

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL HAS BEEN REBUILT AND PAINTED IN THE MOST ATTRACTIVE STYLE. AN ELEGANT RESTAURANT, PARLOR, OFFICE, AND BEAUTIFUL DECORATED DINING ROOM ON Ground Floor. PERFECT VENTILATION THROUGHOUT. LARGE AND AIRY BATHROOMS. COMFORTABLE BATH ROOMS. LIGHTS ON each floor; and is capable of accommodating ONE HUNDRED GUESTS. It is rapidly growing in popularity, and is today one of the LEADING, as well as the MOST COMFORTABLE HOTELS IN THE PROVINCE. The Table is always supplied with every delicacy available. The Cooking is highly commended, and the staff of Assistants are ever ready to oblige. There are two of the largest and most conveniently fitted up SLEEPING 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 STABLES of the Proprietor, immediately adjacent to the Hotel. The "QUEEN" is centrally located, directly opposite to the Steamboat and Old Ferry Landing. A First-Class Barber Shop is connected with the Hotel. County Registrar's Office and Cathedral.

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.

CANADIAN PACIFIC RAILWAY.

New Brunswick Division, ALL TO BOSTON, &c. THE SHORT LINE RAIL MONTREAL, &c.

ARRANGEMENT OF TRAINS

In Effect October 12th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME. 6.30 A. M.—Express for St. John and intermediate points: Yarmouth, Upper and Lower Sackville, St. Stephen, St. Andrews, Miramichi, Westville, and points en route. For Fredericton Junction, St. John and Miramichi.

RETURNING TO FREDERICTON FROM

St. John, 8.30, 1.35 a. m.; 4.40, 7 p. m. Fredericton Junction, 8.10, a. m.; 1.10, 4.15, 7 p. m. Miramichi Junction, 10.47, a. m.; 2.15, 5 p. m. Yarmouth, 10.55, a. m.; 1.24, 4 p. m. St. Stephen, 7.45, 10.15, a. m.; St. Andrews, 6.55, a. m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

C. M. McPHERSON, H. P. TIMMERMAN, Dist. Pass. Agent. Gen'l Supt.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

On and after Monday, June 10th, 1889, the trains of this railway will run daily (except on Sundays and public holidays) as follows:

TRAINS WILL LEAVE ST. JOHN. Day Express for Halifax and Campbellton.....7.00 Accommodation.....11.10

Fast Express for Halifax.....14.30 Express for St. John and Miramichi.....16.35

Fast Express for Quebec and Montreal.....16.35

A parlor car runs every day on express trains leaving Halifax at Woodstock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John at 10.30 and take sleeping car at Montreal.

TRAINS WILL ARRIVE AT ST. JOHN. Express from St. John.....8.30

Fast Express from Montreal and Quebec.....10.50

Fast Express from Montreal and Quebec.....10.50

Day Express from Halifax and Campbellton.....20.10

Express from Halifax, Pictou and Miramichi.....23.30

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

All trains are run by Eastern Standard Time. D. FORBES, Chief Superintendent, Railway Office, Montreal, N. B., June 30, 1889.

For Tickets and other information, apply at the office of JOHN HENDERSON, Agent, Fredericton, N. B.

NORTHERN & WESTERN RAILWAY.

WINTER ARRANGEMENT

In Effect Nov. 25th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

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

LEAVE FREDERICTON. 7.40 P. M.—Gibson, 2.45; Miramichi, 2.55; Manzan's Mill, 3.00; Durham, 3.20; Cross Creek, 3.40; Upper, 3.50; Lower, 4.00; Upper, 4.10; Lower, 4.20; Chatham Junction, 4.30; arrive at Chatham, 9.00.

RETURNING, LEAVE CHATHAM. 6.30, a. m.; Chatham Junction, 7.00; Upper Nelson River, 7.10; Blackville, 7.20; Miramichi, 7.30; Durham, 7.40; Cross Creek, 7.50; Upper, 8.00; Lower, 8.10; Upper, 8.20; Lower, 8.30; arrive at Fredericton, 10.00.

Connections are made at Chatham Junction with the C. P. Railway for all points East and West, and at Fredericton with the S. B. Railway for St. John and all points West. Connections for Woodstock, Houlton, Grand Falls, Edmundston and Fregeau Lake, and with the S. B. Railway for St. John and at Cross Creek with Stage for Stanley.

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.

Freight can be procured at P. B. Edgewood's dry goods store.

THOMAS HOBBS, Superintendent, Gibson, N. B., May 15th, 1889.

COOKED CODFISH.

Ask your Grocer for COOKED SHREDDED CODFISH, And Try It.

JOHNSON'S ANODYNE. Established 1810. -UNLIKE ANY OTHER- Positively Cures Rheumatism, Gout, Neuralgia, Sciatica, Headache, Toothache, Sprains, Burns, Bruises, and all other Painful Affections. AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.

It is marvellous how many different complaints it will cure. Its strong points lie in the fact that it acts quickly, soothes all pain, burns and bruises like magic. Relieves all manner of Croup and Croup, Whooping Cough, Catarrh, Influenza, Cholera, Typhoid, Diarrhoea, Dysentery, Hemorrhoids, Piles, Hemiplegia, Nervous Headache, Sciatica, Lame Back, Stomach in Body or Limbs, Stiff Joints and Strains. All who buy direct from us, and require a small certificate that the money shall be refunded if not satisfied. Retail price per bottle, 50c. Wholesale price, 25c. per dozen. Sent by mail, 50c. per dozen. For further information, apply to J. JOHNSON & CO., Boston, Mass.

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS. PURIFY THE BLOOD, correct all Disorders of the Liver, Stomach, Kidneys and Bowels. They regulate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Female 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 equally good for Gout and Rheumatism. For Disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLIC, Glandular Swellings, and all Skin Diseases, it has no rival; and for Contractions and Stiff Joints it acts like a charm.

Manufactured only at Professor Holloway's Establishment, 78, NEW OXFORD STREET, Gate 533, OXFORD STREET, LONDON and also at 14, 15, 26, 42, 44, 46, 48, 50, 52, and 54, Old Broad Street, London.

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

R. C. MACREDIE, Plumber, Gas Fitter, and TINSMITH.

WOULD inform the people of Fredericton and vicinity that he has removed business on Queen Street, where he is prepared to fill all orders in above lines, including

OPP COUNTY COURT HOUSE, ELECTRICAL AND MECHANICAL, BELL HANGING, Speaking Tubes, &c.

STEAMSHIPS.

These steamers sail from Halifax about 1 p. m. Saturday, or as soon as possible after the arrival of the Intercolonial Railway train, due at Halifax at noon.

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

From Liverpool. 28th SepCAPTAIN..... 27th Oct 1890 doCABERFAGHIAN..... 19th Nov 1890 doHARDY..... 13th Dec 1890 doPARISIAN..... 27th Jan 1891 doCIRCEANIAN..... 10th Feb 1891 doCIRCEANIAN..... 24th Mar 1891 doPOLYNESEAN..... 7th Feb 1891 doCIRCEANIAN..... 21st do

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The Cathaginis will carry only Cabin passengers from Halifax.

Rates of Passage to Liverpool. SALOON (According to accommodation) \$40 to \$120. EXTRA CLASS CABIN on Pictou.....\$70 to \$80. Children, in saloon, between 2 and 12 years, half fare; under 2 years, free. Families are allowed reduction of ten per cent. from these rates. Tickets are valid for outward, and inward, passage, 30 days. STEERAGE, 25c.

Rates of Passage to St. John's, N. F. Saloon, \$20; Intermediate, \$15; Steerage, \$8.

Direct sailings from Glasgow to Halifax.

No notice of any description carried on Allan Mail Steamers.

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

For Steamers, Tickets, or further information apply to Wm. Thomson & Co., Agents, ST. JOHN N. B.

INTERNATIONAL S. S. CO. SUMMER ARRANGEMENT. Three Trips a Week.

FOR BOSTON. On and after MONDAY, May 6th, the Steamers of this Company will leave St. John, for Boston, on MONDAY, 11.30 a. m.; WEDNESDAY and FRIDAY morning at 7.30 a. m.

Wednesday's Steamer will not touch at Portland. Returning will leave Boston same days at 8.30 a. m., and will call at New York, and return to St. John, on FRIDAY, 11.30 a. m., and on MONDAY, 11.30 a. m. Freight received daily up to 5 p. m. Special Notice—On and after Aug. 10th, and up to and including Sept. 15th, a Steamer will leave St. John for Boston direct, every SATURDAY EVENING, at 8.30 a. m. time.

For further information apply to N. L. NEWCOMB, General Manager, 63 Broadway, New York or F. L. BOWEN, Agent, N. Y. S. S. Co's wharf, rear of Custom House, St. John, N. B.

A TERRIBLE EXPLOSION.

Eight Killed—About a Dozen Others Seriously Injured.

Just as the morning train from Fredericton to St. John was rounding the curve above South Bay, on Tuesday morning, the boilers in Jewett's mill exploded. Five persons, two of them men, were killed outright, and a number very badly injured.

From the St. John papers the following account of the accident is condensed. The terrific nature of the explosion was evident at a glance. The heavy brick and stone furnace walls next the road and outside the mill proper were spread out in a scattering pile, and upon it the woodwork and roof of the upper part of the furnace rooms lay smoking and smouldering, a confused mass of broken boards and timbers. Here is where the six boilers of the mill had been situated. Now one of them was standing up at an angle of thirty degrees from among the debris, another one or two lay hidden beneath it, and one more lay on its side high up on an embankment of the mill, being just in front of the mill chimney and had torn a ditch nearly two feet deep through the edge of the high embankment upon which it lay.

But the direction in which the terrific explosion was apparent, and was marked with the most awful and ghastly signs of the destruction to human life. These boilers had shot in the opposite direction from the one which lay upon the embankment, taking the end and part of the roof out of the outer part of the mill next the bay and scattering the debris in all directions. They had

over the numerous dead piles on the wharves and descended nearly 1000 feet from the mill into the pond. The course of the explosion was marked by human blood, brains, and pieces of clothing. For a width of several feet these ghastly signs of death were visible. A few steps further back the mutilated remains of Henry Baird hung as they had struck among the ends of deal in the third pile about 100 feet or more from the mill.

THE HEAD WAS ALMOST SEVERED from the body. Just below the eyebrows the face was cut across with a gash three or four inches long, and the whole lower portion of the face, was driven up almost into the top of the skull. The brains had been scattered. The breast was torn open and the viscera and heart lay exposed. Hanging to the end of a deal below the body were the lungs. No part of the remains appeared to have escaped mutilation. The boots had been torn off both feet and from one even the sock had been dragged. Baird was not being saved very rapidly he would go into the furnace room on top of the boilers to warm himself. He was the real secret of their success.

John Dugan and Michael McFrederick were also on top of the brick furnace over the boilers when they exploded. McFrederick says he felt a sort of wind or puff of hot air, and when he looked up he saw the boiler falling from the sky. He was almost frightened to death, but on recovering from the shock, found himself with scarcely a scratch. John Dugan and the other men who were on the furnace, was blown straight in the air and when the rescuers went to work to seek out the killed and wounded from the ruins he was found lying on a portion of the mill roof but so seriously injured as might have been expected. He was badly scalded and had his shoulder dislocated but it is thought his injuries are not of a fatal character.

THE FULL LIST OF THE DEAD up to Wednesday night was as follows: Henry Baird, aged 50, of Pictou; James Baird, aged 17, son of Henry Baird; Andrew Ward, aged 24, of Carleton; Bert Currie, aged 8 years, deaf mute, son of Robert Currie of South Bay; Michael Lynch, of South Bay; George Patrick Lynch, a brother of Michael Lynch; Charles Hayes, colored, of South Bay; Frank Galt, of South Bay.

THE NUMBER OF MEN AND BOYS INJURED seriously but whose injuries are not expected to result fatally is over a dozen. The list of the injured and their condition as given by the Gazette of Wednesday was as follows: John Dugan, of South Bay who was thrown upon the roof and had his arms burned badly and his shoulder dislocated, is doing well. He is over 60 years of age. Peter Harrington who lives in Carleton with his father, had his left leg fractured below the knee and his right arm fractured below the elbow. He is doing well. His brother James Harrington received several serious scalds. Ernest Craig, 16 years of age, son of Gilbert Craig of Carleton, was so badly hurt that he called upon those standing near him to help him. One of his legs was broken, his hand was scalded and one of his ears nearly boiled away. His body was also scalded. Daniel Logue, who resides a short distance from the mill, was scalded about the face, neck and hands. He was able to walk home unassisted and will recover. George Godfrey, the millwright, whose home is just across the track from the mill, was scalded about the face and head. George Cascard, aged 12, had his face, back and hands scalded. John Duke of Carleton was scalded about the face.

John Armstrong, a young married man of Sand Point, Carleton had his head, neck and shoulders fearfully scalded and his sufferings for a time were intense. Timothy Leahy and Edward Hilland, John Allan and others were scalded. Thomas Ward, whose brother Alexander was killed, was scalded quite badly and had one of his ribs broken.

John Dugan's Will. Gen. Sir Evelyn Wood is making active preparations to dispute the will of Lady Wood in favor of Mrs. Oshea, and it is said that Mr. Parnell will also be mentioned in this suit in connection with the charge of goods forwarded by the New York Steamship Company.

Through tickets for sale at all Stations on the Intercolonial Railway.

For further information address N. L. NEWCOMB, General Manager, 63 Broadway, New York or F. L. BOWEN, Agent, N. Y. S. S. Co's wharf, rear of Custom House, St. John, N. B.

THE OLDEST CHURCH IN CANADA.

The Rev. Dyson Hague is the rector of the oldest church in Canada. St. Paul's Episcopal Church, Halifax, was built in 1749, and almost every plank in it is eloquent with historic association. For it is built of wood—English oak—which was brought in ships from Boston, when Boston was English and poor, and raw, and not the staid Boston of to-day, the "hub" of the universe.

That brings us back to the days of Lord Cornwallis and of the first efforts at colonizing and of

HARDSHIP AND ENDURANCE, and of many noble public and private heroisms, of which the outcome was Halifax and the Province of Nova Scotia.

"And the church to-day," said the Rev. Mr. Hague, "is just the church of 1749, barring the seats, which are modern, and a small extension. The pillars, the joists, the frame are just the same as they were when put together. In 1749 the English government sent out about 2,000 colonists, and this church was built by it to supply their religious needs. The walls are covered with the tablets of the prominent men of that time—generals and other high military men, together with influential civilians. There are also the tablets of several noblemen, with their seals, arms, and, in fact, the whole church is more thickly covered with tablets and hallimantations than this room is with pictures. St. Paul's is to Nova Scotia what Westminster Abbey is to England.

It is open every day, and visitors make a point of seeing it as a historical landmark. It is very large, and will seat 2,000 people. At one door there is a beautiful garden, and this church was built at the expense of the English government in 1749; on the side there is the Royal Coat of Arms."

There are many curious incidents in connection with St. Paul's. The early colonists suffered great hardships, and the church was built of old wood. They had no idea, a hundred years ago, of heating the church, and so every worshipper

BOUGHT HOT BRICKS WITH HIM and took them away after the service. The Duke of Kent—or was it the Duke of Kent?—Well, the Duke of Cambridge or Other—made the congregation a present of two stoves. That was all right, but what was to be done with the smoke? The smoke filled the church, and suffocated the people. At last somebody suggested pipes to take the smoke away. That created a tremendous sensation. They were quite proud of their stoves, for they painted them a beautiful color, and they set them up in the church, to this day. There was a military chaplain once, who was a section of the congregation wished to make a report. The bishop refused to accept him, and his admirers in the congregation left the church en masse, and joined the Baptists."

THE KING OF HOLLAND DEAD.

THE HAGUE, Nov. 23.—The King of Holland died at 6 o'clock this morning. Last evening there was a sudden change for the worse in the King's condition, and he died at 6 o'clock this morning. The Queen was immediately sent for and stayed at the patient's bedside during the night. Life ebbed away quietly. The public buildings are closed and all amusements have been suspended. The ministers assembled in council at noon. The news of the King's death was received in the Netherlands with grief and respect and affection, and the country awaits the future with tranquillity and confidence.

William III (Wilhelm Alexander Paul Frederick Lodewijk) King of the Netherlands, was born in 1817. He was educated in England. In 1849, after his accession to the throne, he faithfully carried out and extended the liberal reforms initiated in 1848, and he reduced his civil list from 1,200,000 to 800,000 florins. The number of English in Limburg, which was formed part of the Germanic federation, was fully incorporated with his dominions, and on May 1867, the neutrality of the Grand Duchy of Luxembourg was recognized, and it was placed under the sovereignty of his dynasty. During the Franco-German war of 1870-71, the king maintained a strict neutrality. In 1873 he became engaged in warfare with Acheen, in Sumatra, which continued down to 1878. His first wife, Sophia, a daughter of King William I of Wurttemberg, died in 1880, and he married the queen who last week assumed the office of regent.

FRANK LESLIE'S MONTHLY.

THE CHRISTMAS NUMBER. The Christmas (December) number of Frank Leslie's Popular Monthly is bound in a special illuminated cover of beautiful design, in lithographed colors and gold; and the contents amply fill the promise of this elaborate artwork. The leading article is a richly illustrated narrative of "Dr. Talmage in the Holy Land," describing the Palestine of to-day as seen by the late preacher during his recent visit. The life-story of Louis, "the ideal Queen and ideal woman of Prussia," is told, accompanied by Mrs. Lebrun's exquisite portrait, and many views. "An Old-time Chronicle" is gleaned from the famous Paston letters, familiar to all students of medieval English literature. Other articles having prominent pictorial embellishments are: "Bits of the Black Forest," by Edwin A. Morris; "The Early California Missions," by Caroline Stevens Walter; "One Christmas in Egypt," by Colonel J. Milliken; and "China-painting" by Lucy Marshall. There are short stories by Lily Hooper, Nora Marble, Etsa W. Pierce, Fanny Isabel Sherrick, and others, and illustrated poems by W. E. Henley and Georgina A. Davis.

HE WANTED TO GO AT ONCE.

The minister was calling for recruits for temperance work. "In one little town," cried he, "there's seventeen gin-mills; that's where we want to go, brethren."

"Yes, yes," shouted a red-nosed, sleepy individual in the rear of the church, "let's go now."—New York Herald.

A BEAR TRAP SAVED HIM.

Robert H. Pyle's Terrible Tramp in the Snow.

Reference was made last week in the Commercial, to the flight from the lumber camp of Morison & Hunting, which was captured by one Robert Pyle, said to have lived and worked in this city, and the efforts of the crews thereabouts, devoted to the thorough search, were of no avail. As at the time he was known to have been but poorly dressed, weak from sickness and of unsound mind, he was given up as a lost man, hence the report about his capture by the bear.

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SOME SUGGESTIONS FOR BRIDES.

What the Dress Should be and How the Veil Should be Arranged.

From time immemorial the bride's gown has been white, and if one could only have a simple muslin frock it seems as if it ought to be of that pure tone, because her own heart is thought to be as clear and white as the snow.

The white gown and the orange blossoms are the privilege of the bride, and even if she has to economize and give up another gown I can quite appreciate the feelings of the girl who insists on the white satin, the blossoms and the tulle veil. She can never wear this same gown again in her life, for after she has become a wife roses must take the place of the orange blossoms and the tulle veil is never again assumed. Heavy, white corded silk, white velvet, white brocade, white muslin de soie are all shown for the bride's gown; but the real wedding material is white satin. True, it grows yellow with age, as does ivory; but if love is young in the heart there will be the same delight in looking at the folds in the wedding gown that there is in recalling the wedding day.

A widow who is being married for the second time is to wear a white gown, which she wishes if she is in traveling costume, but in full dress she must have either pale grey or mauve, or, if she prefers, some other becoming color, but never white; nor should she wear orange blossoms. Roses, daisies, or whatever flower is suited to the shade of her frock are proper, but the white, sweet smelling blossom belongs entirely to the young girl.

Somebody asks how to arrange a veil and how far it should extend. You cannot veil a veil by the yard; that is to say, you cannot tell how much you need; the proper way is to have the storekeeper send a piece of tulle and then drape it on the bride's head. It should fall well over her train though not beyond it, and should reach the edge of the skirt in front. The orange blossoms are put on so that they are only visible after the veil is thrown back, which ceremony should be performed by two of the bridesmaids when the newly made husband leans forward to kiss the bride.

In all large cities there are hairdressers who make a business of arranging brides' veils, but in smaller ones these helpful people are not so easy to find; so just remember in putting it on that while it is light as air it still must be firmly pinned in position, and the orange blossoms well in place, so that when the front part is thrown back they will present a perfectly well arranged appearance.

If one wished, tulle could be substituted for the pearl decoration on the costume picture, and it would, of course, make much less expensive. By the way, it should always be remembered that no matter how beautiful the neck and arms of a bride are she is leaning against a good form that does not have high neck and long sleeved bodice, for it must be remembered that she is not going to a dance or a reception, but to a religious ceremony that means the joy or misery of her future life, and while everything may be as merry as a marriage bell in the bride's frock there should be an expression of her knowledge of that which she is undertaking.—Mrs. Mallon in Ladies' Home Journal.