THE HERALD.

VOL. I., NO. 8. FREDERICTON, N. B., MONDAY, FEBRUARY 3, 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.

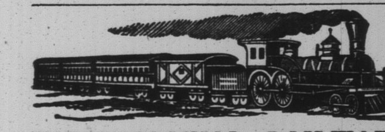
LEAVE GIBSON.

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 rains 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.

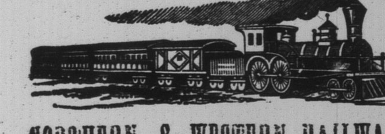
All trains are run by Eastern Standard Time.

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, 3:20; 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

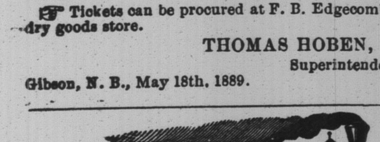
6:30, a. m; Chatham Junction, 7:00; Upper Nelson Boom, 7:15; Blackville, 8:05; Upper Blackville, 8:35; Doaktown, 9:25; Boiestown, 10:20; Cross Creek, 11:30; Durham, 12:10, p.m.; Marysville, 12:45; Gibson, 12:55, arriving at Fredericton, 1:00.

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

WE SEND BY MAIL. NOTHING ON EARTH WILL MAKE HENS LAY LIKE SHERIDAN'S CONDITION POWDER. 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.

13-10-88

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.
2nd Jan.	PARISIAN	25th Jan
16th do	POLYNESIAN	8th Feb
23rd do	PERUVIAN	15th do
30th do	SARDINIAN	22nd do

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.

Halifax, St. John's, N. F., Queenstown and Liverpool Service.

The sailings of the fortnightly service are arranged as follows:

From Liverpool.	Steamships.	From Halifax.
10th Dec.	NOVA SCOTIAN	6th Jan.
24th do	CASPIAN	20th do to L'pool direct.
7th Jan	CIRCASSIAN	

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.

GLASGOW LINE.

Direct Sailings from Glasgow to Halifax.

Prussian	Jan. 10
Manitoban	do 24
Scandinavian	Feb. 7
Prussian	do 21

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.

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.

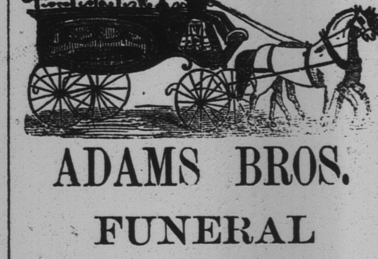
Connections at Eastport with steamer ROSE STANDISH, for Saint Andrews, Calais and St. Stephen. Freight received daily up to 5 p. m.

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. 50-58.



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 TARTAR BAKING POWDER

TRADE MARK

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.

The owners of nine stallions have signified their purpose to W. P. Balch, of Boston, to start in the $20,000 stallion race, should he decide to go ahead with the project.

Old Steel Grey, the best trotter England ever produced, died last week at the residence of her owner, Mr. Richard Gold, Beech Lanes, near Birmingham, her record of 27m. 56½s. for 10 miles still standing good. Her owner refused many tempting offers for her—one of £1,500 from a lady who took a fancy to her, more on account of her beauty and docility than for her trotting abilities.

An enthusiastic horseman in the Buckeye State, in sending his list of nineteen entries to the stakes of the Washington Park Club, either accidentally or incidently included three well-bred trotters. They were sired by The Moor, Duke of Wellington and Royal Fearnaught. They are undoubtedly good in their classes, but this style of mixing trotting and thoroughbred blood is hardly in keeping with the latest theories evolved.

An observing traveler in Asia writes that as a matter of fact, and in spite of its having carried Mohammed in four leaps from Jerusalem to Mecca, seven miles an hour is the camel's limit; nor can it maintain this rate over two hours. Its usual speed is five miles an hour—a slow pace, beyond which it is dangerous to urge it, lest, as Asiatics say, it might break its heart and die literally on the spot. When a camel is pressed beyond this speed, and is spent, it kneels down, and not all the wolves in Asia will make it budge again. The camel remains where it kneels, it dies. A fire under its nose is useless.

The extravagance of the Russian sovereigns is nowhere better exemplified than in their stables. Russia is a land of fine horses. The czar has the finest of them. The imperial stables contain several hundred of the finest horses in the world, and these stables cost the government $2,000,000 a year. The President of the United States gets $50,000 a year and has to furnish his own horses. Two thousand coachmen, footmen, grooms, veterinary surgeons and others are employed to look after the stud. The halls where the imperial carriages are kept show the extravagant taste and wicked wastefulness of the czars. The halls in which are kept the imperial carriages and harness are hung with gobelin tapestry. Just think of it! A stable hung with the richest and rarest fabric in the world. The least of the carriages would be the greatest attraction in any museum of the world. Wherever gold and jewels and precious stones could be put with any effect there they were put. Many of the carriages cost over $1,000,000 a piece, and when Catharine used to go out in her best carriage with her finest horses and most expensive harness, the sum of $3,000,000 was drawn along the road.

A NEW BREED DISCOVERED.

The great Russian traveler, Prezevalsky, has discovered a new wild horse more nearly allied to the domestic horse than any previously known species. Prezevalsky, on his return from Central Asia, brought with him one of this new species. The horse is discribed as having warts on its hind legs as well as on its fore legs, and has hard hoofs like the true horse. But the long hairs of the tail, instead of commencing at the base, do not begin until about half way down the tail. In this respect the animal is intermediate between the horse and the ass. It is also different from the typical horse in having a short, erect mane and having no forelock. It has no dorsal stripe, which, although by no means universal, is often found in the typical horse, and is almost always present in the ass. Its whole general color is of a whitish gray, paler and whiter beneath and reddish on the head. The legs are reddish to the knees, and thence blackish down to the hoofs. It is of small stature, but the legs are very thick and strong, and the head is large and heavy. The ears are smaller than those of the ass. This horse was found on the great Dsungarian Desert, between the Altai and Tianschan Mountains, where it is called by the Tartars "kertag," and by the Mongols "statur." It is met in troops of from five to fifteen individuals, led by an old stallion. They are very shy, with highly-developed organs of sight and smell. Prezevalsky's specimen was overtaken and shot in the winter, when water was plentiful from melted snow. But for this it could not have been followed at all, as it frequents the waterless districts. During the whole time of his stay in the Dsungarian Desert Prezevalsky met with only two herds of this wild horse. He and his companions fired into one herd, but missed, and with uplifted head and outstretched tail the stallion led the way with the speed of the wind, with the rest of the herd after him. The second herd met with was surprised. It was approached from one side of the hill, and when within one hundred and fifty yards a shot was fired, which broke the leg of a mare, and it was captured. This specimen is now in the museum of the Academy of Science at St. Petersburg, and is the only one of this species in Europe.

SHE HAD A VISION.

Richard J. Barker, a prominent business man of Fall River, Mass., who resides in Warren, R. I., hired in an intelligence office in Boston a woman named Belle McGregor for general housework. She seemed particularly interested in religious matters, and proved a faithful servant until lately. Snddenly, while Mrs. Barker was alone with her, Belle shouted "I have had a vision, and I am ordered to offer up a sacrifice." She started into the kitchen and began to sharpen a knife. Mrs. Barker, who is a slight woman, realized she had a maniac to deal with, and, throwing up her hands as Belle had done, said: "I, too, have had a vision. There is a letter in the postoffice for you. You must go for it." Belle dropped the knife, rushed out of the door, and Mrs. Barker slipped the bolt into place. The servant heard it and realized that she was outwitted. Her ravings attracted the attention of the neighbors and she was finally placed under restraint. Singularly enough, she was allowed to leave for Boston, and by this time may be hunting for work in a Boston intelligence office. The McGregor woman had said that some houses where she had previously been employed had been burned down, and the Barkers consider they have had a double escape, since, after her departure, traces of attempted incendiarism were found in the house, and a pile of inflammable material, well saturated with oil, was found in a shed. An attempt had been made to light it, but without success.

Unlike the majority of things in this queer world fogs are always mist until they are gone.

ENGLAND AND PORTUGAL.

Now that the trouble between England and Portugal is about to be settled, a brief account of the matter may be interesting. It is from a recent British paper.

The region in dispute was discovered by Livingston. The great Livingston expedition was sent out by the British Government, not only to explore the geography of the region but to encourage the development of its resources and its trade, and to promote the interests of British commerce. Livingstone's finding of the lake was regarded as a discovery by the Portuguese themselves. Not a white subject of Portugal went near the lake for long after Livingston had returned home; no interference on the part of the Portuguese government was attempted with his operations; no sign of any official or semblance of administration was evident when Livingstone was there or has been since. Even when the expedition was at its worth an English bishop and English missionaries went out to establish themselves in the district and spread Christianity and civilization. With but little interruption, for some thirty years English and Scotch missionaries and traders have been spreading themselves over Nyassaland, east, south, and west; towns have been established, churches, schools, and stores built, legitimate trade carried on, roads made, steamers placed on the lake, and the lake itself accurately surveyed; yet no sign was given till the other day by the Portuguese that they regarded these operations as a usurpation of their own administrative functions.

It is all this work which Portugal, or at least Portuguese adventurers, are bent on destroying. I do not complain of the sudden zeal for the souls of the natives which led Portugal a few months ago to invite Cardinal Lavigerie to send missionaries to Lake Nyassa: there ought to be absolute free trade in Christian missions. The question of delimitation need not be discussed here by me; indeed, Lord Salisbury by his action, through means of Consul Johnston, implies that there is no question to discuss. England has always regarded the Ruo as the boundary, and I trust that Lord Salisbury has no intention of changing his mind on that point.

Consul Johnston has not only planted the British flag among the Makololo, where Serpa Pinto has trampled it in the mud, but among the Angoni, and the west side of the lake. England is fortunate in having a servant of such promptitude, pluck, coolness, and imperial enthusiasm in a region where her interests are in imminent peril; and Mr. Johnston may rely upon the support of the country and the Government. He is not the man to go beyond the spirit of his instructions.

We do not require to make haste with reprisals on a tiny power like Portugal. Happily explanations may be forthcoming; it is to be hoped so. If not, action of one kind or another will be necessary. An English army cannot be sent to Nyssaland; nor need we alarm the inhabitants of Lisbon or Oporto with our Channel fleet. Portugal's sensitiveness can be touched much nearer the scene of the recent Gatling gun experiments.

The question of the accessibility of Nyassaland has no bearing on the present incident. It should be remembered that the Zambesi is an international waterway, and that in time, if we hold our own, a route to Lake Nyassa will be made that will render us quite independent of Portuguese caprice."

INTERESTING THEORY.

Now that the origin and cause of "La Grippe" are becoming matters for speculation, it may be well to call attention to a curious theory that has been advanced by a writer to the London Times, which has at least the merit of novelty, and, if true, indicates how small a place our world is, and how apparently remote causes may influence our well being.

The writer of the letter to which we refer gives it as his opinion that the disease in question was due to the overflow of the Yellow river in China. It will be remembered that this great river broke through its barriers a year or so ago, and flooded a vast tract of country, destroying not only an immense amount of property, but also the lives, according to more or less indefinite report, of hundreds of thousands of persons. It is stated that, when the water subsided, the land was covered with the yellow mud from which the river derives its name, and that this dried into a dust of so sickening a character that it led to a local epidemic of the type of influenza, the germs of which could have been readily carried, either by air currents or the slower process of transportation of merchandise or persons, all over the world.

In support of the theory, the statement is made that previous epidemics of influenza have closely followed great floods in northern Asia, so that they may be traced one from the other in the line of cause and effect. There is a novelty in this explanation that will give to it an interest to many, and, if further investigation should demonstrate its soundness, it will show how intimately interwoven are the destinies and welfare of the inhabitants of the world, and how disasters which, apparently, are far beyond the range of our interests and sympathies, may prove of loss to us, in spite of our most vigilant preventive efforts.

Assuming the correctness of this supposition, it is to be hoped that those changes which from time to time occur that are of beneftt to mankind may be as far-reaching in their influences as those which are detrimental.

THE HOTTEST SPOT ON EARTH.

The hottest region on earth is on the south-western coast of Persia, where Persia borders the gulf of the same name. For forty consecutive days in the months of July and August the thermometer has been known not to fall lower than 100 degrees night or day, and to often run up as high as 128 degrees in the afternoon. At Bahrin, in the centre of the torrid belt, as though it were nature's intention to make the region as unbearable as possible, no water can be obtained from digging wells 100, 200 and even 500 feet deep, yet a comparatively numerous population contrive to live there, thanks to copious springs which break from the bottom of the gulf more than a mile from shore. The water from these springs is obtained by divers, who dive to the bottom and fill goatskin bags with the cooling liquid and sell it for a living. The source of these submarine fountains is thought to be in the green hill of Orman, some five or six hundred miles away.

AN ABSENT MINDED MAN.

A.—How is your grandfather coming on?

B.—My grandfather? He has been dead over a year and a half.

A.—Ah, that explains why I see him so seldom of late.

Riches sometimes fail to bring popularity. It's not always the man with the fattest roll that sets 'em up the oftenest.

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

Feeding Horses.

The work-teams especially, should be kept in a good thrifty condition. It is not good economy to allow them to run down at this time and then be obliged to give extra feed later in order to get them ready for spring work. With horses as with nearly all other classes of stock the best results can be secured by feeding a good variety.

During the winter more or less corn can always be fed with profit. There is no material that is superior to corn for maintaining animal heat, and for this reason it can be made a larger part of the winter ration than in the summer. When the teams are at work bone and muscle is of more importance than heat or fat; hence it will be quite an item to supply such materials as are best calculated to secure this. One of the materials that can be used at this time is oats. Barley is also a good feed for horses. Wheat bran fed in connection with oats is a good material. Oats is a good feed.

Unthreshed oats run through a cutting box, and a small quantity of bran added and mixed thoroughly before feeding; one quart of cornmeal, two quarts of bran, with hay or fodder, makes a very good ration during the winter. In the spring and summer more oats and less corn should be given, giving plenty of hay and grass wherever a supply can be procured readily.

The advantage in cutting the hay or fodder and grinding the grain is that it can be mixed more thoroughly, while there is much less waste than in feeding whole. Give more corn during the winter and less bran and other grain, but in the spring and summer give less corn and more of the other materials. Some horses require more feed than others, and the quantity should always be granted according to the needs of the animal. Sufficient should always be supplied to keep the animal in a good thrifty condition.

In feeding hay and corn-fodder, care should always be taken not to feed too much. It is not a good plan to keep hay and oats before the horses all the time. What they will eat up clean at each meal is all that is necessary, and giving only this will lessen considerably the waste.—N. J. S. in Prairie Farmer.

MILKING COWS IN WINTER.

The practice of winter dairying has greatly increased within a few years, and the substitution of ensilage for dry feed is sure to make it more common than now. But to make good butter, or to have wholesome milk in winter, there must be even greater precautions to maintain cleanliness in milking in stables than are needed when cows are at pasture in summer and can be milked in the open air. Stables are necessarily narrow and close. The shallow gutter in the rear of cows may save them from becoming soiled with their own excrement, but there will still be foul odors arising therefrom with which milk should not be brought in contact. When the cows are roused in the morning to be fed or milked, they are sure to evacuate themselves. The odours of fresh excrement, either solid or liquid, in a close stable, are extremely offensive. Milk is extremely absorptive of odours, and it is certain that if it must be kept from smells that must entirely unfit it in any stage for use. That this is the real secret of the offensiveness of much winter-made butter is undoubtedly true. The fault goes back farther than the housewife. As soon as the milk was drawn, it was filled with odours that rendered it impossible ever to make good butter, or that which would not quickly become extremely offensive, from it.

Dry earth or coal ashes as deodorizers should be kept in every stable, to be used at milking time whenever there is occasion. The first job in the morning should be to rouse up the animals and clean out the stalls, removing what excrement has accumulated during the night. While this is being done most of the cows will relieve themselves, and as soon as this is done the fresh excrement with the other may be removed. Take the cows to be milked into a compartment by themselves, with a feed box so that they may eat while milking is performed. Some cows have a habit of waiting until the milker begins work before urinating; but if dry earth, plaster or coal ashes are near by, it is only the work of a moment to cover these offensive excretions before resuming the milking. It is probably true of such cows that they cannot prevent this habit. The relaxation of muscles which accompanies the pleasurable sensation of milking makes it impossible to hold up their urine. It is generally the best cows, those that are most nervous, that have this peculiarity. If left to the care of incompetent and brutal milkers the cows will be beaten or frightened into repression in part of their excrement. But this will of course reduce the milk yield. The better way is to take the extra labor and care necessary to keeping the milk sweet and good, without disturbing the cow. If faithful help cannot be procured for this, the dairyman must restrict the number of cows to only so many as he can care for himself. In most cases, however, where a farmer works with his men they soon learn to adopt his methods.

Another point in making winter dairying successful is in feeding and milking at regular hours and as uniform time between each as possible. In winter at the North this involves considerable work by lamp light. During the short days and long nights animals not fed except by daylight become too hungry before morning, or if sufficient is put in their mangers to last during fourteen or fifteen hours, some of it becomes tainted with the animal's breath so they will not eat it freely. The best way is to feed early in the day and the last thing before retiring, with just as much and no more at midday as the animals will eat up clear. There should not be more than two hours' difference in the longest or shortest days between the length of intervals for milking at night and morning. This, with most cows, will be regularity enough. But in cases of high feeding and succulent ensilage for new-milch cows, where very large amounts are given, it may be well to divide the milking into three periods, as is sometimes done in the long days of summer, and make a third milking at noon. In such cases the periods need not be evenly divided, provided none goes over ten or eleven hours.

Two very old persons have just died at Matane P. Q., a few days ago. One named Jean Lavergne aged 103 years was a native of Quebec, the other, Mrs. McGowan, was 102 years old and was born in Scotland.

A NOTABLE IMPOSTOR.

The case of the once celebrated "Hermit of Bath," is worth mentioning. For many years he dwelt in a hut built of rough stones, overgrown with moss and lichens, a few miles from Bath. A large garden adjoins his cell, and there he devoted himself to the cultivation of strawberries, which, in the season he freely offered to the numerous visitors who were attracted to his hermitage. After a time, the ladies and gentlemen upon whom he bestowed his strawberries began to think they would like some sugar and cream with the delicious fruit, and a kind old dame, whose cottage was close by, was glad to supply the additional delicacies, and the necessary spoons and saucers. The hermit would not accept any remuneration for his strawberries but he did not object to the old lady receiving some acknowledgment for her sugar and cream. The years went by, and the venerable hermit, with his long white beard and his monastic robe and cowl, continued to hold his daily receptions. One day, however' he announced that on a given afternoon he would make public revelation of the long-hidden causes of his renouncement of the world, and a large concourse of people assembled, the consumption of strawberries and cream being enormous. Presently the anchorite mounted a table and made his revelation. First of all he expressed his gratitude to his friends who, for more than twenty years, had bought his strawberries and cream at prices varying from a shilling to half a crown a plate, and of the sale of which his old woman servant—who was the occupant of the neighboring cottage—had rendered him a faithful account. By these means he had realised a large sum, on which he intended to live in comfort during the rest of his life. He had been ruined by gambling before he became a hermit. What luck attended his after career is not known.

BLACK IN THEIR DREAMS.

In the autobiography of Mary Howitt the Studio finds the following singular story:

"Some of Byron's friends were in Italy, Melawny, Leigh Hunt and Westmacott among the number. One evening in high spirits, warmed with romantic sentiment, they wandered along the banks of the Arno to the Valley delle Doune, mentioned in the Decanieron.

"Sitting down, they imagined that the spirits of Dante and Boccaccio might unseen be hovering around them, when in the midst of the conversation, Leigh Hunt begged them to be silent, and desired Westmacott not to stir, for upon his hat had settled the largest and most beautiful butterfly he ever saw. All admired it amazingly; but the greatest wonder was, that it was perfectly black.

"Then resuming the conversation, one suggested the idea that as the Greeks symbolized the soul by the butterfly, some one of their friends might then be dead and his soul have made them a passing, parting visit in the shape appropriate to Greece. They noted down the day and hour, and soon after, the news reached them that on the same date, April 19, 1824, Byron had died at Missolonghi, in Western Greece."

This may recall to some of our readers the story told by Lord Bacon in his Sylva (Experiment 986) of a singular dream he had in Paris.

"There be many reports in history that upon the death of persons of such nearness men have had inward feelings of it. I myself remember that being in Paris, and my father dying in London, two or three days before my father's death I had a dream, which I told to divers English gentlemen, that my father's house in the country was plastered all over with black mortar."

"GRIPPABIANCA."

The boy stood on the office floor
 Whence all but him had fled.
The clerks had left there long before
 And some were nearly dead;
He called aloud, "Say, Master say, "
 "If I may yet be gone, "
And little knew his good boss lay
 As bad as any one.
There came a sneeze like thunder's sound,
 The boy! oh, where was he ?
Ask of "la grippe" which all around
 Had scattered parts of he.

Little grains of quinine,
 Little drinks of rye,
Make la grippe that's got you
 Drop its hold and fly.

This may quickly help you
 If you'll only try;
But don't forget the quinine
 When you take the rye.

Mary had a little lamb,
It bleated in cadenza;
'Twill bleat no more—
Its bleater's sore
With Russian influenza.

LAMENT OF THE DOCTOR'S HORSE.

Alas! my lot a pang provokes,
 And my life becomes quite dreary:
Howe'er looked on by other folks
 This grip doth make me weary.

A Bath man who was troubled with rats sent them off by a very unique method. He caught one of the intruders, fastened a bell to his neck and let him go. For a few succeeding nights there was heard through the house the faint tinkle tinkle, of a bell, but ere a week had rolled around not a rat was seen or heard through the house, all was quiet by night and food was left undisturbed in cellar and pantry. Not long after a report was circulated concerning a house in another part of the town, which was said to be haunted, as the weird, mysterious tinkling of a bell could be heard at any hour of the night in all parts of the house but all search had failed to reveal the location of the bell.

NITRATE OF SODA.—Over 500,000 tons of Chili Salt-Petre or Nitrate of Soda was used in Europe last year for manure. As yet it is little know in this country. It is admitted to be the most powerful of all fertilizers and the cheapest and best source of Nitrogen. In Harris' Rural Annual for 1890, full and reliable directions are given for its use on farm and garden crops, small fruits, greenhouse plants, roses, &c. It will be sent FREE to any of our subscribers who send their names to.

JOSEPH HARRIS SEED CO.
Moreton Farm, Monroe Co., N. Y.

Corinna (to her little brother, who insists on "staying up," to the great annoyance of both herself and Mr. Wilkins)—Freddy, don't you think you had better go to bed now?

Freddy—No, I want to see Mr. Wilkins explode before I go.

Mr. Wilkins—Good gracious! what can the child mean?

Freddy—I heard Corinna tell mamma that you were about ready to "pop."

JULES VERNE OUTDONE.

Nellie Bly's Journey Around The Globe.

Nellie Bly stepped on the platform in the Pennsylvania railroad depot at Jersey City at 3.51.45 o'clock Saturday afternoon, having completed the trip around the world in 72 days, 6 hours and 11¼ seconds.

At precisely 4.15 this afternoon the carriages of Miss Nellie Bly and party arrived at the World office, in front of which more than 5,000 persons were congregated. The carriages moved briskly, but despite this they were accompanied by a shouting, seething mob. In 10 minutes fully 10,000 people were in Park Row, cheering and waving their handkerchiefs and absolutely stopping the immense traffic of that thoroughfare. The scenes at the Pennsylvania railroad depot, at the ferry and in the streets thence to the World office were of a like description. It being a semi-holiday and the arrival of the little lady it is tolerably certain that all probably

ADDED TO THE ENTHUSIASM,

good nature and size of the crowd. Miss Bly appeared at the editoral windows of the World office and was repeatedly cheered to the echo. She subsequently lunched at the Astor House and the entrance to the restaurant and streets adjacent were jammed with people, whom the police were powerless to remove. A goodly proportion of her admirers were themselves women. Miss Bly's arrival at Jersey City was ushered in by countless steam whistles and booming of cannon at the battery at Fort Green, Brooklyn. The exact time of the voyage yet remains a secret, and will only be announced by the expert committee through the World.

NELLIE BLY

sailed at exactly 9.40.30 o'clock on the morning of November 14 from Hoboken on the Augusta Victoria. After a stormy passage she arrived at Southampton at 2 a. m., Nov. 22. Connection with the post office special, Miss Bly reached London soon after 5 o'clock the same morning. Instead of waiting for the India Mail at 8 p. m., Miss Bly started 12 hours earlier by the Tidal train via Folkestone, and made a detour to Amiens, where she had a pleasant interview with Jules Verne. She then intercepted the Indian Mail at Calais, and Brindisi was reached on time. Nov. 25, Miss Bly sailed from Brindisi at 2 a. m., according to her itinerary, on the steamer Victoria, crossing the Mediterranean and passing the Suez canal, arriving at Ismailia Nov. 28, one day behind her schedule. From Ismailia her route lay across the Red sea. She sailed to Aden harbor, Dec. 2, instead of Dec. 3, as on her card. The next point was Columbo, the chief city of the island of Ceylon, where she arrived Dec. 8, two days ahead of her itinerary. Then the steamship from Calcutta was a day late, so Nellie did not bid good-by to the Cingalese till Dec. 10.

A STRETCH OF 2,000 MILES OF BRINE

lay between her and Singapore, the next important milestone in her journey. She had accomplished this voyage Dec. 18, exactly on schedule time. Hong Kong was next. She was due there Dec. 25, but the good luck was with her, and she was in the Chinese metropolis on Christmas eve. Here she spent five days in sight-seeing and shopping. Dec. 28 Miss Bly sailed away from Hong Kong on the steamship Oceanic, bound for Yokohama. This was also exactly on schedule time.

MISS BLY MADE HER BOW

to the Japs Jan. 2. The steamship was compelled to wait here for mails to the United States. Jan. 7 Nellie sailed away again for the Golden Gate. By the itinerary the Oceanic was due at San Francisco Jan. 22, but at 7 a. m. of the 21st she steamed into San Francisco harbor, and the little lady again set foot on American soil. The story of the flight across the continent is fresh. She started Tuesday morning over the Southern Pacific to Mojave, thence

OVER THE ATLANTIC AND PACIFIC RAILWAY.

Next morning she was reported at Peachsoring, Air. That night Albuquerque, N. M., was passed. Thursday found her flying through southeastern Colorado, over the Atchison, Topeka and Santa Fe system. That evening she was in Kansas City. Yesterday morning she was tendered a reception and breakfast by the Chicago Press club and left the windy city at 10.41 for the last stage of her journey. She reached Philadelphia at 1.25 this afternoon, in season for a visit to the Ledger office and a lunch at Bellevue. A great crowd was at the Broad street station at one o'clock. Here the little traveller was taken in the arms of her loving mother. The crowd hung to the train like ants. The mob, catching sight of the voyagers at a window,

SHRIEKED FOR MISS BLY,

but she remained in her car. The doors had to be locked. The New York party passed into the car and nearlyoverwhelmed the little lady with their greetings and congratulations. The meeting between Miss Bly and her mother was very affecting. The elder lady trembled violently and nearly fainted as her daughter caught her in her arms and folded her in a long, loving embrace. Nellie nearly broke down herself with emotion. The train men all this time were attending strictly to business, and at 1.33 the bell was rung and the train rolled away for the last 100 miles of the most wonderful journey of modern times.

Nellie Bly's real name is Elizabeth Cochran. She came to New York from Pittsburg, Pa. She had circumnavigated the globe without escort and with but a little handbag of necessaries and the one plain navy blue gown which she wore on the morning she sailed away.

INFLUENZA TREATMENT.

The New York Sun says: The most successful treatment thus far has been a mercurial purge—five to ten grains of calomel—and antippritic has been phenacetin, in doses of ten grains. This may be repeated three or four times in the twenty-four hours. The diet should be light and in severe cases milk alone should be taken. In all cases the patient should keep the house for two or three days, or until the fever has disappeared. In severe cases the patient should remain in bed. Keeping the bowels open, with phenacetin to reduce the temperature, absolute rest and a milk diet will be sufficient in ordinary cases; but the liability to complications of a serious nature renders it prudent to consult a physician at once. Pneumonia and bronchitis are now usually prevalent and severe, even when not directly connected with the influenza. In ordinary cases the disease will continue for three or four days, when the high temperature and other symptoms will gradually subside and disappear in the course of twentyfour hours after the first appearance of the convalescence; but exposure and indiscretions in diet should be carefully avoided for several days.

Of the aliens who took out in England letters of naturalization last year three were Americans.