THE HERALD.

VOL. I., NO. 21. FREDERICTON, N. B., MONDAY, MAY 5, 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,

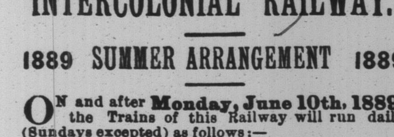
Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

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

Office: CARLETON STREET.

RAILROADS.



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, Picton 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.

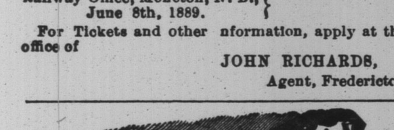
All trains are run by Eastern Standard Time.

D. POTTINGER,
Chief Superintendent.

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

For Tickets and other nformation, 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 reek, 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.

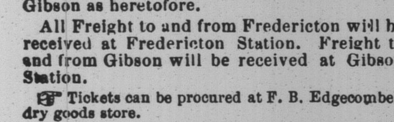
All Trains will Leave and Arrive at Fredericton Station, West End of Bridge, instead of Gibson as heretofore.

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

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

THOMAS HOBEN,
Superintendent.

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



NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

THE SHORT LINE TO MONTREAL, &c

ARRANGEMENT OF TRAINS

In Effect April 7th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.05 A. M.—Express for St. John and intermediate points; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton, Woodstock, and points North.

11.20 A. M.—For Fredericton Junction, St. John, and points East.

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

RETURNING TO FREDERICTON FROM

St. John, 6.15, 8.55 a. m.; 4.45, p. m. Fredericton Junction, 7.45, a. m.; 12.50, 6.25, p. m. McAdam Junction, 11 05, a. m.; 2.20, p. m. Vanceboro, 10.45, a. m., 12.10, p. m. St. Stephen, 9.00, 11.55 a. m. St. Andrews, 6.30, a. m.

Arriving in Fredericton at 8.55 a. m., 2.00, 7.20, p. m

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

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

The New Drill Book.

INFANTRY DRILL, 1889.

PRICE 35 CENTS.

For Sale by

McMURRAY & CO.

Bookseller And Stationer.

JOHNSON'S ANODYNE LINIMENT Established 1810.

—UNLIKE ANY OTHER.—

Positively Cures Diphtheria, Croup, Asthma, Bronchitis, Colds, Tonsilitis, Hoarseness, Coughs, Whooping Cough, Catarrh, Influenza, Cholera Morbus, Diarrhœa, Rheumatism, Neuralgia, Toothache, Nervous Headache, Sciatica, Lame Back, Soreness in Body or Limbs, Stiff Joints and Strains.

AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.

It is marvelous how many different complaints it will cure. Its strong point lies in the fact that it acts quickly. Healing all Cuts, Burns and Bruises like Magic. Relieving all manner of Cramps and Chills.

ORIGINATED BY AN OLD FAMILY PHYSICIAN.

All who buy direct from us, and request it, shall receive a certificate that the money shall be refunded if not satisfied. Retail price by mail 35 cts.; 6 bottles, $2.00. Express and duty prepaid to any part of United States or Canada. ☞ Valuable pamphlet sent free. I. S. JOHNSON & CO., Boston, Mass.

GENERATION AFTER GENERATION HAVE USED AND BLESSED IT.

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 or 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. d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot and may be had of all Medicine Venders throughout the World.

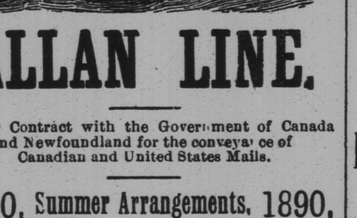
☞ Purchasers should look to the label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

13-10-83

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, Summer 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

MAIL LINE TO LIVERPOOL

(Calling at Rimouski and Moville to land mails and passengers), are intended to be despatched from Liverpool on THURSDAYS and from Quebec on THURSDAYS, as follows:

From Liverpool.		From Quebec.
17th April	SARDINIAN	8th May
24th do	POLYNESIAN	15th do
1 May	PARISIAN	22nd do
15th do	CIRCASSIAN	5th June
22nd do	SARDINIAN	12th do
29th do	POLYNESIAN	19th do
5th June	PARISIAN	26th do

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

From Liverpool.		From Halifax.
15th April	CASPIAN	18th May
29th do	COREAN	26th do
13th May	NOVA SCOTIAN	9th June
27th do	CASPIAN	23rd do
10th June	COREAN	7th July
24th do	NOVA SCOTIAN	21st do.

Rates of Passage to Liverpool.

SALOON (According to accommodation)	$60 to $80
RETURN	$110 to $150
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.

The last Steamer of the WINTER MAIL SERVICE to sail from Halifax:

PARISIAN .... 19th April
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.

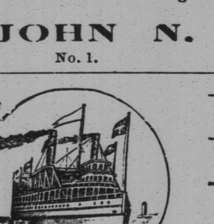
Steerage Tickets issued to and from the principal points in Great Britain and the Continent at cheap rates.

For Staterooms, Tickets, or further information apply to

WM. THOMSON & CO., Agents,

ST. JOHN N. B.

No. 1.



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.

R. C. MACREDIE,

Plumber, Gas Fitter.

AND

TINSMITH,

WOULD inform the people of Fredericton and vicinity that he has resumed business on Queen Street,

OPP COUNTY COURT HOUSE,

where he is prepared to fill all orders in above lines, including

ELECTRICAL AND MECHANICAL

BELL HANGING,

Speaking Tubes, &c.

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.

HORSES AND HORSEMEN.

OF INTERST TO OUR READERS.

To Improve Canadian Horses.

Hon. John Carling was waited upon recently by a deputation consisting of Messrs. Bryson, Small, Robillard, Labrosse and McDougall, Ottawa, nnd W. C. Maguire, of Montreal, who urged the importance of thoroughbred horses being placed on the experemental farms with a view to improving the breed of horses in Canada. Hon. Louis Beaubien, of Montreal, who happened to be in the city was also present. Mr. Bryson, M, P., in introducing the deputation, said that a good many scrub horsee were being raised in his locality which were neither serviceable for draught horses or drivers. The breed could be greatly improved if thoroughbred work horses were stationed at the farms. Messrs. Small, Lebrosse, Robillard, and Maguire having spoken Hon. Mr. Beaubien was called upon He said that he had come to Ottawa specially to invite Mr. Carling to visit Montreal on the 3rd of May to inaugurate an establishment started by private individuals for the purpose of improving the breed of horses in Quebec. They had 46 thoroughbred stallions already. These it was proposed to sell to the farmers on easy terms. He believed there was a prospect of doing good work and improving the breed of horses in this way.

Hon. Mr. Carling, in replying to the deputation, said it was a very important thing that Canada should raise good horses. Our cattle and cheese found a ready market in England, and provided the right class of horses were raised there would be no difficulty in disposing of them. There was an objection, however, to carrying out the wishes of the deputation inasmuch as if two or three stallions were placed on the farm at Ottawa they would only be available for a limited number of mares in this locality. The farmers of other parts of the Dominion would also ask for a similar concession to be made to them, and this would bring the government into competition with the breeders of horses throughout Canada. The experiments at the Centaal farm in regard to cattle were on an entirely different basis, being designed for beef, butter and cheese: but with horses it would be different. Naturally there would be strong protests against the government competing with private enterprise. He would, however, talk the matter over with Prof. Saunders and see how the wishes of the deputation could best be met.

The popularity of a five per cent entrance fee for valuable stakes is aptly illustrated by the long lists of subscribers to the Flower City and Merchants and Monuracturers Stokes. The former, a fixture of the Rochester Driving Park Association, received the support of twenty owners, while the latter, which will appear on the Detroit Driving Club's attractive programme for its summer meeting, presents nineteen names. As each of these races are worth $10,000 and for the 2:30 and 2:24 classes, respectively, they bring together the most promising candidates eligible. They also ensure a hard and fast race as the candidates are horses that have been campaigned and handled sufficiently to show that they can just about step three heats in 2:20 or possibly a little better. A few weeks ago President Campau said that he thought there was a possibility of not getting a large entry on account of the fast class selected, but the club's support and popularity has exceeded his most sanguine expectations.

The Philadelphia and Saginaw associations, both of which have stakes with a lower entrance fee than that demanded in the rules, have received enough subscriptions to please the directors. The Bellevue Hotel Stake for 2:27 trotters, and Bingham House Stake for 2:19 pacers, presented by the Philadelpnia Driving Park Association, received twelve and eleven subscribers, respectively, while Saginaw has fifteen subscribers for the Saginaw Valley Stake.

C. H. Eaton, of Milltown, N. B., has purchased the Putnam estate at Lexington, Mass., and will establish a breeding stud.

The Souris (P. E. I.) Driving Park Association was organized recently, with a capital of $1,250. A driving park will soon be laid out by the new organization.

A Nebraska horse has put the "tough as a mule" simile to the blush. He fell into an abandoned shaft at Silver Fork Januaay 19, and lived nineteen days without food or drink. When rescued he was able to walk, and in a few hours was able to move around all right.

The greatest race against time was in 1860, for a wager of $500,000. William H. Russell, of St. Joseph, Mo., contracted with the National Government to establish a mail line between St. Joseph and San Francisco, a distance of 1,950 miles, and make the trip in ten days. Three hundred swift horses and eighty experienced riders were employed in the service. The start was made simultaneously, east and west from San Francisco and St. Joseph on April 9, 1860. The Eastern-bound mail arrived at St. Joseph April 13, with five minute to spare, notwithstanding delays by snows and floods.

SAFE-BLOWING EXHIBITION.

Captain William A. Pinkerton, the noted detective, having seen that two burglars of his professional acquaintance were advertised to blow up a safe on the stage—this is the realistic drama with a vengeance—in five minutes went to the theatre one night in Chicago recently and told them that they could not do it in five. They declared they could. Thereupon he put $500 in the safe; they did the same, and he locked it with his own combination. "If you get the safe open in five minutes," he said, "the money is yours. If you don't it's mine." He then stationed himself at the wings, watch in hand, and waited for the burglary scene. The cue given, they jumped vigorously through the window and set to work. In two minutes the diamond drill had bored through the steel door. Then a powder blower was inserted, the bellows set to going, the crevices around the door puttied, and the crank drill was cutting the hinges. The fuse was inserted, a wet blanket hung over the door and the match was struck. As Pinkerton's watch showed the passage of three minutes and forty-eight seconds there was a flash from the safe, a cloudlet of smoke, a heavy jar, and the massive door fell on the stage. The detective remarked: "I've been chasing safe-blowers around the country for thirty years and I thought I knew something about the business. But this is the first time I ever heard of a safe being blown open inside of four minutes. The lesson is worth $500."

Young Johnnie has a sister small,
He loves with all his heart;
For, when he does not get it all,
He goes and takes her part.

EDISON'S PHONOGRAPHIC DOLL.

The new "talking doll industry," says the Scientific American, established upon the basis of the Edison phonograph, has reached such proportions as to entitle it to more than a passing notice. At Orange, N. J., within a short walk of the world-renowned laboratory of Edison, are located a number of buildings occupying a ground space of many acres, in which over 500 people are engaged in the manufacture of the phonograph in its two principal forms, one of which is the commercial instrument the other the phonographic doll.

As near as we can judge from a tour of the works, about one-half of the plant is devoted to the doll industry. Necessarily much of the mechanism of the doll is made in the regular phonograph works; but the adjustments, the manufacture of the record cylinders which determine the story which the doll shall tell, as well as the packing and shipping, are all conducted in an extensive building exclusively devoted to the manufacture of talking dolls.

The finished doll has the same appearance as other dolls; but its body is made of tin, and the interior thereof is filled with mechanism very much like that of the commercial phonograph, but of course much more simple and inexpensive. The cylinder of the phonograph of the talking doll is mounted on a sleeve which slides upon the shaft, the sleeve being screw-threaded so as to cause the cylinder to move lengthwise of the shaft. A key is provided by which the cylinder may be thrown out of engagement with the segmental nut, and a spiral spring is provided for returning the cylinder to the point of starting. The cylinder carries a ring of wax-like material, upon which is recorded the speech or song to be repeated by the doll. Upon the same shaft with the record cylinder there is a large pulley which carries a belt for driving the flywheel shaft at the lower part of the phonographic apparatus. The key is fitted to the main shaft, by which the phonographic cylinder is rotated, and the flywheel tends to maintain a uniform speed.

Above the record cylinder is arranged a diaphragm, such as is used in the regular phonograph, carrying a reproducing stylus, which is mounted on a lever in the same manner as the regular phonograph. The funnel at the top of the phonographic apparatus opens underneath the breast of the doll, which is perforated to permit the sound to escape. By the simple operation of turning the crank any child can make the doll say "Mary had a little lamb," "Jack and Jill," or whatever it was, so to speak, taught to say in the phonograph factory.

In passing through the works it is noticeable that order and system reign in every department. Everything is done upon the American, or "piece," system. The tools and machinery here used are the finest procurable. Every piece without regard to its size or importance is carefully inspected by aid of standard gauges, so that when the parts are brought together, no additional work is required to cause them to act properly.

The works of the doll are to some extent adjustable, and any adjustment necessary is effected in an extensive department in which the little phonographs are received from the assembling rooms. Here they receive the finishing touches and are passed on to another room where they are placed in the bodies of the dolls. From this department the finished dolls pass on to the packing room, where they are carefully stored away in boxes having on their labels the name of the story the doll is able to repeat. The scrolls which the dolls repeat are placed upon an instrument very much like an ordinary phonograph, and in the mouth of which a girl speaks the words to be repeated by the doll. A large number of these girls are continually doing this work. Each one has a stall to herself, and the jangle produced by a number of girls simultaneously repeating "Mary had a little lamb," "Jack and Jill," "Little Bo-peep," and other interesting stories is beyond description. These sounds united with the sounds of the phonographs themselves when reproducing the stories make a veritable pandemonium.

The manufacture of this interesting toy calls into requisition the skill of mechanics in almost every branch, and it has necessitated the construction of new tools which are interesting of themselves. Mr. Batchelor, engineer of the Edison laboratory and works, and Mr. English, manager of the phonograph works, are continually devising means for facilitating the manufacture of these interesting toys. The factory has at present a capacity for making about 500 talking dolls a day.

THE HARVEY-MONCTON SECTION.

The report of Mr. Collingwood Schreiber, chief engineer of the government, on the location survey of the Harvey-Moncton section of the Short Line railway, has been presented to parliament. He says the general route between Fredericton and Moncton lies directly across the flow of the streams, or against the grain of the country, so that it was necessary to run a great many miles of preliminary survey before the most favorable ground could be selected. The survey gives a choice between two lines, one being 122 miles and one-eighth in length, between Harvey and Moncton; the other two miles longer. The chief engineer gives the following table of distances between Montreal and Halifax: By way of Mattawamkeag, Harvey, Fredericton and Berry's Mills, 723 miles; via Mattawamkeag, Harvey, Fredericton and Salisbury, 723 miles; via Mattawamkeag and St. John, 755 miles; via Intercolonial, 848 miles. Mr. Schreiber estimates the cost of constructing the Harvey-Berry's Mills route at $2,297,000. equal to $20,000 per mile. He expresses regret at the death of Mr. Vernon Smith, the engineer in charge of the survey, and pays a tribute to the efficiency of Maxwell, Walsh and Houghton, who had charge of the parties in the field

KEELY'S DISCOVERY.

Keely's methods, and his failures, have combined to engender distrust and even arouse ridicule, but in the light of last Saturday's display before Professor Leidy and others it will not do to deny that Keely has discovered that which no other man has discovered. And if the divine art is needed to summon this new genii from the vasty deep of illimitable space then the power of music has been invested with fresh interest, and its ability to simply soothe the savage breast has been immeasurably transcended. And if, as was shown on Saturday, a single musical note can, through Keely's discovery, cause a brass cup full of nails to float in water, another miracle has been wrought by the brain of man, and the close of the nineteenth century will be marked by a discovery which will place the name of the Philadelphian, Keely, alongside that of his predecessor, Franklin.—Pittsburg Bulletin.

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

The Raspberry.

In the earlier days of fruit history in Canada, when the first settlers had to depend on the wild natives of the country, what a luxury it was to get the raspberry growing along the old snake fences. Nature, always provident and prolific, gave us then what we could not otherwise have obtained. But as time passed, the hard grass sod choked our wild friends, and the cattle browsed them down, so that they gradually retreated before the march of civilization. As these became scarcer the small fruit men came along and rescued some of the best plants, and improved them by high cultivation. Where nature left off skill began, and as has been the case with all other fruits, a gradual advance took place in the improvement of the raspberry, so that to-day we have varieties suited to every soil and climate. It is not right that anyone owning even a city lot should be without this lovely and delicious fruit, especially when it can be grown so easily.

It is advised that any number of plants from two dozen upwards, should be obtained either from a nurseryman or a neighbor, planted in a row from eighteen inches to two feet apart, the ground having been thoroughly well prepared by digging and manuring. The plants should be set in the autumn or early spring. No attempts should be made to grow fruit the first year, because if long canes are planted and fruit is produced, the suckers which should give the berries the following season will be weak and unproductive: therefore the plant should be cut to six inches in length above ground before planting. The raspberry delights in a moist, cool soil, not a wet, soggy one. To produce the proper conditions, drain well if the ground is at all wet, and mulch heavily with long barn yard manure. The best variety to procure is the Cuthbert, it is a fine red berry of good size; the plant is fairly hardy, the fruit is firm and rich. From four to five canes should be grown to a hill, that is, from one plant. The row should be maintained as straight as possible; all suckers appearing outside the row should be treated as weeds and pulled or cut off. The row itself may be allowed to thicken, but care should be had not to allow it to get too thick, unless plants are required. It is best to have cedar stakes to tie the canes to; these should be two inches thick, driven firmly into the ground. The raspberry is a biennial perennial, that is the roots live on indefinitely, but the plant grows up one year, fruits the second and then dies. So that every year the old or bearing wood has to be cut out. This may be done after the fruit has been gathered, or where it is required to arrest the snow during winter, it may be removed the following spring. The Golden Queen is considered the hardiest and best white berry.

The red varieties will sell in almost any town or village for 15 cents a quart, and the whites for about 20 cents, if properly handled in neat packages, so that the berries are fresh and not crushed.

There is money in raspberry growing if the plants are properly cared for. Half an acre of raspberries will produce one-third more than the same area of strawberries, and as the price received for them is greater and they are much less costly to cultivate, there is plenty of money in them until the price falls. Try it.

ABOUT SEEDS.

In a recent address at Boston Mr. Gregory, the noted seedsman, said as follows:—

Good seed of some vegetables, particularly cabbage and onions, is difficult to grow and uncertain at best. He had had acres of onion seed show great promise one day and the next be ruined by a blight. Last year he sent two tons to the compost heap which he had expected to sell for a thousand dollars.

He finds a strong tendency in high-bred varieties to the wild type. This is particularly true of the beet, carrot and onion. Low culture also has a bad influence, making the onion less globular and the potato less plump. Fashion calls now for a bright red beet, while the sweetest variety is yellow. In selecting corn seed for improving always take the lowest ear on the stalk, and those having deep kernels, closely packed with the rows near together, especially at the butt. Plant from the whole length of the ear without rejecting tip or butt kernels. Not half the cabbages in any field are fit to raise from, and of those saved over winter half or more will spoil before spring. Good seed is always expensive.

When squash seed will break without bending it is sufficiently dry for storing, and when the meat is dark colored or rancid it has become worthless by age. Seed is not certainly impure because the crop proves a failure. Cabbages and root crops grown at the south if planted too early or from other causes may fail to grow fit for market. Instead of making heads or good roots they may run up to seed like wildlings. Honest seedsmen have run great risks in warranting seeds under such conditions. If they can prove that good crops have been grown from the same lot of seed planted under other conditions they are safe against unjust claims. The most comforting thought of the seedsman is that no one can afford to be a rascal, and that honesty is the best policy.

A HOUSE FOR 100 FOWLS.

Should be 50 feet long by 10 feet wide, divided into two pens and on each end of the house an open shed 25 feet long by 10 feet wide. The ground should be gravelly to avoid dampness; there should be six inches of clean, sandy gravel in the house and a foot of dry leaves in the shed. A southeast exposure is best.

For breeds he considered that those which were hardy, prolific layers, good sitters and mother, etc., as the best of these he placed the Barred Plymouth Rocks at the head. He was aware that breeders of other breeds thought differently, but in comparing the Rocks with Light Brahmas for instance he found that the former would come to laying at six months and the latter at eight months and that the former would lay eggs enough to pay the cost of their raising before the latter began to lay at all. The White Plymouth Rocks he considered a good breed, but thought them a little less hardy than the Barred. The Wyandottes were the strongest rivals of the Rocks and were an excellent breed for a farmer to keep. There is a great demand for good males to put with flocks of farm fowls, to introduce fresh blood and improve both the laying qualtities and increase the weight.

VOICES OF THE YEAR.

Hark to the fiendish yell,
Hark to the umpires shout,
"All ready, now, play ball!—
"That
"Man's
"Out!"

STANLEY'S WELCOME IN LONDON.

LONDON, April 26.—There must have been more than one occassion to-day when Henry M. Stanley mentally wished himself back in the equatorial jungle again. African exploration can hardly offer an experience better calculated to stagger the most intrepid and resolute of men than was the crowding, cheering and wildly clamorous welcome with which London this evening confounded the overwhelmed rescuer of Emin. Nothing in his past career can have prepared him for the ordeal of lionisation which yawned before him from the white cliffs of Dover this afternoon, and which literally engulfed him when his train drew into Victoria Station here in London two hours later. No visiting potentate ever drew such a huge crowd as the one assembled at Dover from all parts of the south coast, with a large London contingent as well, to welcome the arrival of the steamer. The weather was very rainy and rough in the morning, but it cleared off perfectly before the voyage from Ostend began, and the vessel made a swift passage. The explorer's reception at Dover was largely a pantomime, for very few of the waiting thousands had a chance of seeing him in passing from the boat to the special train, which started without delay. Here in London too the weather during the early day was the worst of the whole spring, with a black fog overhead and drenching sheets of rain, a most unusual combination. It all cleared away before the train arrived, and even if it had not done so it is likely that all the approaches to the Victoria Station would have been nearly as packed as they were. Stanley drove through a vast cheering throng with a pale, set face, as if his chief anxiety was to get out of it as soon as possible. It would be difficult to describe in words the dimensions and force of the pressure to which he will be subjected during the next few weeks by an army of people eager to see him, hear him, and in some way identify themselves with his fame. No other man in our time has so caught and fascinated the popular fancy of London. All the illustrated papers have been getting out special Stanley numbers, with colored plates, sample copies of which have greeted the eye from every available billboard and window for weeks back. Songs about him have been the most popular features in every music hall. Crude penny biographies of him have been selling like hot cakes on the streets. It suggests a curious contrast between the two capitals, that Paris, which knows and cares nothing about Stanley, gave Edison last year one of the most enthusiastic welcomes it has ever extended to a foreigner; but this stout, burly, beef-fed London of ours gave scarcely a thought to Edison, who was merely a man of science, but it bellows itself hoarse with joy at the coming of Stanley, who is an ideal man of action. Other nations may excite themselves about great inventors, poets, painters, and that ilk, but what Englishmen like is a man who is capable of cutting his way across a trackless continent, subduing starvation and fever, smashing his foes right and left, and emerging from it all with a triumphant, calm and modest demeanor. They are so captivated by this latest example that they all speak of Stanley now as an Englishman, and write articles showing that he did all these things because impelled to them by the innate heroism latent in every British breast. Very little has been done yet toward reducing to something like order the chaos of invitations showered upon Stanley. Sir Francis de Winton has had charge of this task and describes it as being the most perplexing and difficult one he ever undertook. Dates are already announced for some dozen dinners or receptions, but twice as many others, including a Savage Club dinner and a Lord Mayor's banquet, are still open. A big American dinner, with Consul-General New in the chair, is fixed for May 30. Underlying this popular ferment there is a well-defined idea that Stanley is to be utilised to secure another huge slice of African territory for England.

PROMISING.

When Jones was a boy
He was not very bad,
And every one said,
"He's a promising lad."

And when he outgrew
Each plaything and toy,
His friends always said,
"He's a promising boy,"

Then when he'd grown up,
And in business began,
His creditors said,
"He's a promising man."

They tried to collect
On each overdue bill;
They didn't succeed,
And he's promising still.

PATTI'S FAREWELL.

NEW YORK, April 26.—Adelina Patti sails for England by the "Etruria" to-day, never to return. This statement emanates from no less an authority than Mme. Patti herself. Previous to her leaving her apartments at the Hoffman House last night for Metropolitan Opera House a reporter said to the Diva:

"Is it true then, madame, that you never intend visiting New York again?"

"Yes, quite true," she replied; "I cannot bear travelling. I am not a good sailor, and these long sea voyages are very tiresome to me. You can therefore safely say, and without fear of contradiction, as it comes from me, that Adelina Patti will never sing in America again after to-night."

The scene at the Opera House was a remarkable one, every bit of space being filled with excited people. At the conclusion of the first act the recalls were as repeated as the applause was deafening. They wanted "Home, Sweet Home," but La Diva intimated in bewitching pantomime that it was too soon for that. It was therefore when the final curtain fell that the most extraordinary scene of farewell ever witnessed here took place. Patti was deeply touched. Her voice trembled a bit as she began the beautiful old air, and as it swelled and she regained perfect control, the great audience, so thunderous a moment since, held its breath while the melody filled the auditorium with the golden tone: "There is no place like home." It seemed as if the house would never empty, so long did they linger to applaud and cheer. La Patti was gone.

At the Yonne assizes, before the trial of a certain case, the presiding judge remarked, on seeing the court crowded with ladies: "The persons composing the audience are probably not aware of the nature of the case about to be tried. I therefore feel it incumbent one me to request all respectable women to withdraw.

Not one of the ladies stirred from her place.

"Usher," the judge continued, "now that all the respectable women have left turn the others out."

END OF THE WORLD.

The Law of Diminution Applied to the World's Age.

A French statistician, who has been studying the military and other records with a view of determining the height of men at different periods, has reached some wonderful results. A Frenchman is naturally an artist, even in figures. A German or an American might content himself with a dry arithmetical compilation, but this artist carries his statistics into the realm of history and of poetry and even of prophecy. He has not only solved some perplexing problems in regard to the past of the human race, but also is enabled to calculate its future and to determine the exact period when man will disappear from the earth.

The recorded facts extend over nearly three centuries. It is found that in 1610 the average height of man in Europe was 1.75 metres, or say 5 feet 9 inches. In 1790 it was 5 feet six inches. In 1820 it was 5 feet 5 inches and a fraction. At the present time it is 5 feet 3½ inches. It is easy to deduce from these figures a rate of regular and gradual decline in human stature, and then to apply this, working backward and forward, to the past and to the future.

By this calculation it is determined that the stature of the first men attained the surprising average of 16 feet 9 inches. Truly there were giants on the earth in those days. The race had already deteriorated in the days of Og, and Goliath was a quite degenerate offspring of the giants. Coming down to later times, we find that at the beginning of our era the average height of man was 9 feet, and in the time of Charlemagne it was 8 feet 8 inches, a fact quite sufficient to account for the heroic deeds of the Paladins.

But the most astonishing result of this scientific study comes from the application of the same inexorable law of diminution to the future. The calculation shows that by the year 4000 A. D. the stature of the average man will be reduced to fifteen inches. At that epoch there will be only Lilliputians on the earth. And the conclusion of the learned statistician is irresistible, that "the end of the world will certainly arrive, for the inhabitants will have become so small that they will finally disappear"—"finish by disappearing," as the French idiom expresses it, "from the terrestrial globe."—Philadelphia Times.

BOTH SIDES SIMULTANEOUSLY.

Throw away the old time saddle
That the women used to ride,
Now on equines they'll skedaddle,
Part of them on either side.

Some their prancing steeds bestriding—
So their leader now asserts—
All the women will be riding
Clad in bifurcated skirts.

Shades of grandpas and grandmothers!
Did they ever dream we'd see
Women riding like their brothers—
Both sides simultaneously?

SHOWING HIS SYMPATHY.

A fourteen-year-old boy went into his mother's presence with one eye black, his lips swollen, and a ragged scratch across his cheek, the blood from which he had wiped off on his shirt sleeve. "Nicodemus," cried the parent, as he sneaked in, "have you been fighting again?"

"Nope," he sullenly grunted.

"Then what on earth ails your face?"

"Jim Green's ma's dead," he replied.

"Well, suppose she is, what's that got to do with your bunged up face?"

"I seed Jim just now," answered the boy, "an' he looked awful sad and solemnsome."

"Well?"

"I didn't know what ter do to make him bright and chipper like, an' feelin' so sorry for him, I just went up an' let him hit me a few licks."

"Did it help him?" asked the mother.

"Help him?" echoed the boy in surprised tone, "'course it did! Don't you think it'd make you feel good to bust a fellow that way what had licked you every week for a year?"

IT'S THE SAME EVERYWHERE.

Howard, writing to the New York Press says:—

"'Annie Laurie' and 'Home, Sweet Home,' may be old, but people wish to hear them, all the same."—Exchange.

Well, I should say so, and if you don't believe it go to the Metropolitan Opera House to-night. See Patti in "Traviata," and, when it is all over, watch the people. Hear them yell and shout and scream "Home, Sweet Home." Then look at Patti. Watch her trip down to the front of the stage, see her pantomimic gesticulation to the leader of the orchestra, and then, when the commonplace strains begin indicating the great diva's consent to gratify the popular desire, look, study, listen, learn. "Home, Sweet Home," may be "old," but people wish to hear it just the same, you bet, every time.

LAST OF THE SUICIDE CLUB.

Wendell Baum, the secretary of that unique organization, the Bridgeport connecticut Suicide Club, has fulfilled the agreement by killing himself. The history of this astonishing society is one of intense interest to the student of morbid physiology. Four years ago five citizens of Bridgeport, all Germans, met one day when all were rather low-spirited and half in jest organized the Suicide Club. The agreement was that one member of the club should end his life that year, one the next, and so on until all were gone. This agreement has been faithfully kept.

When the annual meeting was held in January last there were only two members to attend it, the secretary and the president.

It was voted at this meeting by the secretary that the president should make way with himself during the year, and by the president that the secretary should do so, and there being no better way to settle it, it was mutually decided that the polls be held open until a new member was pledged and initiated. A letter carrier named Mayby talked seriously of becoming a member, and the president and secretary had great hopes of him until one morning it was learned that he had committed suicide without first joining the club. He had carried, however, a handsome silk umbrella, which he bequeathed to the secretary of the club, Wendell Baum, and it was accepted.

The more Baum carried the umbrella the more unhappy he became, and when his friends tried to cheer him up he said: "A cloud hangs over me; I am doomed." Finally he sold his property, turned the money over to his wife and gave the umbrella into the charge of a friend, directing that it be sent to the president of the club. He then cut his throat.

The president of the club is now the only member left, and another year will show whether or not he keeps his oath.