THE POWER IT REQUIRES.

Per Cent. Needed to Move a Railway Car, a Wagon or a Blcycle.

The exact power required to propel bicycle under all the various conditions of road surface and grades has never been determined by actual tests, so far as is known, but from what is known about the resistance of vehicles of all kinds it is possible to calculate it with a fair degree of accuracy.

The force required to overcome the friction of a bicycle on a level road may be estimated from data obtained from other sources. To move a car on a railroad track when the rails are made of steel requires a force of about three-tenths of one per cent of the weight. In this case the principal portion of the force is absorbed by the friction of the axles. In a b'cycle the axle fricton is very small, but the rolling friction is considerably greater than that of a rail car, owing to the difference smoothness of the roal As one indication of what this difference emay be, we have the fact that the force required to move a wagon varies from 2 1.2 per cent. on a hard road to 2 per cent on cobblestones and 3 per cent. on soft ground. The friction of the wagon axles will abrorb abhut one-half of one per cent. thus leaving about 1 per cent to overcome the rolling friction on a hard road, with more yielding iron ties. On a clear asphaltum road this would be reduced about 25 per cent. The increased speed of pheumatic tires over the solid cushion proves that they act to reduce the rolling friction, therefore it is very probable that the actual force required to propel a bicycle over a smooth asphaltum road will not be over one-half of 1 per cent of the load. This is only a trifle more than is required on a railroad track, and be remembered that the difference in axle friction is very great and the saving in this direction in a bicycle may be enough to offset the extra rolling friction.

Assuming the bicycle resistance on a level asphaltum road to be one-balf of 1 per cent, the torce required to keep the wheel in motion on such a road would be half a pound for each bundredweight, and the average weight of rider and wheel would be well within 200 pounds. On soft sandy roads this force might run up to three or four pounds. As to the question of power an average man is able to do onesixth as much work as a horse. So, if the wheel is propelled at a speed of ten miles an hour on a soft country road it will be necessary for the rider to exert about twothirds of the average man power. This velocity would, if kept up for any length of time, prove very tiresome for those who are not possessed of more than ordinary strength and endurance. The same speed on a hard road would only call for an exertion of from one-sixth to one-quarter of a man power, according to the condition of the surface .- New York Times.

Drunkards in Turkey.

This reminds us that the Turks, who are mentioned occasionally in the newspapers, have a singular manner of regulating drunkenness. If a Turk, overtaken with wine, falls down in the street and is arrested by the guard, he is sentenced to the bastinado; this punishment is repeated as far as the third offense, after which he is regarded as incorrigible and called "imperial drunkard," or "privileged drunkard." If he is then arrested, he has only to name himself, mention his lodging, say he is a "privileged drunkard;" he is released and sent to sleep upon the hot ashes of the baths. Thus does Pouqueville instruct us. But suppose that the privileged drunkard is suffering from a still or a numb and cannot give his name, address or station? What then? Ot what avail his bonorary title ?-Boston Journal.

Why Not?

The professor is very punctilious about the use of language. His youngest danghter has learned to ride a bike, and the fact is very evident in her conversation. Now and then he moved uneasily in his chair, but be made no comment. After a time he

'Lucia, would you mind closing that door? I sm getting as cold as an ike. She rose to obey, and then turned with a puzzled air and inquired :-

As cold as a what, father ?" 'As cold as an ike.

'I don't understand you.'

'That is very strange. It seems to accord with your theory of verbal expression. It a bicycle can consistently be called a bick, I see no possible objection to my a'luding to an icicle as an ike.'

She Had Her Choice.

"And so she married a man named Smith. That shows she was pretty hard

On the contrary, she says she had her choice of names. Had her choice of names and chose

Oh, well, I suppose she means her Pigs' Feet and 'That's what she said. choice of his and hers, and she naturally

chose his .- Chicago Post.

Precious Metals in British Columbia Official returns from British Columbia to the Dominion government show that in

1894 the aggregate value of precous metals mined in the province was \$1,000,000; last year the value was \$5,038,375, and this year the output will be greater, judging om the three months ended July 15, when J. D. TURNER. the estimated value of gold smelted and shipped was \$1,750,000.

If too rapid eating causes dyspepsia, and it in its turn produces nervous exhaustion, debility, weakness, anaemia, etc., the first step in effecting a cure is to eat slowly. The second and most important is to take a course of Hawker's nerve and stomach tonic, which aids the process of digestion, invigorates the stomach, renews the vitality of the blood, relieves brain fatigue, and makes weak nerves

Do you think it right to neglect a cough or cold? Hawker's balsam will speedily cure coughs, colds and all bronchial troubles.

A drowsy, irritable feeling indicates sluggish iver. Hawker's liver pills regulate the liver and remove all unpleasant symptoms.

There is ease for those far gone in consumption-not recovery—ease. There is cure for those not far gone.

There is prevention for those who are threatened.

Scotts Emulsion. of Cod-liver Oil is for you, even if you are only a lit-

tle thin. SCOTT'S EMULSION has been endorsed by the medical profession for twenty years. (Ask your doctor.) This is because it is always palatable—always uniform—always contains the purest Norwegian Cod-liver Oil and Hypophosphites.

Insist on Scott's Emulsion, with trade-mark of



Enamelled Ware stand the test of time and constant use. Never chip or burn. Nice designs. Beautifully finished. Easily kept clean. EVERY PIECE GUARANTEED.

"CRESCENT" IS THE KIND TO ASK FOR. If your dealer does not keep it drop a postal card to

Thos. Davidson Manufacturing Go. Ltd., MONTREAL.



EASY TO USE.

They are Fast. They are Beautiful. They are Brilliant

SOAP WON'T FADE THEM.

Have YOU used them ; if not, treats be convinced.

One Package equal to two of any other make.



The Manufacturers of the Victoria Crochet Thread, fully appreciating the fact that a large amount of their thread is being used in Canada and hoping for an increase of same, offer One Hundred Dollars \$(100,00) in premiums (as below). Lady returning the largest number of \$15,00 \cdot \text{Lady returning next largest number \$17.50 \text{\$15,00}\$ \text{\$15,00}\$ \text{\$15,00}\$ \text{\$15,00}\$ \text{\$2.50}\$, \text{\$10.00}\$, \text{\$750}\$. \$5.00 \text{\$2.50}\$, \text{\$10.00}\$, \text{\$750}\$. \$5.00 \text{\$2.50}\$ \text{\$2.750}\$, \text{\$10.00}\$, \text{\$10.00}\$. The spool must be used between May 1st.. 1897 and labels sent to R. Henderson & Co., Montreal, P. Q., not later than Jan. 1st, 1f97. If your dealer does not keep this line of goods send eight cents in stamps to R. Henderson & Co., Montreal, P. Q., and they will provide you a sample spool.

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Elocution and Voice Culture.

Certificates granted. Pupils appear in public while studying and assisted to politions when pro-ficient. Special inducements to pupils from a distance. For prospectus and particulars, address: Claude Barry, Sec'y, Dominion Square, Montreal.



Lamb's Tongues.

RECEIVED THIS DAY.

10 Kegs Pigs Feet, " Lamb's Tongues. At 19 and 23 King Square.

Cafe Royal,

DOMVILLE BUILDING, Cor. King and Prince Wm. Streets, Meals Served at all Hours Dinner a Specialty.

WILLIAM CLARK,

AN INVOLUNTARY HERO. How Two Pieces of Hot Ham Won an Officer's Prometion.

A Polish officer, now dead, who came to the United States soon after the Russians suppressed the Polish insurrection under Gen. Chlopicki, in 1831, used to tell with much zest the story of his promotion from the ranks. He was a private of cavalry when Chlopicki's retreat began. The troops had made a weary night march, and were in a bivouac for breakfast when scouts brought word that they were almost surrounded by a Russian force. Instantly the Poles hurried to their saddles, mounted, and sought a way of escape.

The young cavalryman had been boiling some pieces of ham for himself in a camp kettle. Anxious to "save his bacon" he dumped the half-boiled meat into his saddle bags and joined his companions. Two minutes latter his horse became restive, at a most inopportune moment, for on surmounting a ridge the Poles had found themselves confronted by a Russian force of infantry.

There was but one thing to be done. The Russian line must be broken through at once. It was being rapidly reinforced. If the Poles should fail to cut their way out at the first charge they must be all captur-

On they rushed at the order to charge, and now our young trooper's horse had become fairly frantic and quite uncontrollable. He sprang away far in advance of the charging line. The rider, determining to make the best fight he could, swung his sabre, took a stronger grip with his knees, and gazed hard at the tace of the Russian he expected to be launched against.

Just then a volley burled into the charging line, but the foremost horse and rider escaped unharmed. A few moments and they were upon the enemy. Usually a horse refuses to leap at bayonets, but this one jumped furiously at the kneeling front rank and such was the momentum and fury of the beast that the Russian just in his front lost nerve, broke, and gave him

Though the gap thus made other Poles sprang a moment later. Striking right and left, they widened the breach, and in 10 seconds the Russian infantry was demoralized. The Poles escaped with slight loss, and it was not long before the young leader quieted his steed, dismounted and found a chance to examine his half-cooled

A few hours later the Polish general of cavalry rode up to the captain of the troop that bad so distinguished itself, complimented him, and said. By the way, captain, who was that splendid young officer that led you all in?"

'He wasn't an officer; that was only one of my boys. ' Not an officer! May the bullets strike me it I don't make him one! Call him out

here at once The general shook hands with the youth, promoted him to a lieutenancy then and

there, and gave him a place on his staff. Some days later, when the captain called at headquarters, he sought out the new lieutenant, whom he found dolefully contemplating his unsaddled horse, which had a huge, raw sore on each side.

What on earth is the matter with your horse?' asked the captain. 'Oh, nothing much !'

'But what made those terrible sores?' 'The same thing that made me a lieutenant.' said the hero. 'A big chunk of hot ham in each saddle bag: but for the love of the saints, don't tell the general or the

The Bicycle and the Street car. Although there have been many guesses as to the extent to which the bicycle has interfered with the profits of different industries, a great deal of the information on that head is unreliable. The influence of the bicycle on the street car, however, has been so direct that it was quite feasible to attempt to compile figures to demonstrate it. This has been done. A street railway paper has addressed a circular letter of inquiry to a number of street railroads, and is publishing the answers in a condensed form. As might be expected, the tenor of the replies varies acco: ding to the conditions reigning in the various cities. Denver, with its fine roads and its 15,000 bicycles, is very seriously affected and on some of its lines a modification of the schedule has been necessary from the competition of the bicycle. Level Chicago loses 12,000 fares a day from the same cause. Hilly San Francisco finds no difference, but rather an advantage from the fact that the only place suitable for bicycling is Golden Gate Park, outside the city. As most of the cyclists keep their machines somewhere near it, they use the cars to get to the bicycles, to the advantage of the street railway companies. Some of the cities are so badly paved that cycling has no attraction for the inhabitants, who take their riding exercise in the country. Philadelphia, on the contrary, has recently laid down asphalt to a large extent, and the consequent diminution of street railway receipts from cycle competition is estimated at over \$2,000 a day, or over \$700,000 a

I was cured of lame back, after suffering 18 years, by MINARD'S LINIMENT.
Two Rivers, N.S. ROBERT Ross.

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THERE is only one way by which any disease can be cured, and that any disease can be cured, and that is by removing the cause, whatever it may be. The great medical authorities of the day declare that nearly every disease is caused by deranged Kidneys or Liver. To restore these, therefore, is the only way by which health can be secured. Here is where

ACTS DIRECTLY UPON THE KIDNEYS AND LIVER

and by placing them in a healthy condition, drives disease and pain from the Its reputation—"Twenty years of success," in four continents. Warner's Safe Cure Co., London, Rochester, Frankfort, Melbourne,

NATURE'S GREAT DISINFECTANT.

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HOW TO DISINFECT v rious Infectious
Diseases, as also in HOW TO DISINFECT every-day life, w HOW TO DISINFECT THE SANITAS CO., HOW TO DISINFECT BETHNAL GREEN, LONDON, ENGLAND.

A pushing Agent wanted in each Canadian City.

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Or the Liquor Habit Positively Cured by Dr. Hamilton's Colden Specific.

It can be given in a cup of tea or coffee without the knowledge of the patient. It is absolutely harmless, and will effect a permanent and speedy cure. IT NEVER FAILS

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This first-class Hotel wants a few more Permanent Boarders for the winter. Cheaper for you than keeping house. The "comforts of home" no comparison to the comforts of the Aberdeen, and we throw the luxuries in. Rooms filing up. You'll be sorry it you don't come soon. No reasonable offer refused. Plenty of room reserved for transient guests, and WINTER RATES for them, too. E. M. TREE, Manager.

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This popular Hotel is now open for the reception of guests. The situation of the House, facing as it does on the beautiful King Square, makes it a most desirable place for Visitors and Business Men. It is within a short distance of all parts of the city. Has every accommodation. Electric cars, from all parts of the town, pass the house every three mirutes.
E. LEROI WILLIS, Proprietor. -

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NOTARY PUBLIC, ETC. Collections Made. Remittances Prompt. Harcourt, Kent County, N. B.

HE;KNEW THE GAME.

It Was His Own, and He Took all the Tricks in Euchre.

As the train sped along over the Texas prairies a drummer for a St. Louis house came back into the parlor car and asked ne to come forward into the smoker and take a hand in a game of euch e, says and exchange. I found two other chaps belonging to the "profesh" and we had the car to ourselves. After a few minutes, however, a young man got on at a small station. He was a native, but he didn't seem to be over bright and not at all dangerous. He watched the cards with much interest for two or three games and one of the men finally observed :-

'Stranger do you play this game?' 'No, I don't,' he drawled. 'What do you call it ?"

. This is called four handed euchre.

'Y-ε-s. ' ' Lots of fun in it and you ought to learn to play. It's good to take hay seed out of the hair. '

The young man removed his hat and ran his fingers through his hair as it expecting to comb out a lot of hayseed, and it was three or four minutes before he

' So that's four handed echre, eh?'

Yes: nice game isn't it?' 'Pears like it, but I've one to beat it. ' Have you? What do you call it?' 'I call it a one-hand hold no and here's

ocking at you. He was not only looking at us, but his wo guns were doing the same things, and the man looked bright enough and carried

a smile at the corners of his mouth. 'Yes your game beats this,' said the drummer after a look. Boys he wants our

We put down four watches and four wads of greenbacks, and the young man reached for them, with the remark ;-·I generally take all the tricks in this game. I get off here and if you want to

raise a row go ahead.' We didn't. We sat right there until the train started up and left bim behind, and when the conductor came in and saw the cards on the floor and tour men looking tired, he exclaimed :-

'Well, well! But you fellows seem to need something to brace up on.'

The Roads of France.

Mary H. Catherwood gives a good account of French highways in the Atlantic Monthly: "Toll free, streets macadsmized and almost dustless, so graded and smoothed that one horse can draw a mountainous van along their surface, and maintained to the remotest edges of the province. Across the Beauce, that vast green prairie, the perfect road ribbons stretch at intervals. Everywhere a constant patrol is kept over the public work. You can trace a distant road by its double line of poplars standing like sign plumes. Thought is taken for the irrigation of the trees also, in a land where drought is almost unknown. A small channel paved with stones, conducts the downfall to a depressed basin left around the roots of each tree.

By graded I do not mean monotonously leveled roads. They wind up hill and down valley, but the bed is generally litted some feet above the country surface. Red soil clay whiteness of the north or south is cloven by an omnipresent causeway of powdered flint. At intervals of a few kilometers along the way small stone tollhouses are set. And oblong piles of beaten stone, familiar to an American eye, are supplemented by a stranger sight, another proof of the thrift of France-cords of black blocks, pressed from coal waste, stand ready to feed the steam roller.'

WISE WOMEN SPEAK.

They Use Only the Diamond Dyes.

Mrs. Thos. Miller, St. Helen's, Ont., says: 'I have used your Diamond Dyes for many years and am delighted with

Mrs. Ryan, Head Lake, Ont., says: Entirely pleased with Diamond Dyes they give complete satisfaction. I would not use any other after my experience with the 'Diamond.'

says: 'Diamond Dyes give lovely colors; they are easy to use and very reliable; I highly recommend them. Mrs. Charles Gagne, St. Chrysostome, P. Q, says: 'Your Diamond Dyes are splendid and should be kept in every

Mrs. A. R. Steeves, Meadow, N. B

Mrs. R. J. Hannah, Poplar Point, Man., says: 'Diamond Dyes are a perfect suc-

cess and no trouble. Mrs. F. A. Davis. Knowlton, P. Q., says: 'I use Diamond Dyes with great success. I can re-color old dresses and make them look as good as new ones.'

Making a Record. "Officer, I want you to lock me up for

shooting game.' "Well, where's the game?" "Oh, I haven't hit anything : only I want my friends to think I have; and it you'll have my conviction inserted in the Evening Snoczer I'll give you a fiver."—Boston

Globe.

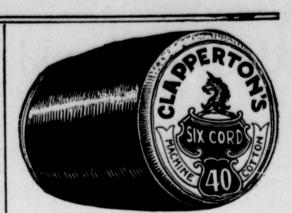
One Every Night. One Laxa-Liver Pill taken each night during 30 days will cure Constipation, oftreturning Headaches and irregular action of the bowels. Laxa-Liver Pills leave no while navigation permits. unpleasant after-effect.

Explained at Last

The ostrich when pursued in the desert runs his head in the sand and thinks he is hidden. This is because there is more sand in the desert than there is in the ostrich.-Boston Transcript.

A Jubilee Stamp.

Montenegro has issued a jubilee postage stamp in honor of the two hundredth anniversary of the Neigoch dynasty.



A Thread . That Wont Snarl ..

What woman has not sighed for it—and felt happy—if by chance she got

. . A SPOOL OF . .

CLAPPERTON'S

There is no chance of its snarling, breaking, or being uneven-it is made by improved machinery which prevents any possibility of

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Trips A Week, 4 THE STEEL STEAMERS

Boston and Yarmouth UNTIL FURTHER NOTICE. Commencing June the 30th one of the above steamers will leave Yarmouth for Boston every Tnesday, Wednesday, Friday and Saturday evening, after arrival of the Express train from Halifax.

Returning, leave Lewis wharf, Boston, every Monday, Tuesday, Thursday and Friday at 12 noon, making close connections at Yarmouth with the Dominion Atlantic Railway to all points in Eastern Nova Scotia, and Davidson's Coach lines, and steamers for South Shore Ports

Stmr. CITY OF St. JOHN.

on Friday morning

Will leave Yarmouth every Friday morning for Halifax, calling at Barrington, Shelburn, Lockeport, Liverpool and Lunenburg. Returning leaves Pickford and Black's wharf, Halifax, every Monday Evening, for Yarmouth and intermediate ports, connecting with steamer for Boston on Wednesday evening. Steamer "ALPHA

Leaves St. John., for Yarmouth every Tuesday and Friday Afternoon, Returning, leave Yarmouth every Monday and Thursday, at 3 o'clock p. m. for St. John. Tickets and all information can be obtained rom

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Yarmouth N. S. June, 23rd 1896. INTERNATIONAL ...S. S. Co.

TO BOSTON.

the steamers of this company will leave St. John for Eastport, Portland and Boston Monday and Thursday mornings at 8 (standard).

Returning leave Boston same days at 8 a. m. and Portland at 5 p. m. Portland at 5 p. m. Connections made at Eastport with steamer for St. Andrews, Calais and St. Stephen.

STAR LINE STEAMERS

Fredericton

AND Woodstock. EASTERN STANDARD TIME.

C. E. LAECHLER, Agent.

MAIL Steamers "DAVID WESTON" and "OLIVEITE" leave St. John every day (Sundsy excepted) at 9 a. m., for Fredericton and all intermediate landings.

Will leave Fredericton every day (Sunday excepted) at 7 a. m.

Steamer "ABERDEFN" will leave Fredericton every TUESDAY, THURSDAY and SAT-URDAY, at 5.30 a. m., for WOODSTOCK, and will leave Woodstock on alternate days at 7.30 a. m., while payingstion permits.

O'N and after MONDAY, Sept. 21, the steamer Clifton will leave her whart for Hampton Every Monday, Wednesday, Saturday, at 5.30 a m.

For Indiantown and all other intermediate points. Returning will leave Indiantown same days as CAPT. R. G. EARLE, Manager.