THE REAL REASON.

- "No, we didn't exactly quarrel," he said, "But a man can't quite stand everything.

 I thought I was in love with her, dead,—
 But that was away last spring.
- "I took her driving—she liked to drive, Or she said she did; I believed her then, But I'll never, as sure as I'm alive, Believe a woman again!
- "I'm not considered a talking man, I'm willing to own it; there's no doubt A man can't talk like a woman can, And I was about talked out.
- "I hadn't dared yet—for I am not vain— To call her darling, or even dear, So 1 just remarked 'It's going to rain, I felt a drop on my ear.
- "She looked at the clouds, and at my ear, And this is what she saw fit to say: 'Oh, no! That rain is nowhere near; It is half a mile away!
- "It didn't strike me at first, you know; But when it did, why, it struck me strong! She'd called me a donkey—or meant it so— With ears a half-mille long!
- "We both kept still the rest of the way, And you might have thought that I was prince, She was so polite when I said good-day-But I've never been near her since!"
 —Margaret Vandegrift.

HEARTS WON.

Clip, clip, went the whip. One of the most exciting races that ever took place in the county was on. Dashing around the country road came the black stallion, and in the light waggon were seated a couple whose destiny depended upon the speed of the thoroughbred. A young man held the reins tightly, while his companion, a girl with her hair flying all over her face, gazed behind her at an approaching vehicle with apprehension written upon her spirited features.

"Oh, Jack, they are gaining," she breathed. Clip, clip. The stallion was straining every nerve. It was a stern chase and a

"If pa does catch us, Jack, he'll kill you," she whispered.

The waggon now was rocking like a boat in a storm, and she clung with solicitude to

"See, Jack, he's got his gun."

Jack muttered something, pressed his lips more closely and again touched his whip to the flanks of the gallant nag.

"If he only hadn't changed horses on us, sweetheart, we'd have beaten him out of the

- "Dad was always full of mean tricks."
- "That's so, the meanest man on earth."

"No, not that, Jack-"

- "Then what does he want to come between us for? You belong to me, don't you?" "Yes, but-"
- "If that confounded dog hadn't barked we'd have got away all right."
- "I thought he'd bitten you when he flew at you like that."

"Only got a piece of cloth for his trouble. Still it's embarrassing. If I had only an ulster to put on. Might trouble me to ex-

plain to the minister-' "If we only get there," sighed the other. "Get there? We will or die."

"Yes, die together." Clip, clip. Patter, patter. The second vehicle was approaching closer. Another ten minutes and the race would be lost. Jack had apparently played for desperate stakes,

"How much farther is it to the minister's,

Jack?" "Ten miles."

"Oh, dear, there's the tollgate."

and stood a good chance of losing.

Like a whirlwind the waggon dashed up to the low wooden structure. A man with sandy whiskers came out. Jack pressed a \$5 bill into his hand.

"Never mind the change," he said. "Quick, lift the gate. It's life or death. You're a good friend of mine, Bill?"

"Ye ou can bank on that, squire. I knowed your father and his father before him, and the family---'

"Don't waste a word then, Bill. Let me through."

"Elopement?"

"Yes."

"Old man back there?" Pointing to the approaching cloud of dust.

"Yes, yes."

- "Pretty hot, I guess." "Yes, quick or-
- "Got a gun, I guess !"
- "For heaven's sake, lift that gate or-"He'd use it, too, he would. Why, I re-
- member when-

"Up with the gate, Bill."

"All right. It's rather unsociable ye-ou are this morning, but I spose ye-ou are rather busy,. Good morning. I'd like to be there and give away the bride, for a bonnier girl there ain't to be found in the county, even if she is the darter of the meanest man in the vicinity, and it's Bill Goggins

Like an arrow from a bow they shot beneath the uplifted pole and Bill gazed after them meditatively.

"Well, well, young blood and warm hearts," said he. "That's just like me afore I got old in the plow. Josh, ain't the old man tearing and shoutin' mad. They won't be much left of Jack after he gets through with him."

In the centre of the cloud could be seen a in Montreal. - Ex.

waggon and in the waggon an elderly man who held the whip with one hand and the reins with another, while between his knees was a formidable looking weapon which looked like a blunderbuss. He dashed toward the tollgate at about 2:20 clip and was about to ride through when down came the pole and the horse sank back upon his haunches. "Toll," said the mild, pleasant voice of

"I haven't any time to bother with you, you scoundrel," was the reply. "Lift that bar."

"Really, now, that ain't a perlite way to

"Let me through you rascal, or I'll horse-

whip you." "Well, now two can play at that little

game. Toll, please." The old gentleman fumed and raged and then felt in his pocket. In his haste in donning his trousers his change had dropped to

the floor, and he hadn't a cent. "Here," he said, "I haven't any money with me, I must get through. I must catch that scoundrel ahead. Lift that bar at

"We ain't doing business that way," was the calm reply. "It cost \$223 last year to maintain this here private thoroughfare, and we ain't running a charity tollgate."

The old gentleman nearly fell from his waggon in an apoplectic fit.

"You won't let me through?"

"No sir-ee." When Bill added the extra syllable that meant business.

"Then, confound you, I'll-" He raised his gun. In a twinkling it was wrested from him. Then Bill raised the old

blunderbuss and pointed it at his opponent. The old gentleman got behind the seat in

"Now if you don't keep away I'll blow off your thinking cap," he said as calmly as ever. The old gentleman ducked his head more than ever to save that valuable portion of his

"Now I guess we can talk business," said Bill. "This ain't no Bastile and it ain't goin to be stormed in that fashion, You haven't got the price?"

"Then you can't go through. Them's the

For an hour they expostulated. At the end of that time another carriage approached and the old gentleman borrowed a nickle from a friend and dashed on his way. The man at the tollgate would not surrender the gun, which he said had been raised against

him and which he wanted as evidence. When When the old gentleman reached the house of the minister the young couple and the reverend gentleman were strolling out of the front door. Jack surveyed his irate fatherin-law calmly.

"You're a little late in getting here, fa ther," he said. "We hoped to have the pleasnre of your company, and indeed wanted you to give away your daughter, but time was pressing-and you understand the auxiety of a lover—so we decided not to wait. Still, better late than never. You will at any rate have the satisfaction of being the first to congratulate us. There is my hand, sir. I thank you for the honor of having given me your lovely daughter and trust that I may never prove unworthy of the confidence you have bestowed upon me. Edith, dear, receive the parental blessing."

Death of the Sultan.

Muley Hassan, Sultan of Morocco, and 'Prince of True Believers," has gone the way of all flesh, and his ofttimes obstreperous subjects, instead of mourning his death seem disposed to fight over his throne. During his life he was a fine specimon of the Oriential despot, a stalwart, handsome man wearing "the shadow'd livery of the burnished sun' with imposing and regal dignity. His court ceremonies were filled with barbaric splendor and his authority was absolute over all his dominions so far as he was able to enforce it, his actual power over the more distant of his tribesmen being extremely vague. This condition of affairs was the cause of constant complication with the foreign consuls, who held him responsible for all the excesses of his uncontrolable subjects. What effect his death, violent or otherwise, may have upon existing international conditions remains to be seen, but it seems probable that "the Morocco question" will again come up for the consideration of the powers of Europe. - Toronto Mail.

Mr. Perley Re-Instated.

Mr. Henry F. Perley, who was dismissed from his position as chief engineer of the public works department, as a result of the investigations into the Quebec dry dock contracts during the memorable session of 1891, has been reinstated and will occupy a subordinate position in the department. Keen sympathy has been evinced towards Mr. Perley who was more sinned against than sinning. His health has been nearly shattered, and it is thought his re-instatement is only a preliminary to granting him a super-annuation allowance. It will be remembered that although the government contracts over which he exercised supervision involved millions, Mr. Perley never accepted any of the late Mr. Murphy's monetary bribes. The arch manipulator, however, left a parcel of feminine jewellery at Mr. Perley's house. mad. Look at the dust he's raising. He's The chief engineer, however, made restiturollin' along like a cyclone, waving his arms tion long before the parliamentary enquiry and shoutin' mad. They won't be much left and had only one final payment to make when the discovery of Murphy's act took place. The jewellery, it will be remember- to show to the foreign boat-builders that the

Civil Service Personation.

Those who study political matters are aware that there is a strong suspicion that a good many people who get into the civil service do not always get there by honest means, This report of a debate on the subject will be interesting reading :-

Mr. Brodeur, moving for a select committee to enquire into the irregularities of the civil service examinations, said that there was a current rumor in Quebec that in November last at least 50 candidates were personated. Not only was this the case, but those charged with watching the examinations were parties in some sense of the personations and receiving bribes, yet only two prosecutions had been instituted, and in both cases the persons prosecuted were liberals. None of the conservatives had been prosecuted. One of them, Bourassa, a friend of the minister of public works, had induced one Wilson to personate him. He showed Wilson a letter advising him to get some one to personate him, and that letter purported to be signed by the minister of public works.

Mr. Ouiment asked the hon. gentleman if he intended to insinuate that he had been guilty of such a fraud. He declared he had nothing to do with the matter, and challenged Mr. Brodeur to make a charge and produce evidence.

Mr. Brodeur said he did not charge that the minister wrote the letter, but that it purported to be written by him. He did not for a moment think Mr. Ouimet has written it, but mentioned it to show that Bourassa had resorted to fraud and forgery. Under these circumstances he thought the government was the more open to censure for not prosecuting

the culprit. Sir John Thompson did not desire to deny or extenuate the irregularities. He regretted the delay, but there were good reasons for it. He would add that instructions had been issued for prosecutions in every case as to which the government had any evidence. Under these circumstances he asked the house not to grant the committee. It was not the custom of the house to inquire into a matter while the government was still acting in the premises, and, moreover, a parliamentary inquiry in the case would add greatly to the

difficulties of the prosecution. Mr. Laurier said the house would regret that the government would not grant the inquiry. It would cover far larger ground than these special cases. It would cover the whole system, and would show if the system was defective and what remedy was required. A good deal of party spirit had been introduced into these examinations. The scrutineers were not appointed by the persons prosecuted. Under all the circumstances, he thought there was ample reason

for the resolution going on to the house. Sir Adolphe Caron said Bourassa had been recommended in the ordinary way, and had been appointed temporarily. After it was discovered that he had been personated by Wilson, steps were taken to have him dismissed. He was dissmissed about eight days ago, and would have been dismissed before only that the treasury board could not be got together. Rondeau, the other man personated, had been dismissed soon after he was appointed. Mr. Beniot, the gentleman in charge of the examinations, was eminently qualified to conduct examinations. It was

true that he was a government supporter. Mr. Davies said the hon. gentleman's statement was truly lamentable. Bourassa had been guilty of negligence, as well as of a crime, and the department knowing this had retained his services. It was ridiculous to suppose that the treasury board had to be called before action could be taken, and he hoped the hon, gentleman would tell the house the real reason why Bourassa had not beem dismissed promptly.

Mr. Costigan said prosecutions would take place wherever guilty persons concerned in the matter could be prosecuted. He thought the persons personated would be proceeded against, as well as the personators. (Hear,

Mr. Ouimet was willing to shoulder the responsibility for having recommended Bourassa to office. The young man was not from his county, and he did not even know he was a conservative. (Laughter.) Mr. Beniot was a highly respected citizen of Montreal, and known to be above monetary considerations. (Laughter.)

Mr. Mulock said the country would hear with surprise that the minister of public works endeavored to defend and conceal the misdemeanours. He was sure the hon. gentleman's countrymen would not thank him for endeavoring to excuse Bourassa on the ground of his nationality. (Hear, hear.) The motion was defeated by 68 to 40.

Across the Ocean in a Flat Bottomed Boat.

In less than two weeks the schooner Nina will reach New York by way of the Erie Canal and Hudson River. The arrival of a schooner in New York Harbor would not cause comment except that in this instance, the vessel's tonnage is but 13 tons and her

But the chief interest in this dwarf of vessel comes from the fact that her owner, Capt. Adolph Freitsch, proposes to cross the Atlantic in her. He will be the only passenger, and if the trip is successfully made, Capt. Freitch will be the first man to cross the ocean in a schooner without a companion. His destination is Stockholm, and he expects to make the voyage from New York in about forty days.

Capt. Freitsch left Milwaukee on April 26 with fifty day's provisions and 52 cents in money. He reached Buffalo the other day after traversing the Great Lakes and then had several dollars, the contribution of visitors along the route.

than theirs. Incidentally I expect to make ment.

some money in the venture, and when the Nina is safely harbored at Stockholm I will exhibit it inside a large canvas tent and

charge a small admission fee.

"I was born in the city of Abo, in Finland, in 1860, and since childhood have been accustomed to boats. Since I was seventeen years old I have followed the sea for a living. For ten years I have been sailing on the Great Lakes and am a believer in the flat-bottom type of boat. With its light draught and cheapness of construction it could be

used on the other side to advantage.
"My wife and four children live in Milwaukee, where they will remain until I return to this country. During the spring of 1893 I built the Nina in Milwaukee, doing all the work alone, including the sailmaking and the rigging. She has a flat bottom and a centre-board. The dimensions are 40 feet keel, 47 feet over all, 91 feet beam, 4 feet depth of hold, and 6 feet in depth in cabin. She is rigged with two spars, and will carry mainsail, foresail, jib and two gaff-topsails, having in all a sail area of 1,000 square feet. Before leaving New York I will add a square sail, to be used before the wind. The cost of the Nina was about \$700.

"I started on this voyage from Milwaukee, and every mile travelled since leaving that port has been sailed by me alone. When I reach the other side I will visit England, and then will continue on my way east, crossing the North Sea, passing through the Straits of Kattegat, Skager Rack and Oresund, stopping in Copenhagen, and then following the Baltic Sea north to Stockholm. This in all will be a sailing distance of about seven thousand miles, being the longest voyage

ever sailed by one man alone.
"I sailed Lake Michigan in the Nina last season, plying between Lake Michigan towns and Chicago. Several times I was in the midst of severe storms, and each time the Nina came through free of injury. I was out in the big gale of May 18, when so many vessel were wrecked, but the Nina suffered

"When I reach New York it will be necessary to buy a chronometea, sextant, barometer and charts. These are expensive, but I hope to get the purchase money from contributions. On the trip across when storms are encountered canvas sacks containing oil will be emptied on the sea to assist the Nina in getting through the billows. I do not think the ocean waves will make as much trouble for the boat as the choppy lake

"Many suppose that I will be obliged to go without sleep, but this is a mistake. On the trip down the lakes I frequently turned in for a half-hour at a time, leaving the boat to steer herself, which she does nicely after examiners, or, if so, under political pressure, her course is shaped. It will be easier to do Two of the scrutineers were Laval students. this on the ocean than on the lakes, as vessels were the least guilty, and yet were the only trouble on that account except in storm While cooking my meals I sit in the cabin and watch the schooner's course through the comunionway. My meals are regular and Office on QUEEN STREET, OVER HARTLEY & always warm. During the voyage I will go alongside of some of the vessels I will meet and have some one search the Nina to see that I am alone.

"I have regular forms prepared to secure certificates from the captains of vessels. These will show the latitude and longitude in which the Nina will be boarded and will certify that I am the only living person on board."-N. Y. World.

Hawaii's New Constitution.

In the draft of the constitution prepared by the executive convention for the island of Hawaii, the government is called "The republic of Hawaii." There is a president, no vice-president, a cabinet of four ministers, an advisory council of fifteen members. All voters must be born or naturalized citizens, and must be able to read, write, and speak the English or Hawaiian language with fluency. Electors of senators must possess property valued at \$4,000 or a yearly income of \$600. An alien who wishes to qualify for naturalization must come from a country with which Hawaii has a treaty concerning naturalization. He must be able to read and write English fluently, must possess property valued at \$200, and must renounce all foreign allegiance. A special exception is, however, made in the cases of all aliens who supported the provisional government. They may receive denization or naturalization and be free to vote without the above qualifications. All voters must abjure monarchy. The president is to be elected for the term of six years, and cannot succeed himself. He is to be chosen by a majority of both houses sitting together, but the majority must also include a majority of the senate. He is to have the usual powers of the chief magistrate.

The first president is named in the constitution, and is to continue in office until Dec.

The first regular session of the Legislature is to be held on the third Wednesday of February, 1896, and biennially thereafter. No reference is made to Asiatics in the constitution. The provisions for naturalization tend to exclude all such from voting.

Bi-Metallism.

Herr Ludwig Bamberger, a German authority upon the question of bi-metallism, and a member of the silver commission, declares that after twenty-one days of earnest discussion not only has no tangible result been arrived at, but the meetings of the commission have furnished overwhelming proof that in the future no conference, either national or international, will arrive at a different result. An understanding upon bi-metallism seems to Herr Bamberger impossible, either between the different States of Europe "My object in making this trip," said he including England or without England. He The cyclone was coming nearer and nearer. ed, was valued at \$1,888, and was purchased American style of building boats is better countries precludes any satisfactory agree-

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