

ST. JOHN N. B., SATURDAY, JULY 27, 1895.

GIDDY HALIFAX YOUTHS.

THEY ARE TOO ATTENTIVE TO THE SINGERS OF THE STAGE.

Instances During the Recent Engagement of the Semon Extravaganza Company—Rep. lied From the Hotel They Still Bung Around the Academy.

HALIFAX, July 25.—There is a set of young men in Halifax, as there is probably in St. John and in every other city, who are especially susceptible to the charms of opera girls or the dance girls of variety shows. This set was kept active here for a week running after the fair damsels of the Semon Extravaganza company. There were with the show ten or twenty of these girls, of varying degrees of beauty, though none of them would make models for discriminating artists. About as many young men became so deeply enamored by them that their friends came to see it and smiled. The stage entrance to the academy was besieged by these "boys" when the performance was over, anxious to have the honor of escorting the lady performers northward to the hotel where they had put up. The enterprising youths were not generally unsuccessful, for before many attempts had been made their desire was in many instances accomplished, and off paired many a dude and his chorus girl.

No fault could be found perhaps, while the young men satisfied themselves with a quiet walk home if they went home, but when it came to entering the hotel with their fair ones, and not confining themselves to the parlor, the good honest host drew the line. He promptly gave orders to have the gay Lotharios expelled, and turned out they were. There was no room for those young men under such circumstances in that Argyle street hotel.

Though subjected to this indignity these fellows were not abashed, and while unable to have the entire to the hotel as before, they were as regularly found at the back entrance to the academy. Indeed as the days advanced the ranks of the night watchers were reinforced by other "Johnnies," equally as soft as the pioneers in the business. The complaint is frequently heard that some parents have not a sufficiently sharp eye on their daughters after night. It would be a good thing if some of the parents of such academy-girl stricken youths would learn where their sons, too, spend many hours of their leisure.

EDUCATION IN NOVA SCOTIA.

The Complete Arrangements Found in Two Institutions at Windsor.

There are two advertisements in this number of PROGRESS which have an interest apart from the business to which they relate. The Collegiate School for Boys at Windsor N. S. is the oldest protestant educational institution in the Dominion of Canada; and the Church School for girls at Edgell Hill Windsor, is among the newest. The first of these is 107 years old, the second is about to enter on its fifth full year. The Collegiate School was founded in 1788, and has had 23 principals or headmasters during that period; it has turned out about 2800 boys, many of whom have made a name for themselves in the history of Canada. The Church School for Girls, was established in 1891, and has averaged 80 pupils each year since that date.

PROGRESS received a copy of the supplementary calendar of the Collegiate School for 1895-6, and a copy of the calendar of the Church School for Girls. Both are printed in the same style differing only in the color of the cover, the imprint on one being in red ink, on the other in blue ink.

The Collegiate School for Boys, begins the year 1895-96 on the 10th September with Mr. H. Bradford as head master, two English resident assistants, and five other assistants for music, department, calisthenics etc. The Church School for Girls is still under the able and successful management of Miss Mackin, with no less than nine resident governesses and four non-resident instructors, making a staff exclusive of housekeeper, of fourteen skilled and experienced teachers.

At the Boys School there were, according to the register, 42 in attendance last year, at the Church School for Girls, 83 in all.

The supplementary calendar of the Boys School discloses a new arrangement for the management of the school, which is highly commendable. Hitherto, this old established institution has been either under the sole control of the head master, or of a committee consisting practically of the governors of King's College resident in Windsor. All this is now changed, and the Collegiate School committee consists of the Rev. Dyson Hague and Mr. R. E. Harris, Q. C. for Halifax, Hon. Mr. Justice Hannington for New Brunswick, and Dr. Hind, Mr. C. Dimock and Mr. Bradford for Windsor.

The Ven. Archdeacon Kauback, of Truro, in conjunction with Mr. Bradford, has formulated the plan of religious in-

struction, thus giving security that no extremes will be tolerated—Altogether the change made by the new and enlarged board of governors of King's college, is of a very satisfactory and promising character. Mr. Bradford will endeavor to secure in England experienced university men, one of whom will be probably be of mature years and considerable practical experience. The school will be open with the additions to the staff on the 10th September. Miss Wright, the well known and thoroughly appreciated lady matron will continue to take charge of all domestic arrangements.

Only one change takes place in the staff of Church school for girls. A very efficient and accomplished lady will take charge of the art department. Drawing, painting, china painting, etc. are becoming essential in the education of young ladies, and every effort will be made at Edgell Hill to place this department in the same state of efficiency as the music department. The calendar of the school contains a sketch of the plan for the new assembly hall and the art room, with nine music practice rooms. It is hoped and indeed expected that the financial position of the new building fund will be such, as will permit of the foundations of these important additions to Edgell Hill being laid during the approaching michaelmas term, and the superstructure so far completed that the closing exercises may be held in the new hall in June 1896.

A cursory examination of the register of Edgell Hill, shows that this vigorous institution is attracting pupils from the United States, and several provinces of the dominion. Besides Nova Scotia and New Brunswick, there are pupils from Quebec, Ontario, Newfoundland, New York, New Hampshire and Massachusetts. Edgell Hill, however, belongs essentially to Nova Scotia and New Brunswick, the synods of these provinces being the patrons of the school. Its reputation, swiftly made, has been fairly won and well sustained. Its fifth full year begins on the 7th September, and its friends anticipate for it a notable increase of public support, and a wide-spreading extension of the work it is worthily carrying on.

CARELESSNESS IN BOATING.

Some of the Things That All Wise People Will be Apt to Avoid.

Accidents on the water, as is to be expected, are more common now than at other seasons of the year, but the record this summer has thus far been unusually large. The temptation to the inexperienced to get into a small sail or rowboat on a bright day and venture out upon the smooth bosom of the waters is very great, but it is the most dangerous form of amusement in which an inexperienced person can indulge. The water is never more dangerous than when its glassy surface is unruffled by the winds. When the waves are tumbling over each other and rocking the boat to and fro, they serve as a warning, but when perfect quiet prevails it lulls into false security, and persons are not aware of the risks until there is no retreat. The advice of the mother to her boy not to get near the water until he learned to swim is especially applicable to boating. It is a comparatively safe amusement if one knows how, and a most delightful one, but it is not everyone who knows how, even though he may have been accustomed to the water during most of his active life. Very many of the accidents proceed from the false impression in the minds of persons that they do know how when they don't, and many more from the reckless bravado of those who know very well that they don't know how, and who wish to show their contempt for the supposed danger.

When parties go on the water in a small boat they should always have with them someone who thoroughly understands the management of the boat. They should be sure of his skill, and not be satisfied with an indefinite impression that he is a skilled boatman, for at any moment their lives may depend upon his accurate knowledge.

When they have a good boatman, they should entrust themselves unreservedly to his care so long as they are in the boat. They should do precisely as he directs and wait for land to make an exhibition of their fearlessness, which is always more attracting and convincing if revealed without any effort on the part of its possessor. The one who has charge of a boat should be fearless, while these under his care should always be fearful of themselves and place implicit confidence in him. There is one thing which all inexperienced boating parties should avoid, and that is a drunken man. Under no conditions of friendship or sense of obligations should inexperienced persons trust themselves on the water in a small boat with an intoxicated person for ballast. They may escape, just as a person sometimes does who lights a cigar and throws the match in a neighboring keg of gunpowder, but they do not deserve to escape, and their immunity from danger will be an accident. Boating, when surrounded by proper safeguards, is a rare pleasure, and not more dangerous than the majority of pleasures, which involve sport. Nine-tenths of the accidents which occur are attributed to inexperience or unpardonable carelessness.—Baltimore American.

The Beans Put Through a Course.

Mr. Wheeler:—I suppose the great and mysterious Robert has many admirers in Boston, Miss Emerson?

Miss Emerson:—Why, yes Mr. Wheeler—even the beans go through a course of Browning before they come to the table.

Handy Thing to Have

Tramp—Madame, yer don't happen to have a porous plaster in the house, do yer?  
Mrs. Hussiff (sympathetically)—Praps I have. Is it for a headache?  
Tramp—No, ma'am. I just want ter patch dis hole in me pants.

BICYCLE FACE A FACT.

ITS PRINCIPLE IS EXPLAINED BY A PHILOSOPHER.

Three Kinds of Such Faces Are Found With Three Styles of Expression—There are Emotions of the Mind Which Change the Looks of People

The "bicycle face" is being seriously considered by the United States press, and a New York Journal proceeds to analyze it in the following fashion. Very few people have disputed the existence of this face, it says, and these few are mainly the unobserving non-wheelmen. An old rider and phrenologist thus accounts for this peculiarity among wheelmen;

"Although only lately has any one sought to analyze it, the so-called bicycle face has nevertheless existed from the time the first bicycle was mounted, and it prevails among women as well as among men. Only one stage of this strained expression is considered by most people—that which wreaths the faces of cyclists in the streets. As a matter of fact, the bicycle face appears in at least three distinct stages, each being the result of the mind's concentration, mingled with a sense of fear and responsibility. The beginner is bent on keeping a perpendicular, and fears injury from falling. The road wheelmen is engrossed with the street traffic, and fears a collision: while the mind of the race-track expert is focussed on pedalling in the most effective way, and he fears the humiliation of defeat.

"The varying intensity of this distracted facial expression is easily accounted for, if we apply the rules of phrenology to the peculiar mental and physical make-up of individual wheelmen. Those who learn to ride soonest and who look most pleasant while practising often have wide heads just behind the ears, showing large combativeness. This faculty gives them grit and determination. If, with large combativeness the pupil's head is narrow where the hat touches above the ears, showing small cautiousness, he is likely to have more valor than discretion, and any amount of tumbling will not phase him. Such a person might learn to ride nicely with two or three lessons and look happy all the while. Let cautiousness be large and combativeness small and the pupil may require ten times that number of lessons, and even then not be able to ride confidently. The majority of wheelmen have these characteristics plainly marked, usually with cautiousness in the foreground. The beginner's look of distress corresponds to the development of these two organs. This is face No. 1. It indicates no care and no signs of bodily fatigue; but rather surprise and a sense of self-reliance.

"Face No. 2, commonest of all is that of the road wheelman threading his way among carts, dogs, pedestrians, and what not. It is of this class who has the round or 'pumpkin' head, which often signifies an excess of cautiousness, is almost sure to look extremely uncomfortable a wheel. Women with heads of this kind seldom dare to ride on crowded thoroughfares. When a cyclist's head instead of being broad at cautiousness, is flat and sloping, one may expect to see a daring, reckless rider. The countenance will be quite undisturbed and natural. His sense of fear is a blank. Fire engines and cable cars are toys to him until they have passed over his body. Fortunately there are few of this type. The road cyclist is no longer taxed with any appreciable effort to keep his equilibrium. He has launched out for himself and must be governed by strict laws. Cautiousness tells him that to forget himself may cost a broken arm or six months on the island; hence his face, naturally enough, bespeaks constant responsibility. According as this tension is removed from his mind, his features relax.

"Generally speaking, in very rare cases is the bicycle face brought about by physical exhaustion, except among wheelmen who make century runs or race against time. But even at the outset of a race those who are contesting always wear an unnatural cast of countenance. No traces of stage one are found in it, and the serious face of stage two is replaced by one of grim determination and anxiety to get first prize. This constitutes the third stage, the most injurious of all. Before the period of exhaustion arrives racing men are controlled chiefly by the phrenological organs of approbateness and firmness. The former makes the back of the head broad and flat near the top, and the latter gives rise to the crown of the head directly above the ears. When these two faculties cooperate the face reflects obstinate tenacity of purpose and a longing to come out victorious. The face usually grows more and more painful and inhuman as signs of muscular fatigue appear.

The bicycle face, therefore, is but an evidence of mental or physical strain, governed and induced by the mental and physical make-up of the person. If every body was to walk at three or four times the usual pace, making the liability of collision with each other that number of times greater than at present, there would soon develop that might be called the pavement face. The faster one tries to wheel on a busy street the more agonizing will his face become. The bicycle face is almost unknown in the country and in small cities, where a wheelman need give no special attention to his course, never having to dodge carriages and street cars. Even scorching fails to produce it when one has no fear of accident. In the largest cities it is most pronounced, and becomes intensified in proportion to the amount of risk involved to the rider. In this city immense numbers attempt to

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wheel the streets who haven't yet graduated from the academy. This class presents a sort of mongrel expression which is often ludicrous. The humped, or as it is called, cat-on-the-back-yard-fence, posture, while primarily not responsible for the awkward physiognomy, again subdivides the malady and makes it more apparent.

One's temperament plays an important part in his ability to look calm and serene while riding. A wheelman of the mental temperament, or one who has more brams than body, will ride slowly and with great care, yet will always look anxious and dejected.

"It is wrong to attribute the bicycle face to an incessant apparatus upon any special organs of the brain, caused by an effort, conscious or unconscious, to keep one's balance. Every wheelman knows that a wheel practically maintains its own equilibrium if unobstructed and kept in motion. Everything that tends to absorb the rider's mind will add a new hue to his countenance. The bloomer should soften the features of women cyclists so far as being hampered with clothing is concerned; but no one should expect wheelmen to wear a teetotally reformed phiz and a bland expression all the time round so long as they are obliged to cope with coal carts and the legion of et ceteras that throng the avenues of a big city."

NOT NEW INVENTIONS.

The Pneumatic Idea Was Applied to Saddles Early in the Century.

Pneumatic saddles for horseback riding, which seem to be coming into fashion, were invented early in the century by a man named Hale, says the N. Y. Sun. The number of his patent is 30, showing that only twenty-nine patents of any kind had been issued before it after the fire of 1836. Many applications have come in for patents based on the Hale idea, and of course have not been granted. As this invention was made probably before the vulcanization of rubber, the cover for this saddle was probably of mackintosh cloth, which was proof against water and air. An Englishman named Robert Haynes secured a pneumatic saddle which had a leather cover. In addition to pneumatic riding saddles, there are patents for pneumatic harness saddles and horse collars. These inventions are really only new applications of the inflatable rubber bag principle, and in no case is a broad patent granted. The American patents are given only on account of novelty in application and ingenuity in construction. Within the last year the principle has been applied to the soles of boots and shoes. The English seem to have been more active than Americans in this class of inventions, there being several English patents on record for pneumatic shoe soles and only two American patents. The first was patented by an American named Moore in the later part of 1893. His shoe had two cushions, which kept the shoe from collapsing. This was followed about a month afterward by another invention by an American named Foster. Among the Englishmen the Lee patent is the best known. The principle is now being applied in England to running shoes. They are built very much like ordinary running shoes, but have an air cushion between the spike sole and the inner sole, thus giving an additional spring to the leg, which is believed to be of great value in short-distance sprinting. It is not known with what success these experiments have been attended in England, but it is known that several American runners have tried them with success.

The pneumatic principle, as applied to boats, life-saving apparatus, and the like, dates back to shortly after the vulcanization of rubber by Charles Goodyear. The first invention for a life preserver was recorded in 1840. This was followed by hundreds of others of more or less merit. Gen. S. P. Heintzelman got up a very ingenious contrivance for floating horses across streams. He was at that time an officer of the army stationed in Kentucky, and his invention was intended for use in the army as well as for commercial purposes. The famous suit of Paul Boyton was patented by C. S. Merrim and dated June 6, 1862. Another patent was granted to Boyton himself in England three years later. Boyton's exhibition gave the public a general idea of the possibilities of the pneumatic principle in such appliances. In the English patent Boyton had a propeller attached to his feet, which sent him through the water at a fairly good rate of speed. Since that time there have been many expansions of the same principle by different people,

not the least ingenious of which is one recently put upon the market in England as well as in this country. The Sun published a picture of it some months ago. It is called an outing boat and is intended for shooting and fishing. A small round boat-like affair has a pair of rubber legs extended below the surface of the water from its centre. Into these rubber legs the legs of the passenger fit, and by moving them he can, by means of paddles attached opposite the shins, propel himself along by a motion not unlike walking.

The paddles are made on the fin principle, spreading out when being moved to the rear and taking the form of a V when the legs move forward, thus offering no resistance to the water. Those who have tried this contrivance say it affords very good fun and is an excellent device for deep-water shooting, as for ducks, where the least possible motion on the surface of the water when approaching the game is desired. Some of the drawings of life preserving apparatus at the Patent Office are very quaint, and in some cases very crudely made. In almost every case the possessor of the rubber suit is depicted in a new suit of clothes with a tall hat on his head, a cigar in his mouth, and an expression of thorough enjoyment on his face. In one case the draughtsman put on the rescued person the head of Gen. Grant, and in the distance was to be seen Gen. Grant's cottage at Long Branch. In many cases the appliances are about as useless as the drawings are entertaining.

SHIPPING BOXES TO CHINA.

Tons of Defunct Celestials Shipped Back to Flowery Land.

A curious freight which is shipped exclusively from San Francisco to China is "fish bones," which pays \$20 a ton. It is sent in large boxes consigned to the Tung Hospital at Hong Kong, but the contents of the boxes are really the bodies of dead Chinamen sent home for burial. Most of the Chinese who come to the United States are under the care of the Six Companies, who sign a contract guaranteeing to return the bones of the dead for burial with their ancestors in the celestial empire, and the Tung Wah Hospital acts as the agent on this side in carrying out the agreement. They are shipped as "fish bones" in order to evade the rule of the steamship companies, who charge full first-class passenger rates for the dead.

Nearly every ship leaving San Francisco for China carries among the steerage passengers a number of invalids who hope to live until they reach their native country, but several usually die on every voyage. There is an agreement between the steamships and the Six Companies which forbids the burial of these bodies at sea, and the latter furnishes coffins of the peculiar Chinese pattern for use in such emergencies. They are made of slabs, the first cut of the log, so that the sides and bottom and top are rounded. A dozen or more are carried on each ship, and the surgeon is furnished with a supply of embalming fluid.

When a Chinaman dies at sea the surgeon embalms the body, which is then placed in a coffin, sealed up, and lowered into the hold. The expense is paid by voluntary contributions from the other Chinese passengers, the crowd, and the stewards of the ship, all of whom belong to that race. No subscription paper is passed around, but a pan containing Chinese sugar is placed beside the coffin and every Chinaman on board drops in his contribution, from a dime to a dollar, and takes a piece of sugar from the pan, which is supposed to bring him good luck and prolong his life. When the ship reaches Hong Kong the coffins and the belongings of the dead are delivered to the Tung Wah Hospital, which disposes of them to the surviving friends in China. Every Chinaman in the United States is supposed to be registered at the Tung Wah Hospital and with the Six Companies at San Francisco.

When The Ring Turned Up.

"My informant was, when a youth, of a literary turn and contributed to newspapers and periodicals under the signature of 'Heather.' In this way certain small sums came into his possession, and, wishing to commemorate his pleasant successes, he spent the money, or some of it, upon a signet ring. This he had made according to a design of his own, and, among other unique devices, there was engraved the word 'Heather.' One day its owner went to bathe on the shores of the Clyde, and before entering the water he took off his ring and placed it on a rock beside his clothes. On his way home he, remembering that he had forgotten to put on his ring,

hurried back in full expectation of finding it where it had been left. He was quite certain he knew the exact spot where it had been laid, and had little fear that in so unrequented a place anyone could have discovered it. But the ring was gone, and search as he may, not a trace could be found of it.

"Years afterward, among the letters that had reached his office there was one from Australia, sealed with wax. On looking at the seal he was filled with astonishment at seeing the impression of his lost signet ring. Excited and interested, he at once wrote to his friend in Australia. In due time the answer came. His friend told him how, somewhere up country, in a remote region, he went into a store to write his letter, or to add something to what had already been written. Upon finishing it, he was making some awkward attempt to improvise a seal, when a man, quite a stranger to him, thrust his hand into his pocket, pulled out a signet ring and said, 'There, try that!' Having sealed the letter with the ring, he handed it back. 'This was all, and no further light has ever been thrown upon the story of the ring or its possessor.'—Good Words.

Too Mean of Him.

Clara—What's the matter, dear.

Dora—It's too much to bear. Mr. Faint-heart hasn't proposed yet.

Clara—But you told me you wouldn't marry him.

Dora—Of course I wouldn't. But after all the time I wasted on him, I think he might have at least given me a chance to refuse him.



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