Board of Works

THE HERALD.

VOL. I., NO. 14. FREDERICTON, N. B., MONDAY, MARCH 17, 1890. $1.00 PER YEAR.

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REFITTED AND PAINTED IN THE MOST ATTRACTIVE STYLE. AN ELEGANT GENTLEMEN'S PARLOR, OFFICE, and BEAUTIFULLY DECORATED DINING ROOM on Ground Floor; PERFECT VENTILATION and SEWERAGE throughout; LARGE and AIRY BEDROOMS; COMMODIOUS BATH ROOMS and CLOSETS on each floor; and is capable of accommodating ONE HUNDRED GUESTS.

It is rapidly growing in popular favor, and is to-day one of the LEADING, as well as the MOST COMFORTABLE HOTELS IN THE DOMINION.

The Table is always supplied with every delicacy available. The Cooking is highly commended, and the Staff of Attendants are ever ready to oblige.

There are two of the largest and most conveniently fitted up SAMPLE ROOMS in Canada, having street entrances and also connecting with Hotel Office.

HORSES and CARRIAGES of every style are to be had at the LIVERY STABLE of the Proprietor, immediately adjacent to the Hotel.

The "QUEEN" is centrally located, directly opposite to the Steamboat and Gibson Ferry Landings, and within a minute's walk of the Parliament Buildings, County Registrar's Office and Cathedral.

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

WM. WILSON,

Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

Secretary-Treasurer York.
Registrar University of New Brunswick.
Agent Glasgow and London Insurance Co's.

Office: CARLETON STREET.

RAILROADS.

NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

THE SHORT LINE TO MONTREAL, &c.

ARRANGEMENT OF TRAINS

In Effect December 30th, 1889.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

7.00 A. M.—Express for St. John and intermediate points.

10.00 A. M.—For Fredericton Junction, St. John, and points East; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton and Woodstock.

2.55 P. M.—For Fredericton Junction and St. John, Connecting at the Junction with Fast Express via "Short Line" for Montreal and the West.

RETURNING TO FREDERICTON FROM

St. John, 9.40, 11.20 a. m.; 4.10, p. m. Fredericton Junction, 11.35, a. m.; 1.17, 5.37, p. m. McAdam Junction, 11.10, a. m.; 2.00, p. m. Vanceboro, 10.45, a. m., 12.25, p. m. St. Stephen, 8.50 a. m. St. Andrews, 8.05, a. m.

Arriving in Fredericton at 12.45, 2.10, 6.40, p.m.

LEAVE GIBSON.

7.15 A. M.—Mixed for Woodstock, and points north.

ARRIVE AT GIBSON.

5.15 P. M.—Mixed from Woodstock, and points north.

A. J. HEATH, Gen'l Pass. and Ticket Agent. F. W. CRAM, Gen'l Manager

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

ON and after Monday, June 10th, 1889, the Trains of this Railway will run daily (Sundays excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN:

Day Express for Halifax and Campbellton 7.00
Accommodation for Point du Chene 11.10
Fast Express for Halifax 14.30
Express for Sussex 16.35
Fast Express for Quebec and Montreal 16.35

A parlor car runs each way daily on express trains leaving Halifax at 8.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John at 16.35 and take sleeping car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN:

Express from Sussex 8.30
Fast Express from Montreal and Quebec 10.50
Fast Express from Halifax 14.50
Day Express from Halifax and Campbellton 20.10
Express from Halifax, Pictou and Mulgrave 23.30

The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

Railway Office, Moncton, N. B., June 8th, 1889.

For Tickets and other information, apply at the office of JOHN RICHARDS, Agent, Fredericton

NORTHERN & WESTERN RAILWAY.

WINTER ARRANGEMENT.

In Effect Nov. 25th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

A PASSENGER, MAIL AND EXPRESS TRAIN will leave Fredericton daily (Sunday excepted) for Chatham.

LEAVE FREDERICTON.

2:40 p. m.; Gibson, 2:45; Marysville, 2:55; Manzer's Siding, 3:?0; Durham, 3:30; Cross Creek, 4:10; Boiestown, 5:20; Doaktown, 6:10; Upper Blackville, 7:00, Blackville, 7:25; Upper Nelson Boom, 8:00; Chatham Junction, 8:25; arrive at Chatham, 9:00.

RETURNING, LEAVE CHATHAM

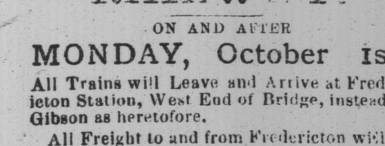
6:30, a. m; Chatham Junction, 7:00; Upper Nelson Boom, 7 15; Blackville, 8:05; Upper Blackville, 8:35; Doaktown, 9:25; Boiestown, 10:20; Cross Creek, 11:30; Durham, 12:10, p.m; Marysville, 12:45; Gibson, 12:55, arriving at Fredericton, 1:00.

Connections are made at Chatham Junction with the I. C. Railway for all points East and West, and at Fredericton with the N. B. Railway for St. John and all points West and at Gibson for Woodstock, Houlton, Grand Falls, Edmundston and Presque Isle, and with the Union S. S. Co. for St. John, and at Cross Creek with stage for Stanley.

☞ Tickets can be procured at F. B. Edgecombe's dry goods store.

THOMAS HOBEN, Superintendent.

Gibson, N. B., May 18th, 1889.



NORTHERN AND WESTERN RAILWAY.

ON AND AFTER MONDAY, October 1st,

All Trains will Leave and Arrive at Fredericton Station, West End of Bridge, instead of Gibson as heretofore.

All Freight to and from Fredericton will be received at Fredericton Station. Freight to and from Gibson will be received at Gibson Station.

THOS. HOBEN, Superintendent

MAKE HENS LAY

NOTHING ON EARTH WILL MAKE HENS LAY LIKE SHERIDAN'S CONDITION POWDER.

WE SEND BY MAIL A LARGE 2¼ POUND CAN FOR $1.20, TWO SMALL PACKS 50 CTS POST PAID.

Sheridan's Condition Powder

is absolutely pure and highly concentrated. One ounce is worth a pound of any other kind. Strictly a medicine, to be given in the food, once daily, in small doses. Prevents and cures all diseases of hens. Worth its weight in gold when hens are moulting, and to keep them healthy. Testimonials sent free by mail. Ask your druggist, grocer, general store, or feed dealer for it. If you can't get it, send at once to us. Take no other kind. We will send postpaid by mail as follows:—A new, enlarged, elegantly illustrated copy of the "FARMERS' POULTRY RAISING GUIDE" (price 25 cents; tells how to make money with a few hens), and two small packages of Powder for 60 cents; or, one large 2 1-4 pound can and Guide, $1.20. Sample package of Powder, 25 cents, five for $1.00. Six large cans, express prepaid, for $5.00. Send stamps or cash. I. S. JOHNSON & CO., 22 Custom-House Street, Boston, Mass.

CONSUMPTION SURELY CURED

TO THE EDITOR:

Please inform your readers that I have a positive remedy for the above named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their Express and Post Office Address. Respectfully, T. A. SLOCUM, M.C., 186 West Adelaide St., TORONTO, ONTARIO.

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

PURIFY THE BLOOD, correct all Disorders of the Liver, Stomach, Kidneys and Bowels. They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the Aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,

Glandular Swellings, and all Skin Diseases, it has no rival; and for Contracted and Stiff Joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

78, NEW OXFORD STREET, (late 533, OXFORD STREET), LONDON

and are sold at 1s. 1½d., 2s. 9d., 4s 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Venders throughout the World.

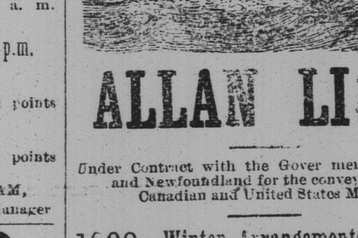
☞ Purchasers should look to the Label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

11-10-89

I CURE FITS! THOUSANDS OF BOTTLES GIVEN AWAY YEARLY.

When I say Cure I do not mean merely to stop them for a time, and then have them return again. I MEAN A RADICAL CURE. I have made the disease of Fits, Epilepsy or Falling Sickness a life-long study. I warrant my remedy to Cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my Infallible Remedy. Give Express and Post Office. It costs you nothing for a trial, and it will cure you. Address:—H. G. ROOT, M.C., Branch Office, 186 WEST ADELAIDE STREET, TORONTO.

STEAMSHIPS.



ALLAN LINE.

Under Contract with the Government of Canada and Newfoundland for the conveyance of Canadian and United States Mails.

1890. Winter Arrangements. 1890.

This Company's Lines are composed of double-engined, Clyde-built IRON STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made *the fastest time on record*.

The Steamers of the WEEKLY MAIL LINE,

Sailing from Liverpool on THURSDAYS, and from Halifax on SATURDAYS, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched as follows:

LIVERPOOL AND HALIFAX.

From Liverpool.	Steamships.	From Halifax.
13th Feb	CASPIAN	8th Mar
27th do	SARDINIAN	22nd do
6th Mar	PERUVIAN	29th do
13th do	POLYNESIAN	5th Apl
27th do	PARISIAN	19th do
10th Apl	CIRCASSIAN	3rd May

A considerable reduction has been made in the ocean rates during the winter months, the rates of Cabin passage now being $50 and $60, according to accommodation, from Halifax, and the Intermediate and Steerage, $25 and $20 respectively.

Glasgow and Philadelphia Line (via Halifax.)

Steamships.	From Glasgow.
CANADIAN	8th Mar
SCANDINAVIAN	19th do
SIBERIAN	26th do
BUENOS AYREAN	2nd Apr

These Steamers call at Halifax en route to Philadelphia, and do not carry Passengers on voyage to Europe.

Rates of Passage to Liverpool.

SALOON (According to accommodation)	$50 to $60
RETURN	$100 to $110
INTERMEDIATE	$25
STEERAGE	$20

Rates of Passage to St. John's, N. F.

Saloon, $20; Intermediate, $15; Steerage, $6.

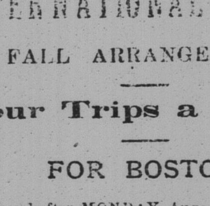
Steerage Tickets issued to and from the principal points in Great Britain and the Continent at cheap rates.

For Staterooms, Tickets, or further information apply to

WM. THOMSON & CO., Agents.

ST. JOHN, N. B.

No. 5.



INTERNATIONAL S. S. CO.

FALL ARRANGEMENT.

Four Trips a Week.

FOR BOSTON.

ON and after MONDAY, Aug. 12th, the Steamers of this Company will leave St. John, for Eastport, Portland, and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 7.25 Standard.

Returning will leave Boston same days at 8.30 a. m., standard, and Portland at 5.30 p. m., for Eastport and St. John.

In addition to above, a Steamer will leave every SATURDAY EVENING, at 6.25 Standard, for Boston direct; also, a Steamer leaves Boston same evening for St. John direct, until Sept. 14th.

Connections at Eastport with steamer ROSE STANDISH, for Saint Andrews, Calais and St. Stephen. Freight received daily up to 5 p. m.

H. W. CHISHOLM, Agent, Reed's Point Wharf, St John, N. B.

New Victoria Hotel,

248 TO 252 PRINCE WM. STREET,

SAINT JOHN, N. B.

J. L. McCOSKERY, Prop.

One minute's walk from Steamboat Landing. Street Cars for and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes. 50-88.

ADAMS BROS.

FUNERAL —AND— FURNISHING - UNDERTAKERS,

OPP. QUEEN HOTEL,

FREDERICTON.

Caskets, Coffins, Robes, Mountings, &c.

and everything required in the Undertaking Business kept in stock.

☞ Special Prices for Country Orders.

Orders in the City or Country attended to with promptness.

Residence over Warerooms.

ADAMS BROS.

SPECIAL NOTICE.

IT IS ONLY A SHORT WHILE SINCE

LUCY & CO.

started their present undertaking, and they can now with pride boast of having one of the best

Boot, Shoe, —AND— READY-MADE CLOTHING

Business in the City. This has been accomplished in the short space of eighteen months, and it shows what pluck and perseverance will do when backed by fair dealing and close attention to the wants of the people. Their goods are bought and sold for CASH, and this is the real secret of their success.

They wish to call the attention of Christmas buyers to the fact that Presents bought at their Store are not only ornamental, but also useful to those who receive them. Respectfully,

LUCY & CO.

Their stock is now complete and they are receiving NEW GOODS every week.

Prof. Loisette's MEMORY DISCOVERY AND TRAINING METHOD

In spite of adulterated imitations which miss the theory, and practical results of the Original, in spite of the grossest misrepresentations by envious would-be competitors, and in spite of "base attempts to rob" him of the fruit of his labors, (all of which demonstrate the undoubted superiority and popularity of his teaching), Prof. Loisette's Art of Never Forgetting is recognized to-day in both Hemispheres as marking an Epoch in Memory Culture. His Prospectus (sent post free) gives opinions of people in all parts of the globe who have actually studied his System by correspondence, showing that his System is *used only while being studied, not afterwards; that any book can be learned in a single reading, mind-wandering cured, &c.* For Prospectus, Terms and Testimonials address

Prof. A. LOISETTE, 237 Fifth Avenue, N. Y.

IMPERIAL CREAM TRADE MARK TARTAR BAKING POWDER

PUREST, STRONGEST, BEST, CONTAINS NO ALUM, AMMONIA, LIME, PHOSPHATES, or any injurious materials.

E. W. GILLETT, TORONTO, ONT. CHICAGO, ILL.

Man'f'r of the CELEBRATED ROYAL YEAST CAKES.

HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

W. F. Todd, owned of Lumps, 2:21, has purchased from W. E. Hunt, Turner's Falls, Mass., the eleven-year-old gray brood mare Actress, by Volunteer, dam the old-time trotting mare Princess, 2:30¾.

Old Primrose is now carrying her twentieth foal, and her oldest is only twenty. Eighteen of her foals are living. Primrose, besides being greatly distinguished for the character of her foals, can safely be reckoned the most regular producer in history. Twenty foals in twenty-one consecutive years is a record hard to beat.

Fred Vanderbilt, of New York, who comes by his love of speedy horse-flesh legitimately enough, has received some flattering offers for the offspring of Aldine and Early Rose, the holders of the team record. Twenty-five thousand dollard is the sum that will be paid for the foals if each is a filly, $30,000 if one is a filly and $25,000 is the value of the sucklings if they are colts. Both mares are in foal to St. Bel.

Most horses can easily be taught to go any pace, and to guide, stop or turn without touching the reins at all. They will take all their signals from the rider's legs and the way he sits or turns his own body. Indeed, the great majority of horses long ridden by one even-tempered, unfickle man, will learn to do this whether you wish them to or not: will start off at a galop the moment you put yourself in a position for it, canter if yon sit right for that, trot directly you put more weight in the stirrups, walk while you sit loose and easy, stop the moment you throw your foot out of the right stirrup, and turn to either side if you turn yourself, drawing one leg a little back and the other forward. This is the whole secret of the sudden and effectual manner in which the Arabs can gallop, stop, turn or steer their horses, nothing on their heads but a single-reined bitless halter, and with neither stirrups or spurs, while those supposed skillful English officers declare that after purchasing the some horses they find them headstrong and impetuous, and that they cannot so completely control and suddenly stop then with the most powerful bits.

John Splan reached New York on the steamer Fulda last Tuesday from his European trip with Barnum & Balley's circus. His business abroad since last October was the driving and showing of American fast steppers in connection with the great show. All the trotters which went over stayed there. Lady Cleveland, Star and Magnet were brought by Louis Wynan, the Robert Bonner of England. Little Sioux and Boston Boy were brought by W. S. Leonard, a London Horseman, and Almont Clay was sent to Daniel MacPhee's stables in Vienna. Splan believes there is a great market for America trotters in England. "Any quantity of sound, good-mannered and courageous horses can be placed there," he remarked to a reporter after coming off the ship. "They don't object to age particularly, and the few horses that I took over are still there, and such prices were offered me for them I had to part with them. It would have been easy for me to have placed fifty more. People came to me for them. I did not go to them. Trotters that are good roadsters and can go a distince are wanted, and if American breeders would take as much trouble to show such horses there as some Yankees do to exhibit a patent mouse-trap they would be greatly benefited."

AN ATROCIOUS MURDER.

A little more than a week ago the body of an uknown man was found lying in a small grove near Preston, Ontario. He had been killed by a pistol shot and the most thorough precautions were taken to prevent his identity being ascertained, all the papers being taken from his pockets and his name carefully cut from his clothing. By some oversight his cigar case was left and this bore the name of F. C. Benwell. When this fact was published, Reginald Burchell at once declared he knew the man. Suspicious circumstances led to his arrest.

Burchell is an exquisite personage, with pointed patent leather shoes and well-kept finger-nails. If the instep and the hands are the true insignia of blue-blood then Burchell's blood must be of the bluest. His finger-nails are the index to his carefully cultivated personal appearance. They are carefully kept, brilliant as sea shells and the half-moons display themselves to perfection. It is little farming that they have seen, for the flesh upon them apparently is soft as a girl's. Burchell stands about five feet nine and one-half inches in his stockings. Silk stockings they are, too, and he is supple, clean cut and well built. His hair is dark as the raven's wing and cut in the latest mode. His forehead is broad and low, and his lip is covered with a light mustache of the same hue as his hair. The nose is as delicate as a cameo and from above it gleam a pair of steel-blue eyes which flash out furtive glances, but reveal no workings of the mind behind. It is a handsome face, but impenetrable.

When a correspondent saw Burchill after his arrest, except that his beard was two days old and there was a slight suspicion of Ontario mud on his shoes, he was as dapper as when, with his wife beside him, he flashed in all his glory through the lanes of Woodstock behind his tandem or his four-in-hand. He was dressed in a fashionable suit of English tweed, from one pocket of which the corner of an embroidered handkerchief suggested that Mr. Burchell liked not only royal purple but fine linen as well. He was as calm and cool as one of the icicles hanging from the palisades outside. He laughed as jauntily as if he were in his club instead of his prison, and his whole manner was not far removed from that of the devil-may-care.

His wife was also arrested. She is a fair-haired, blue-eyed little creature, with an air of refinement from the top of her pretty head to the sole of her dainty feet, and the soft voice and charming manner of speech characteristic of the English well-bred woman. There is some suspicion afloat as to the domestic relations of this man and woman, and there are not wanting those who say that they have never been legally married.

A cablegram from Accrington, Lancashire, Eng., March 6, says: "A reporter has just returned from Church, where he spent considerable time investing the antecedents of the young man Burchell, or more probably Birchall, accused of murder of Benwell. If the conclusions formed by the Church people are correct, the person accused is Reginald Birchall, not Burchill, youngest son of Rev. Joseph Birchall, for many years rector of Church Kirk and rural dean of Whalley, a relative of a well-known and wealthy Lancashire family. Church Kirk is one of the oldest churches in the neighborhood, and from it the township takes its name. If the man in custody turns out to be the Church Birchall, his terrible position would cause much grief to a large number of wealthy and highly respectable relations, most of whom are clergymen of the Church of England, to which denomination the imprisoned suspect alleges that he also belongs."

The murdered man is a son of Colonel Benwell, of Cheltenham, England. He was quite a young fellow and came to Canada in Burchell's company. He had not very much money with him, but had plenty of jewelry and a splendid outfit of clothing and other things. Burchell, who made a previous visit to Canada, where he lived in great style, representing himself as related to the Duke of Somerset, brought Benwell and another young man named Pelly with him from England, ostensibly to engage with him in stock raising. He claimed to have a splended farm near Niagara, while as a matter of fact he did not own a foot of land in the Dominion. He is thought to have killed Benwell for the purpose of robbery and to have intended to kill Pelly as well. The evidence against him is very direct up to a certain point. Little doubt is felt as to his guilt, but much is expressed as to whether his wife was an accomplice. Pelly thinks she was not. Benwell, Burchell, Mrs. Burchell and Pelly were together all the time after their arrival in Canada except for two days before Benwell's death, and as yet Burchell has not attempted to account for himself during those days. There is evidence that he was in the neighborhood of the place where the body was found. It has been well said that if Burchell is the murderer his game was one of the cleverest, most cold-blooded affairs that was ever conceived against a harmless fellow-being. Is it possible that he concocted his scheme months ago in England, and then selected Benwell as his victim? If so it was a subtle game, and every movement was planned with the perfection of cunning.

But for just that one fatal slip on the part of the desperado who shot Benwell down in the Princeton thicket the player could have cried out "Game!" Every shred of clothing that might hint at the identity of the victim; every particle of evidence that could suggest a clew to his personality, were removed, except the cigar-case with the name upon it. It has transpired that three days after the young Englishman, Benwell, was murdered at Niagara Falls, the murdered man's father received a letter from Burchell, mailed at the Falls February 20, to the effect that £500 be sent him at once, and that young Benwell was well pleased with the prospects in America and was ready to go into partnership with Burchell at once. Mr. Benwell is a retired army officer and lives at Iseuitoene, in Cheltenham, and says that his first knowledge of Burchell was when he received a letter from him on November 28 stating that he heard Mr. Benwell was looking for a place to invest money and suggesting a stock farm in Canada as a good investment.

Mr. Benwell met Burchell in London, when the latter said he would sell an interest in the farm for £500. Benwell was favorably impressed with the young man and agreed to send his son to America with him. If young Benwell liked the place he was to pay £500 for a half interest. The two took passage on the Britannic, which left Liverpool on February 5, and before he went Benwell wrote to his father that a young man named Pelly was to accompany them, evidently with the same understanding that Mr. Benwell had with Burchell.

Benwell wrote his father from New York, and after that Mr. Benwell received no other news from his son. He first saw a brief announcement in a London paper that F. C. Benwell had been murdered. He cabled to Burchell, but received no answer. Since then he has heard from Pelly's father that Burchell had made the same proposition to him. Young Benwell had but £15 with him, but had a large outfit of clothes marked with his name. Burchell had advised him not to have the clothes marked, as he said in America when marked with initials they cost more for transportation.

Rev. Mr. Pelly said that he made Burchell's acquaintance through an advertising agency. He was convinced of Burchell's honesty through the young man's connection with the family of David Stephenson, traffic manager of the London and Northwestern Railway, and Burchell made the same representations to him that he made to Mr. Benwell, and succeeded in getting £170 from him. Mr. Stephenson, Burchell's father-in law, is 76 years of age, and is prostrated with grief at the misfortune that has fallen upon his daughter.

New and sensational developments are cropping up every moment in connection with the Benwell tragedy, and the great question is, are there two victims instead of one? Some two or three years ago a young Englishman, Neville H. Pickthall, came to this section of the country and about a year ago purchased a farm, six miles south of Woodstock. Four months ago he married the daughter of Rev. R.W. Johnston, now rector of Port Fowan, then rector at South Thora. They lived happily together. On February 10th, Pickthall raised $1,000 on a mortgage on the farm and left for Hamilton, saying to his wife, "I am going to double this money before I come back." He was seen that night at Niagara Falls by Collector of Customs Vaningen, of this place, to whom he said he was going to New York to meet his sister, who was coming from England. The theory is that Pickthall left that evening for New York, and while there met the Burchells. His disappearance caused his friends great annoyance, and the police were notified and sent descriptions of him all over the country. Since the twelfth nothing has been seen of him about this place. His friends say they are of opinion that he also was duped at New York, and whether done away with or not that is the question.

The coroner's jury found a verdict of wilful murder against Burchell.

EIGHT BURNED TO DEATH.

Charles Colerette, a farmer living near St. Michaels, Quebec, filled his lantern from an oil can, then set the oil can behind the stove and went to the barn to feed his stock. He had been gone but a few moments when he heard a loud explosion and saw the smoke rushing from his house.

He immediately attempted to enter the house and get into the room where his wife and seven children were asleep. He was badly burned in the effort, and owing to the heat and smoke found it impossible to get to them.

His entire family were burned up. After the house was completely destroyed a part of the remains of his wife and two children were found in the ruins, but no trace of any of the others could be discovered.

It is believed that Italy, England and Austria will shortly acknowledge Prince Ferdinand as ruler of Bulgaria.

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

Our Dairy Interests.

Professor L. W. Robertson, of the Canadian Department of Agriculture will lecture in this city on Wednesday March 26th, in the morning and afternoon. The subjects he will discuss are "Dairy Farming," "Fodder Corn and the Silo," "Creameries and Cheese Factories," "Agricultural Education." Mr. Robertson is said by the Canadian Live Stock Journal to be the foremost authority on dairying in America. He is no mere theorist, but a man of large practical experience, both in the manufacture and marketing of dairy products. Perhaps no man in the Dominion has had so extensive a practical experience as he. He will be able to give his hearers an idea of the development of butter and cheese production in Ontario with practical suggestions as to how the best results are to be obtained at every stage in the history of dairy products, from feeding the stock to marketing the butter and cheese.

Of the importance of this subject to the farmers of New Brunswick it is unnecessary now to speak, for it is universally admitted. What our people want to know is how to set to work practically to reach the results the importance of which no man disputes. It is to be hoped that the attendance at these lectures will be large. They will be free to all, and farmers and farmers wives ought to be present. In dairy matters very much depends upon how the women look at the subject.

SEED POTATOES.

Perhaps there never will be a concensus of opinion as to the best mode of preparing potatoes for seed. There are some conclusions, however, that have been arrived at that may be considered final. Among these we may mention the advisability of rejecting potatoes for seed that are very small, and the extravagance of planting whole those that are unusually large. It has likewise been demonstrated that potatoes just freshly cut are less safe to plant than others cut some days previous to planting, and in which a tough skin has formed over the wound. It may be that all things considered, potatoes about the size of a hen's egg serve best for planting. They do not of necessity require to be cut. The months of February and March form a good time for sorting the different varieties to be planted. Not one hour should be spent after the land will do to work in doing what could have been done quite as well at an earlier period. The potatoes then for spring planting may all be selected for this purpose in the winter. If not to be cut they will be ready to shovel into bags when the time for planting arrives, and if they are to be cut they will be all sorted out so that this may be done with the least possible delay.

FORESTS AND FORESTRY.

A paper on "The Utility of Forests and the Study of Forestry" was read, by Dr. W. Schlich, London.

Dr. Schlich, in the course of his paper, said that although forestry had been practised in the United Kingdom for centuries, it did not receive much attention until the progress of forestry in India required the appointment of properly qualified experts who could not be procured in this country. In 1864 Dr. D. Brandis (now Sir Dietrich Brandis, K. C. I. E.) had been appointed the First Inspector-General of Forests to the Government of India, and that eminent organiser perceived at once that if forestry in India was to be really successful and lasting it was necessary to secure the service of an efficient staff to manage the extensive forests of our Indian Empire. As to the importance of forests there could of course be no doubt whatever, and although observations in India had not yet taken place over a sufficiently long period to yield decided results, those in Germany, France, and Switzerland had settled many questions, while they had thrown additional light on others. As far as our knowledge went at present, the following summary indicated generally the utility of forests in the economy of man of nature: (1) Forests supply timber, fuel, and other forest produce; (2) they offer a convenient opportunity for the investment of capital and for enterprise; (3) they produce a demand for labour in their management and working, as well as in a variety of industries which depend upon forests for their raw material; (4) they reduced the temperature of the air and soil to a moderate extent, and render the climate more equable; (5) they increase the relative humidity of the air, and reduce evaporation to a considerable extent; (6) they tend to increase the rainfall; (7) they help to regulate the water supply, insure a more sustained feeding of springs, tend to reduce violent sludge, and render the flow of water in rivers more continuous; (8) they assist in preventing landslips, avalanches, the silting up of rivers and low lands, and arrest moving sands; (9) they reduce the velocity of air currents, protect adjoining field against cold or dry winds, and afford shelter to cattle, game, and useful birds; (10) they assist in the production of oxygen and ozone; (11) they may, under certain conditions, improve the healthiness of a country, and under others endanger it; (12) they increase the artistic beauty of a country. The importance of employing really competent men in the management of forest estates, whether belonging to the State or to private owners. had led to the establishment of forest schools in most European countries. There were nine schools in Germany alone, some forming parts of Universities, others being attached to higher technical schools, and some being independent institutions. Most of these were first-class schools where instruction was given by a considerable number of professors.

A TIMELY RESCUE.

The schooner Blanche arrived at Gloucester on Saturday from a halibut voyage to the Grand Banks, with Willian Wilson and Edward Fogarty, two of the crew of the schooner Nellie G. Thurston, who were picked up on the Banks the previous Sunday, after having been astray from their vessel four days and nights. The story told by the men is as follows:

They left their vessels to haul their trawls at 11 A. M., Wednesday, February 26. While getting in the trawls they broke their "gurdy," which is a winch used to wind up the gear. They started to row aboard, but missed the vessel. Being unable to find the craft they put out their anchor and laid by all night. Next morning the fog scaled up so that they could see for a distance of two miles, but there was no vessel in sight, they rowed in all directions, in order to find their craft, but were unsuccessful. They then let the dory go southeast, before the wind, in hopes of striking a steamer. None being seen they changed their course to the westward. The next morning came in foggy and it blew quite fresh from the northwest. They rowed all day but saw nothing. About sunset they sighted a schooner to the westward. It being calm they started to row in that direction but the wind suddenly increased and the fog shut in and they lost sight of the vessel.

The night and next day was very calm and the men, having nothing to eat except raw codfish and halibut, which they had in the dory, lay down to sleep, having become completely exhausted, their hands and feet being very much swollen. During the four days it was very cold and as the men were lightly clad they suffered greatly. One would go to sleep being covered up by the other with trawls and buoy lines, but only for a short time. They were compelled to row to keep from freezing.

Sunday both were asleep, and were awakened by the sound of a fog horn. They were soon rowing with all the strength they could summon in the direction of the sound. After two hours of hard pulling, their cries for assistance, which the crew of the vessel had thought was the noise of sea birds, were detected, and the vessel bearing down in their direction, they were picked up and everything possible done for their comfort. The men reckon they had rowed one hundred and fifty miles.

VAIL'S DREADFUL DILEMMA.

His Wife, Heavily Insured, Dies by His Revolver, by Accident, He Says.

One of the most marvelous cases of crime or accident, the alternative to be established entirely by circumstantial evidence, is that called up in the preliminary examination of Charles F. Vail, of St. Louis, charged with the murder of his wife, Fannie Vail, at Old Monroe, Mo., on February 10. While he and his wife were getting into a buggy that day his revolver, in his overcoat pocket, was discharged, wounding his wife, seriously as was at first thought, but fatally, as it turned out. Vail did no weeping and showed no anxiety about his dying wife, but sought to explain the tragic occurence away by saying it was an accident and the revolver in his pocket had struck the buggy wheel so as to be discharged.

A startling state of affairs was developed. Though a man of limited means, in the enjoyment of an income of less than $100 a month, it was found that Vail, in addition to a regular life policy of $5,000, carried $18,000 in accident policies on his wife. The significance of this will be better realized when it is understood that no woman in America no matter what her station or calling was ever before known to carry $18,000 in accident policies. More than that, Vail's overcoat, in the pocket of which he claims the revolver went off, has disappeared since his arrest, and even if the defence knows where it is, the prosecution has no access to it.

At the examination the first witness, Jerome McAfee, uncle of the dead woman, took the stand. The most damaging part of his testimony was that when he heard the report of the pistol Mrs. Vail screamed and said: "Charlie, you have killed me." Vail replied: "No, Fan, it struck the wagon wheel." Mrs. Vail, when taken to the house and laid on the bed, moaned: "Oh. my God, what have I done to be shot?" To this Vail responded: "Nothing, Fan; you're too good a girl to be shot."

FIGHTING FOR HER LIFE.

Mrs. Mary Peterson had a fight for life with a madman in the kitchen of her house in Chicago. Having finished her work and prepared supper, she sat waiting for her husband. Suddenly the hall door was thrown open and a strange man, with a ferocious glare in his eyes, entered and fired at her with a revolver. With a superhuman effort she sprang to one side, and then, with a bound, clutched him by the throat. It was a fight for life, and even the madman with his awful strength could not loosen her grip.

In vain did he strike her with his revolver. He tried to bring the muzzle in line with her head that he might blow her brains out, but she hugged him so closely that he could not, and the weapon was again discharged into the wall. Back and forth across the room they struggled. Chairs were overturned and the table, set for supper, was upset. The madman had ceased to strike her, and all his efforts were to break her grasp on his throat. He began to weaken. At last the blood spurted from his nostrils, and the sight of this was more than the poor woman could stand. She relaxed her hold and fled to the nearest neighbors, and the police were called.

As soon as he was freed from Mrs. Peterson's grasp, the madman slunk to the attic of the house. When the patrol wagon arrived, Officer Birmingham went to fetch the maniac down. The fiend was at bay in a dark corner of the room, and as the officer entered the dimly lighted room the maniac made a rush for him. Then came another fight. The officer finally threw the fellow, and he was manacled and taken to the police station. Here he became more quiet. It was learned that his name was Albert Jenssen, and that he had escaped from a Michigan insane asylum.

SHE WHINED LIKE A DOG.

A most distressing death from hydrophobia occurred at Dunellen on Tuesday, Mrs. Sarah R. Pope was the victim. She was bitten by a pet dog in December last and the wound was cauterized at the time and afterwards healed.

Mrs. Pope, who was 78 years old, suddenly conceived the idea that she would die of rabies. She was prostrated with nervousness and exhibited all the symptoms of hydrophobia, barking and frothing at the mouth. Dr. Pane of Plainfield and Dr. Gaston of Dunellen were called in. Their diagnosis encouraged the belief that it was a case of emotional hydrophobia brought on by terror of the real malady.

The pet dog was killed and the old lady grew worse. Although enfeebled by age, she suddenly became possessed of almost superhuman strength, and it required several persons to restrain her while afflicted with spasms of fear. Nothing could remove from her mind the impression that hydrophobia would result from the bite, and while in one of her hysterical periods on Tuesday she gave forth sounds similar to the whinning of a dog, and shortly afterward expired. Mrs Pope had lived in Dunellen for sixty years, and was widely known for her piety.

A LADY SKATERS PLUCK.

Miss Emma Jones is employed at the Anglo American hotel, Kingston, and on Sunday started to skate to Wolfe Island to visit her friends. In the dusk of the evening she remarked a black speck on the ice and thinking there was something wrong she made for it and discovered that the object was a drunken man, rapidly freezing to death. By the most superhuman exertions the courageous girl managed to drag him more than a mile to Wolfe Island, when assistance came. Miss Jones got many falls and was much fatigue by her successful efforts to save a fellow creature's life.

TOPICS OF THE TIME.

"What will the coming woman wear?" is a question which a symposium of women writers are discussing in the New York papers. The answer is easy. Clothes, and mighty becoming ones at that.

Ever since Mother Eve tried her inexperienced hand at fashioning an apron out of such inadequate material as a fig leaf, the divine sex has given no little of her intellect to the subject of clothes, and so successfully that whether she attires herself, as do the belles of Dahomey, in an earring and an umbrella or in that voluminous mass of garments known as a toboggan suit, or whether she drapes herself with classical severity, as in old Greece, or bulges out into gigantic rotundity as in the days of crinoline, she was and is always charming. And, good sisters of the quill, whether the coming women shall, to use your own expression, wear "differentreated costumes" — you probably know what that means, it is certain that no man does—or whether you rig yourselves for conquest, as a Zonave attires himself for war, as Miss Alice Stone Blackwell suggests, you will continue to be worth looking at, and the coming man will pay the bills, if he can, grumble as is his unquestionable right, and yet confess down in the recesses of his inmost soul that your are a thing of beauty and a joy forever.

It is a mighty good thing that the coming woman never gets here. When one reads what these charming scribes tell of what she is going to do when she arrives, the world might well dread the advent of the coming woman—if it were not for the confidence that all of us have that doomsday will have come and passed before her arrival. And there is no surer indication that she is never to arrive than the fact that you are discussing what clothes she will probably wear.

There is something exquisitively feminine and altogether delightful in this. These very revolutionary ladies, who take long newspaper columns to foretell the future of their sex, every now and then pause on the threshold of their victory to discuss whether they will look better in their hour of triumph in a short skirted dress or one *en train*, and before they get the momentous question settled, the world, which keeps moving along in its old fashioned jog trot, passes the disputants, and the woman reformer, who was just about to arrive, is left behind, and thanks to an over-ruling benignity becomes a "coming woman" again.

Nihilists, anarchists, revolutionary fathers, roundheads, and all that sort — the men, yes and the women too, for there are and were women more or less closely associated with all great reforms, with all the great movements of the race, whether for the better or the worse — did not think much about the question of clothes. Indeed if the first named persons thought more about such matters it would be the better for them and the better for society.

Joan of Arc thought about her clothes; and alas the unsparing critics of history have taken the halo of glory from her brow and tell us that so far from being the Savior of France, she was nothing more or less than a nuisance. History does not tell us that Charlotte Corday troubled herself about her attire when she sought the heart of the bloody Robespierre with her keen-pointed dagger. But THE HERALD would make a trifling wager that, if the truth could be known, the women of the old Dutch town who bore their husbands through the city gates upon their shoulders, when the gallant enemy told them they might take with them what they valued most, looked in their mirrors and donned their prettiest garments before setting out.

And so it is with little dread of the result that we note the discussion as to what the coming woman will wear. You can bet your bottom dollar that it will be something prettier than she ever has worn and quite as expensive.

AN AWFUL WRECK.

Train No. 12, on the Lake Shore, from the west, due in Buffalo at 9. 10 and running very fast to make up lost time, broke in two near Hamburg about 8. 50 p. m. The front part of the train, consisting of the engine, tender, smoker and two day coaches, was quickly brought to a standstill. The rear half, composed of five heavy Pullmans, came on down the grade and crashed into the second day coach. The Pullman being the heavier, lifted the day coach into the air and they now lie one on top of the other, and both having telescoped the first day coach. Both the day coaches and the Pullman were full of passengers the loss of life and limb is probably very great.

As near as can be ascertained ten were killed and 25 injured in the wreck. Train No. 12 had eleven coaches—three baggage, four day coaches and four Pullmans. The train parted some miles west of Hamburg at the coupling between the last day coach and the first sleeper. The first section went on ahead and was stopped by the conductor pulling the bell-rope. Most of those in the last day coach were warned in time to leave, but those in the first Pullman had no warning, and the cars telescoped with terrific force. The Pullman was completely buried beneath the other car.

The Paris Figaro declares that dancing is in its decline, and it agrees with Johann Strauss that the waltz is chiefly responsible for the decline. The objection to the waltz seems to be that it renders conversation an impossibility, thereby doing away at one fell swoop with one of the most engaging charms of a partner in the dance. The quadrille is the favorite battle-field of flirtation; the waltz kills flirtation. In the days of the minuet our ancestors engaged in pleasant discourse while treading that stately dance, and the plain quadrille afforded many of the older of us to enjoy delicious bits of flirtation with those of the other sex whom we admired; for in the dance (as aboard ship or in a sleeping car) many liberties and pleasantries pass for harmless nothings which elsewhere might be offensive. The Figaro calls for a renaissance of the quadrille, and it believes that it will have the encouragement of mammas and daughters. As for Herr Strass, it is his desire to reconstruct the waltz. He thinks that the prelude of the waltz should be a stately movement, admitting of conversation between partners; he would have the movement gradually quicken, anon become deliberate again, and so alternate, giving the dancers occasional opportunity for conversation and physical recuperation. In this wise does the great waltz composer hope to rehabilitate the once popular dance in the affections of humankind.

It is reported that the Pope is again indisposed.