

## SAILING IN AIR CURRENTS.

What an Old Hand at Blooming Says of the Proposed Venture of Andree.

Andree the Swedish scientist, was to have sailed in his balloon from Spitzbergen on July 1, and if all his plans have been successfully carried through and his hopes realized, the Swedish flag is now floating at the North Pole. Andree expected to travel the distance between Spitzbergen and the North Pole within two or three days at least, though he was prepared for a trip of as many months, if necessary.

Whatever may be the result of Andree's venture, there is at least one man in this city who declares his belief that Andree will not only not discover the Pole, but that he will not even make a start. The gentleman who holds these pessimistic views is Prof. Samuel A. King, who has probably made more balloon ascensions than any other man in this country. Mr. King confesses with becoming modesty that he may not know quite as much about the science of aerodynamics as Andree does, but he thinks that by virtue of his forty-six years' experience he should be credited with knowing just a thing or two.

'Andree may know his business pretty thoroughly,' says the professor, 'but I confess that I would be afraid to take the trip with as little preparation as he seems to have made. In the first place, he has not yet experimented with his balloon to determine just what it is capable of doing. He proposes to use a series of drag ropes to aid him in controlling his airship. Now, a drag rope is a rather eccentric thing, and if Andree once allows his ropes to get the better of him he will be done. There is no rectifying a mishap of that sort. It will be an awful thing to be cast adrift in such a country as that. It is almost certain death. I do not believe he will ever make the start, for in waiting for a favorable wind he is likely to waste all the gas at his disposal.'

'But mind you,' continued the veteran, pointing an impressive finger at his interviewer, 'I have great faith in the capabilities of the balloon. I believe that it is only with the balloon that aerial navigation for any great distance can be accomplished. Before all things else, the air currents must be studied, and it was for this experimentation that I proposed many years ago to attempt a journey across the Atlantic Ocean. I am still ready to take that trip, if I can only secure the \$20,000 necessary to fit out a balloon of proper size and furnished with the necessary appliances for sustained flight.'

'Over the Atlantic Ocean the air currents might be advantageously studied, and with a balloon which could be kept in the air for a long period one would be able to find currents blowing in any direction he might wish to follow. I believe that after such an experimental trip I could prove it possible, for instance, to start from Philadelphia and travel direct to any desired terminus in South Africa. There is a great future before the airship, but the flying machine has none. The whole idea of the flying machine is wrong. It is designed to battle with the elements, while on the other hand the balloon and the winds are allies.'

'Upon another occasion I made an ascension from Nashville. We started from the centre of the town, and Capitol Hill was black with people watching us. The balloon in rising floated in the direction of the hill, and passed over its brow. Then we struck a current blowing exactly in the opposite direction, and we travelled with it for possibly a dozen miles. A prominent citizen of Nashville was with me, and I said to him:

'I'm going back now to where we started from.' He thought I was joking, but I called his attention to the fact that the first current we had struck had carried us toward Capitol Hill, and I knew I could strike that current again. I brought the balloon down gradually until, sure enough, we began to move back.

'I think it will be interesting to cite a few of my experiences in the upper air to show what remarkable things can be accomplished, even in a small way, by the utilization of varying currents. One of my longest voyages was made from Buffalo as a starting point, with Salem, N. J., as a terminus. Leaving Buffalo, we sailed over the Alleghenies and down along the course of the Susquehanna River to Harve de Grace. We could have stayed up much longer, but when we came over Harve de Grace we found the waters of the ocean, Chesapeake Bay, and Delaware Bay upon three sides of us. I dropped the balloon a short distance and ran into an air current at right angles to the one we had been following. This wind carried us over the Delaware Bay and we finally came down at Salem, in southern New Jersey.

'I had even a more remarkable experience at Akron, O., upon another occasion. I had engaged to give two ascensions from the county fair grounds. I got my balloon off in good shape, and away I sailed to the east. We covered eleven miles in that direction, and then I decided to go back. I had passed through an east wind on the

ascend, and I simply dropped back into it. It carried me back to the fair grounds, and I landed upon the exact spot from which I had started. I made my balloon secure and used the same gas for the second ascension, two days later.'

## KANSAS TWISTERS.

A Few Little Anecdotes Told by a Truthful Witness.

'I've heard so many incredible stories about the cyclone and its eccentricities,' said the solemn looking man to a party of tourists he had joined in the sleeping car, 'that I've been to Kansas making some personal investigations in the interest of science.'

'I find that many reports from that section have been grossly exaggerated. Nothing occurs there that is not in accord with our understanding of these terrific outbursts of nature. For instance the tornado, often mistaken for the cyclone, has a rotary motion. I have known it to dip low enough to bore a well and then bound once more to the region of the clouds. This wonderful phenomenon was an accomplished fact in far less time than it takes me to tell of it.'

'An extensive farmer here heard the roar of an approaching storm and just had time to get his team from his reaper to a place of safety. The wind caught the reaper and sent it round and round the immense tract, till the grain was all cut.'

'But didn't it blow away?' 'Not at all. That would have destroyed our theory. The circular whirl of the irresistible power swept the grain to the center of the field and into an immense stack such as human hands could not have piled.'

'One of the strangest and best authenticated incidents I learned of occurred where a cyclone struck the base of a mountain and went burrowing through it. A few feet in the twister encountered a solid granite formation. It was two weeks later when the tunnel was completed and the terrific wind resumed its devastating way on the other side. The tunnel was promptly appropriated by a railroad company.'

'I had rather an unpleasant experience in that section,' said one of the tourists. 'I bought a little farm there just to be a landholder. Everything in the three countries was plastered thick with mortgages. A cyclone wound them all up into one great package and pasted them down on my little place. We drilled and blasted to get them off, but it was no go. My farm is mortgaged \$40,000 deep.'

The solemn man of science never turned a hair, but took notes.—Detroit Free Press.

## A PIONEER'S STORY.

Following an Attack of La Grippe He Suffered Day and Night for Four Years—A Well Known Clergyman Endorses His Statements.

From the Record, Windsor, Ont.

Among the residents of Kingsville, Ont., none is held in higher esteem than Mr. Jas. Lovelace, who is known not only in the town, but to many throughout Essex county. When a correspondent of the Record called upon him and asked him to verify certain statements as to his cure from a painful malady after several years of suffering, he cheerfully did so. Mr. Lovelace said:—Four years ago I had a bad attack of la grippe, which left me with a severe pain in the pit of stomach. After trying household remedies and getting no relief, I consulted a doctor, but after a long treatment which did not help me, I became discouraged and concluded there was no relief for me. Night and day for four years that pain never left me. At times it was so bad that I had to give up work. I had frequently read of Dr. Williams' Pink Pills and perhaps as much out of curiosity as with any hope that they would help me, I bought a box. I followed the directions carefully, and by the time the box was finished I was surprised to find that I was getting relief. I could not understand how, after all the medicine I had previously tried had failed, this one box of Dr. Williams' Pink Pills should help me. I now cheerfully continued their use, and by the time I had taken five boxes every trace of pain had left me and I felt as well as ever I had done in my life. To-day I am sound as a dollar and believe there is no man of my age in Essex county who can stand a harder day's work.

Rev. R. D. Herrington, Baptist minister at Kingsville, says:—'Having known Mr. James Lovelace for the past thirty years, I believe the above statements made by him to be strictly true. I might also say that I have been greatly benefited myself by the use of Dr. Williams' Pink Pills.'

## BORN.

Halifax, July 10, to the wife of W. B. Thomas a son.

Nappan, July 10, to the wife of Clarence McKay a son.

Windsor, July 10, to the wife of W. W. Robson, a son.

Digby, July 15, to the wife of J. A. Van Tassel, a son.

Campbellton, July 14, to the wife of Wm. S. Fraser a son.

Bear River, July 15, to the wife of Allan Rice a daughter.

Kentville, July 13, to the wife of John J. Loyd, a daughter.

Lunenburg, July 5, to the wife of P. H. Ross a daughter.

Windsor, June 24, to the wife of James O'Brien, a daughter.

Parsonsboro, July 13, to the wife of Capt. Wm. Gates a daughter.

Quoddy Halifax Co., to the wife of John G. Kiker, a daughter.

Fort Lawrence, July 9, to the wife of Mr. Atkinson, a daughter.

Bridgewater, July 10, to the wife of W. E. Manning a daughter.

Bristol, N. S., July 10, to the wife of Wm. Sheppard a daughter.

Hemford N. S., July 8, to the wife of Cornelius A. Wait, a son.

Beaver Brook N. S., June 29, to the wife of C. J. Creelman a daughter.

Argyle Head, June 27, to the wife of Thaddeus Nickerson, a daughter.

## MARRIED.

Southampton, July 1, Fred Rector to Annie J. Henwood.

Amherst, July 15, by Rev. D. McGregor, Charles McKenzie to Janet S. Murray.

Benton, N. B., July 7, by Rev. H. Harrison, W. F. D. Jarvis to Janet S. Murray.

Caledonia, July 5, by Rev. F. G. Francis, James B. McLeod to Maggie Martin.

Digby, July 6, by Rev. B. H. Thomas, Daniel Robinson to Mrs. Anna Wilds.

Kingston, N. B., July 14, by Rev. H. A. Meek, Henry Pickett to Grace L. Orr.

Dartmouth, July 13, by Rev. Dr. Morrison, George W. Arnold to Minnie Patterson.

Liverpool, N. S., July 3, by Rev. J. E. Donkin, A. C. Hatt to Edna E. Armstrong.

Amherst, July 12, by Rev. D. McGregor, James McEwen to Laura Carmichael.

Antigonish, June 29, by Rev. J. C. Chisholm, Richard Lays to Annie Murphy.

Greenfield, July 14, by Rev. R. B. Mack, James D. Murray to Hattie M. Johnson.

Brooklyn, N. S., June 30, by Rev. A. Daniel, Samuel Carey to Blanche Fale.

Acadia Mines, July 14, by Rev. J. A. McKenzie, Solomon Daniels to Bessie Purdy.

Dorchester, July 14, by Rev. C. C. Burgess, Alvah Lingley to Ruth Trenholm.

West Northfield, July 4, by Rev. L. M. McCreery, Obed S. Veilott to Bertha McKay.

Brookfield, N. S., July 2, by Rev. E. C. Baker, Wm. McL. to Mary Margaret.

Greenfield, N. S., June 25, by Rev. F. E. Bishop, John F. Dowell to Drue N. Smith.

Halifax, July 10, by Rev. John McMillan, Joseph Muirhead to Florence McDonald.

Salisbury, July 14, by Rev. C. C. Burgess, Henry B. Bowser to Annie Blenis.

Strathmore, C. B., July 6, by Rev. J. M. McLean, Wm. F. McLeod to Annie Stewart.

Quaco, N. B., July 14, by Rev. F. X. Colerette, Patrick Boyce to Maggie McDougall.

Bridgewater, July 8, by Rev. A. H. C. Morse, Allen Wymacht to Lucretia Weagle.

Big Bras d'Or, July 10, by Rev. D. Drummond, Samuel Carey to Bessie Fale.

Centerville, N. S., July 14, by Rev. J. A. Cahill, Sanford S. Bisset to Etanor Hawkins.

Baddeck, July 3, by Rev. D. McDougall, Robert McKay to Catherine Morrisey.

Scranton, Pa., June 29, by Rev. T. M. Cann, Rev. J. A. McIntosh to Sarah E. Archibald of N. S.

Upper Wicklow, N. B., July 7, by Rev. G. A. Gibson, Richard Demarchant to Emeline D'Eso.

## DIED.

Truro, July 9, James Smith, 59.

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Windsor, July 14 James Birse, 56.

Pictou, June 11, Thomas B. Cole 16.

St. John, July 17, John Hamilton, 79.

Port Lorne, June 13, Arle Johnson 79.

Pictou, July 5, Mrs. Ada Matheson 32.

Chester, July 6, Edward G. Butler, 73.

Bath Me., June 13, Salomea O'Neal, 81.

Antigonish, July 6, John McIlvray, 47.

New Glasgow, July 13, William Ross, 35.

Pictou Island, July 5, D. L. McCallum 51.

Bridgewater, July 11, Robert Bourne, 45.

Halifax, July 14 John Stanley P. elan 33.

Athol, N. S., June 23, Jephtha Elderkin, 77.

Cariboo Mines, July 6, William C. Clark 45.

Kingsport, July 8, Mrs. John A. Loomer, 68.

Moncton, July 16, Mrs. A. H. Newman, 46.

Burlington, N. S., July 14, Elson Sanford, 36.

Bangor, July 12, Minnie McBride of N. B., 25.

Springfield, Guysboro, July 7, Isaac Smith, 57.

Mosers River, June 20, Capt. George Fraser, 72.

New York, July 11, Addie, wife of James Miller.

Parsonsboro, July 13, Irene, wife of Oscar Parker, 19.

Sprague's Mills, Me., July 4, Annie M. Kinney, 23.

Middle Musquodoboit, July 9, Mrs. Christina Leck.

Halifax, July 7, Letitia wife of Andrew Dickie, 37.

Smith's Cove, Antigonish, July 2, D. S. Gilroy, 27.

Richibucto, July 9, Capt. Richard McLaughlin, 64.

West New Glasgow, July 13, J. Northrup Cameron 41.

Halifax, July 16, Mrs. Margaret Gordon Nickerson 21.

Halifax, July 7, Elizabeth widow of John B. Smith 86.

Halifax, July 12, Catherine widow of John Bell, 70.

Mill Cove, June 28, Richard son of Deaton Cameron, 59.

Mill Village, July 13, Letitia, wife of Edward Sponage, 59.

Chatham, July 9, Isabel K., wife of Rev. Dr. N. McKay.

New Bedford Mass., Henry Gough of Liverpool, N. S., 69.

Clarks Harbor, July 12, Annie, child of Wm. Collins, 5.

New Minas, July 8, Mary L., wife of Tupper S. Witter, 32.

Cariboo Mines, July 4, Margaret, wife of Daniel McInnis 54.

Victoria, B. C., July 4, Amor DeCosmos of Windsor N. S. 71.

Lakeville, N. B., July 5, Sarah E. wife of George B. Ayles, 52.

Moss Glen, N. B., July 17, Margaret wife of Geo. A. Brien, 62.

Rockland, July 1, Margaret, widow of Capt. Bradford Page 61.

Antigonish, July 8, Elizabeth, widow of Thomas Chisholm, 75.

Westville, July 12, Christy A. wife of James H. McDonald, 42.

Shubenacadie, July 1, Agnes, daughter of the late Thomas Blake R. N.

Kempt Road, C. B., June 29, Margaret wife of Ronald McDonald, 66.

Kentville, July 2, Margaret, daughter of Mr. and Mrs. Robert Morrison, 7.

St. Croix, July 3, Maggie, daughter of Mr. and Mrs. John DeMont, 17.

Lake Porter, July 14, Georgina R. child of Mr. and Mrs. F. Brown 3 months.

Benton, Feb 1 July 17, James E. Ellis for some time a resident of St. John, 44.

Halifax, July 7, Jessie Maud, daughter of Mr. and Mrs. Isaac McCulloch, 22.

Middle Stewiacke, June 27, Frank A. son of Mr. and Mrs. Wm. Winton, 11.

Fennell, N. S., July 11, Mabel E. only daughter of Mr. and Mrs. T. B. Smith 6.

Beach Meadows, Queens Co., N. S., July 7, Elizabeth, widow of John A. handler, 92.

Steam Mill Village, July 6, Bessie 6, July 11, Robert 6, twin children of Mr. and Mrs. William Gould.

## STEAMBOATS.

1897. 1897.  
The Yarmouth Steamship Co.  
(LIMITED).

For Boston and Halifax,  
Via Yarmouth.

The Shortest and Best Route between Nova Scotia and the United States. The Quick-est Time, 15 to 17 Hours between Yarmouth and Boston.

4—Trips a Week—4  
THE STEEL STEAMERS

BOSTON and YARMOUTH  
UNTIL FURTHER NOTICE.

COMMENCING June 30th, one of the above steamers will leave Yarmouth for Boston every TUESDAY, 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 for all points in Eastern Nova Scotia, and Davidson's Coach lines, and steamers for South Shore Ports on Friday morning.

Stmr. City of St. John,

Will leave Yarmouth every FRIDAY morning for Halifax, calling at Barrington, Shelburne, Lockeport, Liverpool and Lunenburg. Returning leaves Pictou 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 from President and Managing Director.

W. A. CHASE, J. F. SPINNEY, Agent  
Secretary and Treasurer. Lewis Wharf, Boston.  
Yarmouth, N. S. June, 23rd 1897.

International S. S. Co.

THREE TRIPS A WEEK  
FOR  
BOSTON.

COMMENCING May 31st, the Steamers of this Company will leave St. John for Eastport, Lunenburg, Portland and Boston every

Monday, Wednesday and Friday

mornings, at 8:00 o'clock, standard. Returning, leave Boston every Monday, Wednesday and Friday mornings at 8:40 o'clock, and Portland at 6 p. m.

Connections made at Eastport with steamer for St. Andrews, Calais and St. Stephen.

Freight received daily up to 6 o'clock.

C. E. LAECHLER, Agent.

STAR LINE STEAMERS  
For Fredericton

(Eastern Standard Time.)

Mail steamers David Weston and Olivelette leave St. John every day (except Sunday) at 3 a. m. for Fredericton and all intermediate landings, and will leave Fredericton every day (except Sunday) at 7:30 a. m. for St. John.

A steamer of this line will leave Indiantown every Saturday night at 5:30 p. m. for Wickham and intermediate landings, returning Monday morning, leaving Wickham at 5 a. m., arriving at Indiantown at 8 a. m., until further notice; one fare. Return tickets, good for morning or afternoon boat on Monday. No return tickets less than 40c.

GEORGE F. BAIRD, Manager.

On and after Thursday, July 8th,

The Steamer Clifton

will leave Hampton for Indiantown.....

MONDAY at 5:30 a. m.

TUESDAY at 5:30 p. m.

WEDNESDAY at 2 p. m.

THURSDAY at 3:30 p. m.

SATURDAY at 5:30 a. m.

Will leave Indiantown for Hampton Tuesday at 9 a. m., Wednesday at 5 a. m., Thursday at 9 a. m. and Saturday at 4 p. m.

CAPT. R. G. EARLE,  
Manager.

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Fine sample rooms in connection. First class Livery Stable. Coaches at trains and boats.

## RAILROADS.

Intercolonial Railway.

On and after Monday, the 21st June, 1897, the trains of this Railway will run daily, Sunday excepted, as follows.

TRAINS WILL LEAVE ST. JOHN

Express for Campbellton, Pugwash, Pictou and Halifax.....7.00

Express for Halifax.....12.15

Accommodation for Moncton, Point du Chene and Springhill Junction.....12.40

Express for Sussex.....16.35

Express for Robtsey, Pictou and Campbellton.....18.30

Express for Quebec, Montreal, Halifax and Sydney.....22.30

Buffet Sleeping Cars for Montreal, Lewis, St. John and Halifax will be