tribute to the superiority of English life over that of America:—In England men have more avocations, more amusements, more interests outside of the daily round of pressing business than with us. These avocations demand leisure. The percentage of men who, aside from their engrossing pursuits of business or profession, devote themselves to some "hobby" if one may call it so, is overwhelmingly greater than with us. And one may say unreservedly that this is a good thing.

The Modern Bicycle.

The modern bicycle is a vehicle—a practical road machine, whereby, upon decent roads, any able-bodied person of either sex can, with a short apprenticeship, learn to cover at least three times the distance that could be traversed in the same time on foot, and with no more exertion that is involved in walking. Comparatively few people who do not themselves ride wheels are aware of the complete revolution in bicycling that has been made by the introduction of the modern safety machine. The danger of a "header," which was very imminent with the old high wheel, is now almost eliminated from the exercise. More than that, the modern bicycle can be propelled over any road over which a horse ought to be compelled to travel. The block pavement of cities and the tolerably level and tolerably even dirt roads of the country, are perfectly practicable to the new. The introduction of bicycle corps into European armies, where the conditions often compel bicyclists to travel where there are no made roads at all, attests the enormous difference between the modern "machine" and the old fashioned toy.

Bicycling has now become a most enjoyable and beneficial form of exercise, in which everybody can take part who can take any active exercise whatever, and with no more danger than attends any other form of active exercise. Moreover, it is a practical and useful mode of locomotion, which has heretofore been used mainly for exercise and pleasure, but which may be used for ordinary travel,

with an immense gain in time, money and health for those who practice it.

People who are not bicyclists do not sufficiently consider the public benefits which the bicyclists have already conferred. The invention of a vehicle from which the trotting sulky has borrowed devices that have reduced the mile time of trotting horses by four or five seconds is only one of these benefits, and not the greatest. Nobody who has occasion to see the country roads of New England and the Middle states can fail to notice how very much better these roads are provided with sign-posts and guides to the traveler than they were a few years ago. This great improvement is entirely the work of the wheelmen. In many cases, perhaps in most, the work has been done by the wheelmen, and the sign-boards bear the monogram of their league. When this is not the case, it will be found that it is the example and the precept of the wheelman that have stamed the rural communities into considering and providing for the needs of the traveller for accurate information of where he is, how he is to get to his destination, and how far away his destination is. The wheelmen have similarly stimulated the map-makers, inasmuch that whereas ten years ago it was difficult to get a good portable map showing the common roads of any part of the country it is now easy to acquire such a map of almost any region that is attractive to tourists.

These are important material services, but these services are of small importance compared with the agitation for good roads, in which agitation the wheelmen have been the most constant and the most important factor. Gradually the whole country is becoming alive to the desirableness of good roads, though very many parts of the country still insist that good roads shall be provided for them at the expense of somebody else. The actual improvement has already been great, and there is a certain prospect that, as the knowledge of what the difference between good roads and bad roads practically means, the roads throughout the whole country will be improved, until there is no longer any agricultural community in which a boggy ditch, almost impassable for half the year, will be accepted as a road. When that time comes, the wheelmen will be entitled to congratulate themselves upon a result that will have been so very largely due to their insistence upon roads that were practicable for bicycles. Indeed they have already entitled themselves to the national gratitude. Taking all their achievements together, it may be said that they are at present one of the most promising agencies of civilization in the United States.—New York Times.

The Man of South Africa.

Cecil Rhodes, who, had he lived a hundred years ago and talked as he has done to the Imperial government, would have had to take a taste of prison life, is slowly developing his own scheme of land tenure in South Africa, where, originally a filibuster and land grabber he is founding a new colonial empire. There are grave doubts whether some day he may not take it into his head to declare Matabeleland a republic or a detached monarchy, pay perhaps tribute to the British Crown as Burma pays to China, or Corea pays to that empire, while claiming and exercising sovereignty. Rhodes, unlike many pioneers in Africa and America, is not an unlettered man actuated only by the spirit of aggressive adventure. He is as dilettante as Mr. Balfour. He is well versed in classics, and had an honorable university career. His visits to Africa were diamond-hunting, and he is as truly the diamond king of that region as Col. North is the nitrate king of Peru. Mr. Rhodes, however, is more than a diamond hunter. He is, in ambition, now a statesman having acquired wealth enough to satisfy aspiration in that detail. Soon after entering Cape Parliament he became virtually its dictator, and four years ago was made Prime Minister. In this capacity he has devised some novel methods of government. Chief of these is his land scheme. He proposes to root his people to the soil in an unprecedented manner. Any head of the family may have eight acres at a little less than \$4 per year rent to the government. There is a labor tax of \$2.50 a year, or its equivalent in actual labor, namely, three months' service outside his own district. Suffrage is to be exercised by every male native who pays the labor tax. The proceeds of the labor tax are to be applied on schools. Failure to pay this tax will subject the delinquents to imprisonment, one of Mr. Rhodes' drastic methods of making everybody share taxes or suffer for failing to do so. Landholders are not to be allowed to sell liquor except under local option, any violation of this law to entail cancellation of title. Rebellion or stealing is also to work forfeiture. Government is to be administered by local councils of six members, one-half appointed by the crown, and one-half elective. An experiment of this mixed nature of paternalism and State Socialism may well be watched with interest by students of modern economics.

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Here and There.

If America were as densely populated as Europe it would contain as many people as there are in the whole world at the present time.

The English postmaster-general has just announced that private cards with a half-penny stamp affixed will be accepted as postal cards within the United Kingdom.

All the world, all that we are, all that we have—our bodies and our souls, our actions and our sufferings, our conditions at home, our accidents abroad, our many sins and our seldom virtues—are so many arguments to make our souls dwell low in the deep valley of humility.—Jeremy Taylor.

Mr. Bliss Carman, Canadian poet, who was formerly literary editor of the great American paper, the Independent, and assistant editor of Current Literature in New York, has recently been appointed editor of The Chap-Book, the literary periodical published by Stone & Kernal in Chicago.

Mr. Gladstone has an income of two hundred and fifty thousand dollars per annum, and yet the possession of such a great fortune, much of which was acquired during years of service as the most powerful figure in the British government, has never raised suspicion against him.—San Francisco Argonaut.

An invitation to dinner in Japan commences as follows:—"I beg pardon for thus insulting you in begging your company at my house to dinner. The house is small and very dirty. Our habits are rude, and you may not get anything fit to eat; and yet I hope that you will condescend to be present with us at six o'clock."

Foreman: (of the Sharptown Star)—I see you've marked the paragraph about water-melons being in our midst for the editorial page!

Editor: Well, and what if I have?
Foreman: Don't you think it would be safer to put it between the pain killer and Jamaica ginger ads?

The arch enemy of woman, the cause of her chief ills and miseries, is the corset. Whether it be worn tight or loose it alters the shape and vitiates the taste by substituting a false idea of the feminine form for that which is natural and womanly. The evils attending this stricture must be ceaselessly iterated and reiterated.—Helen Gilbert Ecob.

"Your Highness," said the menial, "the man with the bullet-proof shirt is in waiting in the ante-room."

"Show him in."
Meekly the inventor entered.
"Has this garment been subjected to every possible test?" inquired the potentate.

"It has, please your Highness."
"Er—has it been to the steam laundry?"
The inventor fell to the floor in a swoon.

"Foiled again," said he, as he fell.—Indianapolis Journal.

A steamer from Australia and New Zealand recently landed a cargo in London consisting of 70,000 carcasses of sheep, 9,000 haunches, 9,000 legs, about 550 tons of frozen beef, 750 cases of butter, 100 bags of bullocks' hearts, 150 bags of ox-tails and kidneys, and seven cases of oysters. The holds have sufficient capacity to have accommodated 12,000 more carcasses of sheep. New Zealand is arranging to ship frozen poultry to England. The competition of the antipodes with Canada is assuming a serious aspect, and suggests the query of shipping perishable products?

Lord Aberdeen tells the following story of himself: He left London at midnight in a sleeping-car for the North. In the morning when he was awakened he saw a stranger opposite him.

"Excuse me," said the stranger, "may I ask if you are rich?"

Somewhat surprised, his lordship replied that he was tolerably well-to-do.

"May I ask," continued the stranger "how rich you are?"

"Well, if it will do you any good to know," was the reply, "I suppose I have several hundred thousand pounds."

"Well," went on the stranger, "if I were as rich as you and snored as loudly as you I should take a whole car, so as not to interrupt the sleep of others."—New York Tribune.

The editor of a weekly journal lately lost two of his subscribers through accidentally departing from the beaten track in his answers to correspondents. Two of his subscribers wrote to ask him his remedy for their respective troubles. No. 1, the happy father of twins, wrote to inquire the best way to get them over their teething, and No. 2 wanted to know how to protect his orchards from the myriads of grasshoppers. The editor framed his answer upon the orthodox lines, with the result that No. 1, who was blessed with the twins, read in reply to his query, "Cover them carefully with straw and set fire to them, and the little pests, after jumping about in the flames a few minutes, will speedily be settled," while No. 2, plagued with grasshoppers, was told to "give a little castor oil and rub their gums gently with a bone."—Richmond Star.

There has been a significant increase in the amount of gold held by most of the chief banks of the world in the last year or two. The Bank of England, for example, had in July last \$189,313,450, as against \$109,342,806, in January, 1892. Its reserves increased between the dates named from \$63,502,900 to \$142,590,917. In the period from January, 1892, to July, 1894, the Bank of France increased its holding of gold from \$260,888,299 to \$352,762,852; the Bank of Austria-Hungary from \$26,634,400 to \$51,269,678; the National Bank of Belgium from \$19,826,000 to \$21,899,250; the Netherlands Bank from \$15,718,000 to \$22,006,313; the Bank of Spain from \$32,732,100 to \$38,532,947; the National Bank of Italy from \$36,917,300 to \$57,784,200. In the same period the Bank of Russia reduced its holding of gold from \$324,828,300 to \$294,421,500; the Bank of Germany from \$222,511,000 to \$218,622,646; the Associated Banks of New York from \$95,972,230 to \$91,223,000.—Baltimore Sun.

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NOTICE.

To John R. McKinney of the parish of Brighton in the County of Carleton, Farmer, and all others whom it may in any wise concern,
THERE will be sold at Public Auction in front of the office of Hartley & Carvell, Attorneys at Law, in the Town of Woodstock in the County of Carleton and Province of New Brunswick, on MONDAY, THE SEVENTEENTH DAY OF SEPTEMBER NEXT, at the hour of eleven of the clock in the forenoon, all that certain piece or parcel of land, situated in the said Parish of Brighton and bounded as follows:—"Commencing at the Newburg Road where the dividing line of lots number fourteen and fifteen intersect the said Road, thence east along said line two hundred and fifty eight (258) rods; thence south sixty (60) rods; thence west one hundred and forty one (141) rods; to the aforesaid Road, thence north along said Road seventy (70) degrees west, sixty eight rods, thence north fifty three (53) degrees west seventy two (72) rods to the place of beginning," containing seventy eight acres more or less, "excepting therefrom a piece of land conveyed by late George Robinson to James Dickinson, being same land owned by late George Robinson," together with the buildings and improvements thereon, and the appurtenances thereto belonging. The above sale will take place under and by virtue of a power of sale contained in a certain Indenture of Mortgage, made between the said John R. McKinney of the one part, and the undersigned Adda Tedlie, of said Brighton, of the other part, which said indenture bears date the twenty-fourth day of March, A. D. 1888, and registered in Book "G" No. 3 of Records, on pages 263, 264 and 265, the twenty-fourth day of March, A. D. 1888, default having been made in the payment of the moneys thereby secured.
Dated this eighth day of August, A. D. 1894.
HARTLEY & CARVELL, ADDA TEDLIE,
Solicitors to Mortgagee. Mortgagee.