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so to say, the little schooner was brought to a halt; her mainsail "scandalized," her masts half denuded of canvas, her bowsprit pointing to the wind, the few cloths she showed shivering to the wind with such a symbol of human distress flying aloft as richly colored and most admirably rounded off the picture of misery which the posture of the vessel now submitted.

The stranger was heading dead for us, as though she must run us down indeed, so immediately were we lying athwart her bows. Suddenly the vessel took in her foretopmast-stunsail, then a spot of color shot aloft past the shining round of her crosstrees to the gaff end.

"He means to speak us, at all events," I cried. "Pray Heaven he will show mercy, and take us off this schooner. Why, if he were bound on a search for the northwest passage I'd go with him."

"I dare say," Miss Grant exclaimed, in a musing sort of way, "that the captain of her will wonder at our wish to leave the schooner when we are within a week's sail of Havana."

"Yes," said I, looking at her, while she kept her face averted by continuing to gaze at the approaching vessel; "but we are not bound for Havana, you know. Rio is the place we started for, and besides are we within a week's sail of Havana? Perhaps to-morrow may introduce a succession of calms that may last a month, during all which time we are to lie here in this beset schooner, with our lovely countenances slowly roasting into a rich brown under yonder Heavenly furnace. Eh, Miss Grant? Never mind about that skipper there wondering. Better Van Dieman's land in a ship like you, as they'd say in the north, than Havana with Rio close upon its heels in this little frying-pan."

She turned just to glance at me, with a gleam like a smile through the dark fringes that drooped again, as she resumed her attitude of watching the coming ship. 'Twas not often that I got a view of her mind; but by her manner then it seemed to me that it was her intention to let me know she had obtained a very accurate sight of mine.

The vessel was a handsome picture as she drew close, beaming like the blue under-her lee into a tremulous mirror in the reflection of her canvas sunk in cream but lustrous as silver, too. She had so keen a stem she clove the rippling surface with scarce the disturbance of a flash of froth in the wrinkles which broke from her bows, and which went away astern of her in lines of light when her shadow was off them; and when they streamed fair to the sun. She was heading as if to run us down when on a sudden her maintop-sail was braced aback, with a falling off of her heel that gave us a view of her decks, with two white quarter-boats swinging at the weather davits; a couple of men standing at the poop-rail clothed in white with broad straw hats, beyond them the fluttering of woman's apparel, as I thought; several sailors on the top-gallant forecastle their whole shapes plain through the low open rail that protected this part of the craft. As she came floating alongside within easy speaking distance, she seemed to tower above us like a line-of-battle ship. One of the two men dressed in white approached the mizen-rigging to hail us. I now saw a woman standing near the skylight, and at that moment another woman came up through the little companion hatch and joined her.

Ducrow sprang upon the bulwarks, and pulling off his cap he wildly flourished it, while he vociferated, "Ho, dah ship, ahoy!"

"Halloo!" responded the man standing at the mizen-rigging.

"What ship am dat?" bawled Ducrow, with a fine air of importance in his manner, as though this were a ceremony to yield him dignity, and therefore to be made as much of as possible. I secretly bestowed a sea-blessing or two on his bald head in my impatience; but it would not do to interrupt him.

"The Bristol Trader," came back the answer, "of and for Bristol from Havana, five days out. And what schooner's that?"

"Dah Orphan, ob Nassoo, bound to Havana, but precatinated by calms and head winds. We hab something partikler to communicate and will send a boat."

"Ay," cried the other; "but can't you tell us what's the matter with you without sending a boat? You have your ensign Jack down; what is wrong? Bear a hand for time's precious!"

On hearing this, and fearing that Ducrow would muddle this opportunity away for us with his negro dandyfactions and fine airs and words, I sprang onto the rail beside him and with a thrust of my elbow tumbled him inboard.

"Ship ahoy!" I shouted.

"Halloo!"

"The case is this. This lady," pointing to Miss Grant, "and myself sailed as passengers from the Downs in June last aboard the brig Iron Crown. There was a mutiny. The mate was killed, the captain disappeared and the big was headed for Cuba. One of the Bahama Cays was made and this lady and I marooned on it. A boat came ashore, we left the island in her and were picked up by this schooner, and we desire to exchange her for your ship, if you will receive us as passengers."

The man in white flourished his hand. "Come aboard," he exclaimed; "I'll see say we can arrange."

"Over wid dah boat, over wid dah boat, mah darkies," screamed Ducrow. "Hurrah, now, hullies, no stopping now to shave, if yah please; 'tain't dinner-time yet, so no loafing."

The schooner carried a boat on chocks amidships; as leaky, sun-blistered, paint-denuded a fabric as the mother whose child she was. The gangway was unshipped, the three negroes and Ducrow yelling and bawling altogether, and stamping with their naked feet till the thrashing of the decks sounded like twenty or thirty people clapping their hands, ran the boat to the gangway and launched her smack fashion. The excitement of one negro, however, carried him overboard with her. He fell plump, but his black head instantly shot up alongside like a sweep's brush out of a chimney-pot, and in a trice he was in the boat, and combing the water out of his breeches and grinning into Ducrow's face, who shook his fist at him as "dah clumsiest son of a hog rid a sow for the grandmudder as was ebber to be met 'pon dah high seas."

[TO BE CONTINUED]

## A Tramp Abroad.

Our old friend John has left us and gone to Kartom farm. And friends who are left behind don't feel the least alarm. They know he'll be happy in the land not far away.

Where nice girls wear bangs and curls and laugh and sing all day. The trains on the K. N. R. by storms are stopped of late.

But John was in a hurry, therefore he could not wait. So one very raw, cold winter's day He went to work to build a sleigh. John's trunks were heavy, his sled was not strong. And he soon found out as he moved along. By the cravling of bench at every joint, That it would not stand to go round the point.

Then suddenly it broke in two, And John did not know what to do. His ready wit came to his aid, And with the rope he quickly made A running noose to go round his neck, And with the end fast to the trunk. Away he hauled and groaned, kerchunk! The roads were bad, deep lay the snow, And John had a long way to go. He vowed if he reached Kartom shore, He'd never leave it any more. At Owen's house he stopped to rest, And change his boots, pants, coat and vest. Then sallied forth to meet the girl Who had set his brain in a whirl. Now, friends, if John you chance to see, Tell him to keep that sled for me. I'll buy it from him on condition, It's sent to World's Exhibition.

KIOOSKKA.

Main River, Kent Co.

## Fast Trains.

A correspondent asks if there is a train in the United States that has a scheduled time of fifty miles per hour or over; and to the enquiry we answer, yes, there is; and though we know of but one there may be others. Train No. 19 on the New York division of the Pennsylvania leaves Jersey City at 4.13 and arrives at Philadelphia at 6.05, making two stops; the distance is 89.76 miles, though it is usually called 90 miles. The running time of this train, including the time consumed in the stops, which is almost 48 miles per hour; it runs from Jersey City to Trenton without a stop, the distance being 55.75 miles in 64 minutes, the arriving time being 1.17 which is a speed of about 52 miles per hour. There are several other trains which make this run from Jersey City to Philadelphia in about 2 hours, the majority exceeding 2 hours by from 2 to 10 minutes; the limited making no stops at all, makes it in 1 hour and 57 minutes, or 7 minutes more than No. 19, which makes two stops, while No. 43, also making two stops, uses 1 hour and 77 minutes. Trains frequently exceed 60 miles per hour, and it is likely it is necessary for the above trains to do so daily to make their schedule time though the one train noted above is the only one we know of where the schedule time is 50 miles per hour for a long distance. Some ten years ago the statement was made that engines were in process of construction for both the Pennsylvania and the Bound Rock route that would enable the schedule time to be made 40 miles per hour, the assertion being made that both roads would have trains in the near future that would make the 90 miles in 90 minutes. They have not yet been placed on the schedule.

The B. and O. has several trains whose schedule time between Washington and Baltimore is 45 minutes, which is 40 miles at the rate of 54 miles per hour. The fastest schedule time for any distance that we know of is on the B. and O., where the time of the "Royal Blue" is for a distance of a little over 3 miles, at the rate of 72 miles per hour, and it is made too.—The Railway Conductor.

A Mrs. Zook, of Kansas City, who died recently, left \$100,000 to distant relatives and cut off her husband with a \$5 legacy and a request that he wouldn't make a fool of himself by spending it recklessly.

A cave, which formed the hiding place of a band of outlaws, was found in the rear of a house on a deserted ranch near Tishomingo, Indian Territory, a few days ago. Besides a collection of stolen property, there was discovered chained in one corner a white man who was almost dead from starvation. He said he had been kept there for a month and had been well cared for until five days ago, when the robbers had suddenly left the place without releasing him. Since then he had been without food or water. He said his name was William Henderson and that he was from near West Union, Ia. He had been in the Territory hunting, and had been captured and held for a ransom.

## WHEN THE FACE

Is constantly covered with eruptions, the need of a blood-purifier is plainly indicated. Wishes and external applications are of no avail. The poison must be thoroughly eliminated from the system by stimulating the action of the liver and kidneys, which organs have become sluggish and inoperative, thereby throwing upon the skin the unnatural work of cleansing the system of its impurities. What is needed is Ayer's Sarsaparilla—the best of blood medicines.

"My face for years was covered with pimples and humors, for which I could find no remedy till I began to take Ayer's Sarsaparilla. Three bottles of this medicine effected a thorough cure. I can confidently recommend it to all suffering from similar troubles."

—Madison Parker, Concord, Vt.

"I had been troubled for some time with an eruption of the skin which, till I was induced to try Ayer's Sarsaparilla, defied all efforts to cure. After taking two bottles of this medicine, the eruption began to disappear, and with the third bottle it left me entirely."

—Louis Degehadt, 125 Summer ave., Brooklyn, N. Y., Traveler for G. H. Buck &amp; Co., Lithographers, 146 Centre st., New York.

**Ayer's Sarsaparilla**PREPARED BY  
Dr. J. C. AYER & CO., Lowell, Mass.  
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STRAW CUTTERS.**Parties wishing to purchase for  
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Kingston, Kent Co., Sept. 23, 1890.

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Statement January 1st, 1890—

Cash Capital, - - - \$2,000,000 00

Reserve for Unadjusted Losses, - - - 254,323 43

Reserve for Re-insurance, - - - 1,749,245 41

NET SURPLUS, - - - 1,203,233 39

**Total Assets, \$5,305,004 23****J. D. PHINNEY,**

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shingled, painted and in a good state of repair.All the property is well fenced.  
For further particulars apply on the premises  
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Bedroom Sets in Walnut, Ash, Ebony.

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## Daily Mail

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John, Halifax and Quebec Express Trains.  
Sundays excepted.Returning—leaves Richibucto at 4.00  
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Station in time to connect with night ex-  
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Good Livery Stable in connection.

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Cemetery work of every description neatly ex-  
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I use the best of Stock.

My work has been tested and not found  
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I am very busy.

I request the owners of horses to keep me  
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I verily believe my Harness the cheapest  
in the market.

I warrant my collars.

They are durable, easy and safe.

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Pebble, or optical glass especially manu-  
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