THE HERALD.

BoardofWorks

VOL. I., NO. 43. FREDERICTON, N. B., MONDAY, OCTOBER 6, 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.

CANADIAN PACIFIC RAILWAY.

New Brunswick Division

ALL RAIL LINE } TO BOSTON, &c. THE SHORT LINE TO MONTREAL, &c.

ARRANGEMENT OF TRAINS

In Effect August 11th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.00 A. M.—Express for St. John and intermediate points; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton, Woodstock, and points North; 10.30 a. m. for Fredericton Junction, St. John and points East.

3.15 P. M.—For Fredericton Junction and St. John.

RETURNING TO FREDERICTON FROM

St. John, 6.35, 8.45 a. m.; 4.45, p. m. Fredericton Junction, 8.10, a.m.; 12.00 m., 6.25, p.m. McAdam Junction, 10 40, a. m.; 2.15, p.m. Vanceboro, 10.20, a. m., St. Stephen, 7.50, 11.25 a. m. St. Andrews, 7.35, a. m.

Arriving in Fredericton at 9.20 a. m., 1.10, 7.20 p. m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

A. J. HEATH, Gen'l Pass. and Ticket Agent
H. P. TIMMERMAN, Gen'l Supt.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

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

TRAINS WILL LEAVE ST. JOHN:

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

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

TRAINS WILL ARRIVE AT ST. JOHN:

Express from Sussex 8.30
Fast Express from Montreal and Quebec 10.50
Fast Express from Halifax 14.50
Day Express from Halifax and Campbellton 20.10
Express from Halifax, 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.

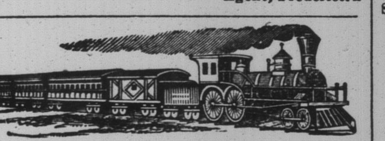
All trains are run by Eastern Standard Time.

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 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.

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.

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 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.

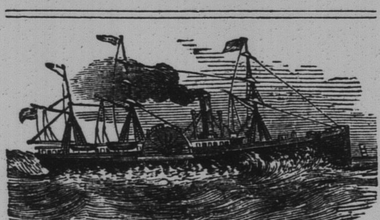
13-10-83

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-buit 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.
24th July	CIRCASSIAN	14th Aug
31st do	SARDINIAN	21st do
7th Aug	POLYNESIAN	28th do
14th do	PARISIAN	4th Sep
28th do	CIRCASSIAN	18th do
4th Sep	SARDINIAN	25th do
11th do	POLYNESIAN	2nd Oct
18th do	PARISIAN	9th do
2nd Oct	CIRCASSIAN	23rd do
9th do	SARDINIAN	30th do
16th do	POLYNESIAN	6th Nov
23rd do	PARISIAN	13th do

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

From Liverpool.		From Halifax.
8th July	CASPIAN	4th Aug
22nd do	*CARTHAGINIAN	18th do
5th Aug	NOVA SCOTIAN.	1st Sept
19th do	CASPIAN	15th do
2nd Sept	*CARTHAGINIAN	29th do

*The Carthaginian will carry only Cabin passengers from Halifax.

Rates of Passage to Liverpool.

SALOON (According to accommodation) .... $45 to $80
RETURN .... $95 to $150

Children, in saloon, between 2 and 12 years, half fare; under 2 years, free.

Clergymen and their families are allowed reduction of ten per cent. from these rates.

INTERMEDIATE $30
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.

No cattle of any description carried on Allan Mail Steamers.

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

For Staterooms, Tickets, or further information apply to

WM. THOMSON & CO., Agents,
ST. JOHN N. B.

No. 5.

INTERNATIONAL S. S. CO.

SUMMER ARRANGEMENT.

Three Trips a Week.

FOR BOSTON.

ON and after MONDAY, May. 5th, the Steamers of this Company will leave St. John, for Eastport, Portland, and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 7.25 Standard.

Wednesday's Steamer will not touch at Portland.

Returning will leave Boston same days at 8.30 a. m., standard, and Portland at 5.00 p. m., for Eastport and St. John.

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

Special Notice—On and after Aug. 16th, and up to and including Sept. 13th, a Steamer will leave St. John for Boston direct, every SATURDAY EVENING, at 6.25 Standard time.

C. E. LAECHLER, Agent,
Reed's Point Wharf, St John, N. B.

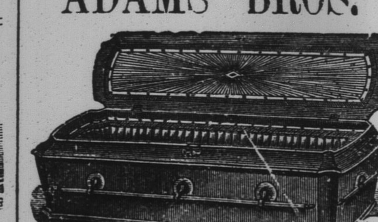
COOKED CODFISH.

Ask your Grocer for

COOKED SHREDDED CODFISH,

And Try It.

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.

C. C. GILL,

PAINTER,

House and Sign Decorator.

Tinting in OIL or WATER COLOR.
PAPERING and GRAINING.
EXPRESSES and WAGONS Painted at Short Notice.

SHOP AND RESIDENCE:

59 Brunswick Street.

THE FIRST SHIP RAILWAY

In Nova Scotia across Chignecto Isthmus.

The first ship railway in the world is that now being built across the Isthmus of Chignecto Nova Scotia. It is intended by this railway to connect the navigable waters of Baie Verte with those of the Bay of Fundy. The distance between them across the land is seventeen miles. The distance around Nova Scotia, by way of the Cut of Canso, is about 500 miles. When this strait is impassable, as it often is in the spring by the vast quantities of ice which are lodged in it, the distance then around Cape Breton Island and Nova Scotia is nearly 700 miles. On account of these commercial conditions, attempts have been made for over a 100 years to connect the waters by this short route across the land. The cost, however, of connecting them by a canal proved to be so great that all projects of this kind were abandoned. It remained for a civil engineer H. G. C. Ketchum, to propose a ship railway for the conveyance of vessels with their cargos bodily across this isthmus. In 1882, ninety-nine years after a canal was first projected, the Chignecto Marine Transport Railway Company was incorporated by special act of the Canadian parliament, "the government, in consideration of the great advantages which would accrue to the maritime provinces and the intercolonial trade of Canada generally," entering into a contract with this company guaranteeing a subsidy of $170,000 a year for twenty years from the opening of the line. The entire amount required for the construction of the railway was raised in England, and the contract was let to contractors of large experience, Messrs. John G. Meigs & Son, of London. Two of the most distinguished engineers of the Ship Railway Company, are Sir Benjamin Baker, and Sir John Fowler, Bart. From a detailed examination, not only of the construction works, on which at present there are, all told, 2000 men employed, but the detailed mechanical plans, there is no doubt that a most careful study has been given to the entire subject. Nothing has been overlooked or neglected, but every detail most carefully arranged with the evident determination to make the work strong enough, and in every way adequate to the great undertaking of taking loaded vessels from the water, transporting them overland, and placing them again in the water uninjured.

At the Bay of Fundy terminus where the tides have range of thirty-eight feet at neap tide and forty-eight feet at spring tides, it was necessary to build a tidal basin 500 feet long and 300 feet wide, with a gate 60 feet wide and 30 feet high. This is connected with a lifting dock 230 feet by 60 feet, built of first-class masonry. The lifting dock will have twenty hydraulic presses, which will lift the vessels through a vertical height of forty feet. The operation will consist of floating the vessel into position in the lifting dock between the hydraulic presses and immediately over the "grid-iron," and the cradle resting upon it. When the vessel is moored in the proper position the "grid-iron" and cradle are gently raised, and the bilge blocks and supports are brought into position at the proper time to support the hull. These blocks are placed about eight feet apart, not only along the keel but under bilges of the vessel. The entire arrangement is worked by hydraulic power. The bilge blocks and the locks of the "grid-iron" and other movements are made by hydraulic appliances. The maximum weight to be raised by the presses is 3,500 tons, which includes the grid-iron, the cradle and a loaded vessel of 2,000 tons displacement. The railway is perfectly straight. The rails weigh 110 pounds to the lineal yard. There are four of them, two standard guage tracks, placed with their centers 18 feet apart. I examined the plans of the locomotives, which are being built by the locomotive works at Kingston, and found that the plans for these had been carefully studied out. Two of these powerful locomotives will haul the largest vessel which will be carried on the railway at a speed of 10 miles an hour. It is expected that the raising, transportation and lowering the vessels will all be accomplished inside of two hours, and arrangements have been made to permit the passage of vessels in opposite directions by means of traversing tables so that boats and vessels can be transported at very short intervals.

In reference to the safety of vessels thus transported out of their natural element, so called, it only needs to be borne in mind that the strength of the vessel is her keel and framework and not in the support of the water of which she is surrounded. She carries her freight and passengers over seas, where often the hull is nearly out of water, where it is buffeted and pounded by the waves that break over the decks, and drive against the beams like battering-rams and toss her from one crest to another and drop her suddenly into the troughs of the sea. After such a passage she comes into the quiet basin and lifting dock of the ship railway, is lifted gently into a cradle specially designed, and is borne easily and steadily over the railway. If one will candidly contrast these two methods of transportation he will not hesitate to say that the latter method will certainly be by far the safer of the two. There is, in the opinion of the most skilfnl and experienced designer and builders of vessels, no question of the entire safety of handling vessels by the means above described on a ship railway.

In reference to the commercial features of this particular ship railway at Chignecto, there can be no question of its entire success. Taking a broad and general view of the subject, it is well known that commercial works like this, which reduce the distance to be traversed by commerce, always increase the amount of that commerce. The most notable instance is the Suez Canal. The wonderful development of its commerce from 486 tons in the first year of operation to over 8,000,000 at present, is well known. The net profits are now over 17 per cent. on a share capital of forty million dollars.

This ship railway possesses a greater interest than simply to ascertain how vessels are to be transported from the waters of the Gulf of St. Lawrence to those of the Bay of Fundy, and back again; it has a world-wide interest, for the reason that the successful accomplishment of this pioneer enterprise will result in the construction of the same kind of works on a much larger scale elsewhere. It will be at once apparent that if we can raise and transport safely and economically vessels weighing 2,000 tons we can, by stronger and more extensive appliances of the same kind, perform the service for vessels weighing 4,000, 5,000 or 6,000 tons even. If this method is preferable to a canal in one instance, it will be in other instances where the conditions are at all similar. Similar conditions do exist in the proposed ship railway between Lake Huron and Lake Ontario. Here, by a railroad only sixty-six miles long, a distance of 428 miles can be saved to an immense commerce, increasing rapidly year by year. The estimate was about $24,000,000 collecting all the data required for a reliable, detailed estimate of the cost of a ship railway between Georgian Bay and Toronto. From an examination of the profiles, and of the proposed terminus at Toronto, and of a raised model of the country which Mr. Tully has made, I feel confident that the estimate will not be greater than $12,000,000. The line will be practically straight, and the grade nowhere greater than thirty feet to the mile, which can be easily surmounted. It is proposed to carry on this railway the largest lake carriers, which may possibly weigh 5,000 tons fully loaded.

In my investigations of the general commercial subjects involved, I have not limited myself to examination of this route for a ship railway, but have examined the plans and data as far as possible of the St. Lawrence with a view of ascertaining if it is practicable to deepen as well the approaches to these canals. It must be borne in mind as having an important bearing on the great question of how the Northwest and the commerce of the Great Lakes can reach the markets of the old world, that between Liverpool and the points on the western extremities of our lakes at Duluth, Milwaukee and Chicago, there is a distance of say 4,000 miles of water-way, of which at present only 71 miles is a restricted channel. Of these 71 miles 26¾ miles is in the Welland Canal, which would be entirely flanked by the ship railway at Toronto, leaving only 44¼ miles in a great water-way of 4,000 miles between our important commercial ports and Liverpool.

E. L. CORTHELL.

THE ARIZONA KICKER.

Lots of Things Happen in Those Western Towns.

The last issue of The Arizona Kicker contains the following interesting items:

Notice.—If the party who threw the brick at us last Tuesday night as we stood on the corner of Apache avenue and Green street will call at our office he will hear of something to his advantage. We can make him realize in about five minutes that men of his talent are wasting their time in this country. He can also make his choice of 165 eligible sites in our private burying ground free of cost. Come early and avoid the rush.

No boom.—For two straight years the Kicker has persistently opposed the idea of a boom to attract attention to our town. We have watched this boom business in scores of other places, and in every instance it has reacted disastrously. Our course has aroused the ire of certain speculators, but we shall continue it just the same. We've got 200 acres of cactus pasture which we should like to dispose of to some Ohio farmer who wants to better his condition, and who could be worked up to part with $3,000 in cash, but we haven't the cheek. We own half a mile of side hill which won't even grow rattlesnakes, but we haven't the gall to boom it for a peach orchard.

A million years hence we may have six railroads here, but we can't force ourselves to whoopla! hurrah! over the prospect. We own about fourteen billion dollars' worth of wildcat mining stock, every mine being in the clouds, and but for our honesty we'd proceed to boom and unload. We are at the head of a company to turn the Pacific Ocean into the deserts of the wests, president of an artesian well company, secretary of the Great Strawberry Growers' association, etc., etc., but we were born honest and we can't look a tender foot in the eye and lie to him.

No, gentlemen, this town is what it is and no more. It isn't going to be a second Chicago. It has no Niagara Falls. There isn't even good fishing within thirty miles of us. We simply have the great Arizona Kicker, 148 saloons, sixteen gambling houses, five stores and a population of 3,800 souls, most of which will take "the other road" when the judgment day arriver. That's all, and those who don't want to come can stay away.

In the wrong.—"Handsome Charlie," the genial and enterprising proprietor of "The Black Swan," has called at this office and convinced us that we were wrong in stating that he had killed seven men and was a dangerous character. His list includes only four men, all laid away in self defense, and so far from being dangerous, he says that he has refused to put up fly screens this summer out of general pity for the poor flies. He also has pictures of three different angels on the walls of his bedroom.

We cheerfully make the correction, not because the gentleman subscribed for five copies of the Kicker to be sent to his friends and gave us a $30 "ad," whieh will be found elsewhere, but because we wish to do all men justice.

Fair warning.—Ben Stays, the eating house man, has made public threats to wring our nose in the streets. The trouble dates back to a year ago, when Ben tried to pass some cactus soup on us for mock turtle.

Ben may attempt to wring our nasal organ. He may even figure that he can succeed. We give him fair warning, however, that he'll have to prepared to dodge six bullets, and if he doesn't happen to be quick enough it won't make us feel very bad.—Detroit Free Press.

A DEISTICAL DOCTOR'S DISCOMFITURE.

A clergyman was once accosted by a doctor, a professional deist, who asked him:

"Do you follow preaching to save souls?"

"Yes."

"Did you ever see a soul?"

"No."

"Did you ever taste a soul?"

"No."

"Did you ever feel a soul?"

"Yes."

"Well," said the doctor, "there are four of the five senses against one upon the question whether there be a soul or not."

The clergyman then asked, "Are you a doctor of medicine?"

"Yes."

"Did you ever see a pain?"

"No."

"Did you ever hear a pain?"

"No."

"Did you ever taste a pain?"

"No."

"Did you ever smell a pain?"

"No."

"Did you ever feel a pain?"

"Yes."

"Well, then," said the clergyman, "there are also four of the senses against one upon the question whether there be a pain. And yet, sir, you know sir, that there is a pain, and I know there is a soul."

Eight o'clock is now the fashionable Paris dinner hour.

WHAT LEARNED DOCTORS SAY

Koch's Researches For a Consumption Cure.

The paper on the inoculation cure for consumption read at Berl in Congress by Dr. Robert Koch is discussed by a Paris physician in the Herald. The paper of the widely-known bacteriologist opened up on a new horizon, promising great things for the future. No subject received more attention at Berlin.

In the first place he finds that the bacillus of tuberculosis in man and in chickens is very similar, but he confidently infers that the latter is a special species of the organic matter supposed to lie at the root of pulmonary consumption. If this inference is correct there is reason to hope that the chicken bacillus may ultimately be protective for man. While this modest and conditional promise will not satisfy the multitudes who suffer from consumption, the research on which it is based is is a decided step toward the discovery of means for effectively combating a disease which has long been and is increasingly becoming the chief scourge of humanity.

But the German physicist goes further than this announcement would indicate. He finds that the direct action of solar lights on the bacillus tuberculosis destroys in a certain length of time, varying from a few minutes to several hours, the virulence of this microbe when placed on the edge of a window. Diffused light also, though much more tardy in it action, is none of the less thoroughly efficacious.

The importance of this new fact is obvious. As the Herald's medical correspondent points out, it gives a strong support to the open air and sunshines treatment of tuberculosis. The solar rays seem to have a therapeutic value otherwise than that due to the warmth and energy they impart and their good effect on the general health, though it is not yet explained how they effect the germs of tuberculosis. Though more exposed to tuberculosis infection than man, the lower animals are less subject to tuberculosis. In not this in itself a proof that their life in the open air affords a certain degree of immunity from the disease?

Dr. Mays of Philadelphia has recently shown from statistics that "physicians constantly exposed to consumption are much less subject it than butchers, coopers blacksmiths, &c., who rarely come in contact with it except by chance." May not this difference be most partially explained by the fact that the routine of a physician's life takes him more into the vivifying out-of-door sunshine?

But it is certain that the most effective and successful method for retarding or arresting the progress of human tuberculosis has been judicious climatic treatment. This resource of medicine promising so much in phthisis has never been utilized as fully as it might be. Its employment demands that the practitioner shall be both an able physician and an able climatologist—two things rarely, if ever, found in any one man. Dr. Coupland Taylor of England, who has recently written a valuable work on health resorts for invalids, based upon his own travels and observations, implies want of knowledge and judgement in the advice frequently given by physicians as to the localities to which phthisical patients should go. Dr. Koch's discovery of the action of sunshine on the tubercle bacillus therefore suggests that much more may be done for consumptives by judicious climatic treatment than has ever yet been done.

The third branch of Dr. Koch's new researches, which are still incomplete, aims at combating the parasites. They show that several substances, as aromatic compounds, mercurial vapors, aniline dyes and especially the cyanides and cyanates of gold, in exceedingly small doses, check and lessen the development of the bacilli in man, and that certain drugs render guinea pigs refractory to tnberculosis and even arrest the disease after it is in full course. Almost simultaneously with the announcement of this result M. M. Grancher and Martin of Paris report that they have found a method of protecting rabbits from tuberculosis by vaccination.

As yet the report of Dr. Koch on this this part of the subject is so meagre that no definite idea can be formed of the extent and value of his new contributions to pharmaceutical treatment of phthisis. But it seems evident that his researches will very materially aid in the counteraction of tuberculosis, if they do not furnish a cure.

The experiments of the German bacteriologists are so important to mankind that scientific men of all nations should as far as possible co-operate with him in the efforts to find some method of reducing the world's great mortality from tuberculosis.

SHOULD CANADA ENTER THE UNION?

Says the New York Sun: We observe that Sir John Macdonald does not concur with the Toronto Empire in underrating the depressing effect which the enactment of the McKinley bill will have upon the trade of Canada with the United States. On the contrary, he admits frankly that Canadians must expect to see themselves cut off from the market on which they have hitherto relied for the consumption of a large fraction of their surplus products. It is, moreover, but cold comfort which he offers his countrymen, when he tells them that they must look for cnstomers on the other side of the Atlantic and at the further end of the Pacific. If that is the only alternative to annexation, the Canadians will scarcely hesitate long about taking self-interest and common sense direct them.

That the strangulation of the dominion's export trade or political incorporation with the United States are in truth the alternatives, and that no compromise is open to the Canadians, Sir John evidently believes and in this the Sun agrees with him. He foresees that we will not gratuitously present to Canada the privilege of free trade which is reserved for members of our confederation, and which constitutes the main incentive for the provinces composing the Dominion to apply for admission to the Union. Notwithstanding the resolutions offered by Mr. Sherman in the Senate and by Mr. Hitt in the House of Qepresentatives, Sir John Macdonald is convinced—and so are we—that the American people will never, when once thoroughly awakened to its significance, sanction the programme of reciprocity with Canada. They will not suffer the Federal Government to give for nothing what should be bought with a great price.

From the view point of reciprocity, the Canadian provinces stand on an entirely different footing from the Spanish-speaking and Portuguese-speaking republics of Central and South America. The utmost that we look for from the latter countries are mutually profitable trade relations. With them we do not desire political fusion. But we do desire it with Canada, and have desired it from the outset of our national career.

There is no middle place for Canada. For us she must be either incorporate with our own union or be deemed a foreign country. It is for Canadians to say whether they choose to be treated as brothers or as strangers.

GUILTY OF MURDER.

End of a Famous Criminal Trial: Sentenced to be Hanged November 14.

The trial of J. R. Birchall, charged with murdering F. C. Benwell after decoying him from England to America for the purpose, was concluded on Monday. The counsel for the prisoner made a strong attempt to clear him, drawing attention to the fact that the evidence was entirely circumstantial. The Judge charged against the prisoner and the jury after two hours deliberation returned a verdict of guilty. Birchall was sentenced to be hung on November 14. The prisoner accepted his sentence with as little evidence of emotion as could be expected and his conviction was not unexpected. The case has been one of the most exciting in the annals of Canadian crime. Birchall, an English adventurer, appears to have deliberately planned to bring young Englishmen out to this country for the purpose of murdering them and profiting by his crime. He professed to have a farm near Niagara Falls, but in reality had no farm at all. When the body was found in the swamp at Eastwood, near the falls, in February last, it was a mystery and much speculation was indulged. It was finally identified as that of Benwell the yonng Englishman who had come out to this country to learn farming and since that time the links in the chain have been slowly but surely forged about Birchall. The evidence is purely circumstancial but it is complete and as convincing as circumstancial eivdence can be. Two passengers on a train going in the direction of the place where Benwell's body was found have been identified as Birchall and his victim two men, who were not, however, clearly identified were seen to enter the swamp and the other evidence is strongly corroborative. Perhaps the worst thing against Birchall was his letter to Benwell's father subsequent to the murder, which left no doubt of his knowledge of the crime.

HE WON HER HEART.

The grand jury of Chittenden Co. Vt., has just returned a true bill against a popular young physician, Dr. Armand Patanaude of Winooski, for grave robbing.

The case has few, if any, parallels. The doctor is of a prominent French-Canadian family and came to Winooski to practise three years ago. There he met Katharine Collins, a farmer's daughter, noted for her beauty. Patanaude fell instantly in love with her and was so devoted in his attentions as to totally neglect his profession. He followed the girl like a dog. Again and again he protested his love, only to be scornfully refused. As usual the woman loved another, but this did not deter the young man, and one day, when he was imploring her "to give him her heart," she replied that she would some time, and when he asked the time she said: "When she was dead." Dr. Patanaude said "Do you mean it?" and she said laughingly said "Yes."

Last week Miss Collins was taken suddenly ill from pneumonia. Dr. Patanaude attended her and tried to save her life, but she died and was buried in the parish church-yard.

The next night the sexton, seeing the grave had been disturbed, made an investigation and the body was found gone.

The entire county embarked in a search, and the corpse was found in the woods, but the heart was missing.

A countryman arrested on suspicion confessed having helped Dr. Patanaude to rob the grave. The body was taken to his office and something cut out, which was placed in a bottle of water (supposed to be alcohol) and bottled up.

The doctor got wind of the confession and fled to Canada, taking his bottle with him. It is supposed he had claimed his due, the dead girl's heart. It is supposed he had lost his mind over his wild infatuation. The body was returned and a reward offered for Patanaude's arrest or the recovery of the heart.

THE NAVAL ATTACK.

The long looked for naval attack took place at Halifax, N. S., last week and was witnessed by thousands of spectators. At eight o'clock the warships Bellerophon, Canada, and Thrush made their appearance oft the harbor. They made an attempt to land near Herring Cove but the big guns from that place opened fire and the ships retired, at the same time making towards York redoubt under full speed. When within range of the last named fort the Bellerophon and Thrush let go broadsides simultaneously which were replied to by the huge guns at York redoubt that were trained directly upon them. The ships, however, steamed right under the muzzles of the guns which kept up a very hot fire and which would, if real, have blown Admiral Watson and his fleet into atoms. After passing York redoubt, the ships met with brisk firing from forts Ives, McNab, Clarence, and Ogilvie. They continued up the harbor at a rapid rate firing as they went. Forty minutes after the first shot was fired the union jack was hoisted on York redoubt and Fort Ogilvie denoting that the battle was over. The result of the manœuvres according to the decision arrived at by the military authorities shows: That had the fight been a real one, none of the vessels could have passed York redoubt as they would have been blown to atoms. Second, that the British North American Squadron is wholly too small to successfully attack a place so well fortified as Halifax. Third, that the fact was proven conclusively that no vessel or vessels of an enemy could enter Halifax in time of war.

AN IRISH GIANTESS.

The registry clerks and officials at the barge office were struck dumb with amazement when the passengers were being landed from the steamer Anchoria upon seeing a female form towering high above the heads of 300 passengers who were crowded in the inclosure at the registry office. When it came to the young woman's turn to have her pedigree recorded in Uncle Sam's books she gave the name of Bella McDonald, This young lady, who was a very handsome brunette with snapping black eyes, said that she was born in the county Kildare, Ireland and was 16½ years old. She said that her height was was 6 feet 7 inches in her stockings, and she tipped the scales at 274 pounds. The young girl was uuusually intelligent and laughed heartily when asked whether she was a freak, but denied the insinuation, saying tnat she was going to keep house for her brother.

BOSTON MARKETS.

GRAIN—There was very little change to notice in the local spot market for grain. Oats were dull, with small sales of No. 2 white at 48 to 48½c.; No. 3 white at 47 to 47½c., and clipped at 49 to 51c. per bushel as to quality.

BUTTER—The demand for butter is quiet at steady prices. The receipts are not large, and all choice lots find a sale. We quote: Extra to fancy western creamery, soft wood, 22 to 24c.; hard wood, 20 to 22c.; firsts and extra firsts, 18 to 19c.; extra to choice northern creamery, 24 to 25c.; firsts and extra firsts, 20 to 23c.; eastern creamery, fair to good, 20 to 23c.; extra imitation creamery, 17 to 18c.; common, 13 to 15c.; northern dairy, choice, 20 to 22c.; common, 14 to 18c. These quotations are receivers' prices for wholesale lots.

EGGS—There is no material change to report in the market. Prices are firm and fair sales are made. We quote: Near-by, 25c.; eastern extras, 23c.; western, 21c.; Michigan, 21 to 22c.; Canadian, 21 to 22c.; Islands, 21 to 22c.; Nova Scotia and New Brunswick, 21 to 22c.

POULTRY—The supply is large and fair sales are reported. Prices are steady. We quote: Vermont turkeys, 20 to 25c.; fresh killed northern and eastern chickens, fancy, 22 to 24c.; good, 18 to 20c.; fair to good, 12 to 15c.; fowls, 16c.; green ducks, 11 to 12c.; western iced spring chickens, 12 to 13c.; ice packed fowls, choice, 15c.; old cocks, 8c. Live fowls are steady at 11 to 12c., with chickens at 10 to 12c.

HAY AND STRAW—The market remains the same as last reported. We quote: Choice prime hay, $16 to $16.50; fair to good, $13 to $15; eastern fine, $13 to $14; poor to ordinary, 10 to $13; eastern swale, $10; rye straw, choice, $16 to $17; oat straw, $8 to $9.

POTATOES—The market is steady, with a fair amount being sold. The supply is ample. We quote: New Hampshire, Rose and Hebrons, 65c. per bushel; Vermont, 65c. per bushel: New York burbank, 65c. per bushel; Houlton Rose, 65c. per Aroostook Rose, 65c. per bushel; Houlton Hebrons, 68 to 70c. per bushel; Aroostook Hebrons, 65 to 68c. per bushel.

COLONEL HERBERT

Information has been received at the militia department Ottawa, that Colonel Ivor John Caradoc Herbert, of the Grenadier Guards, military attache to the British legation at St. Petersburg, has accepted the command of the Canadian militia. The colonel will receive the local rank of Major-General. Colonel Herbert was born on the 15th July, 1851, and commissioned an ensign and lieutenant in the grenadier guards on the 5th of November, 1870; a lieutenant and a captain on the 25th of November, 1874; raised to the rank of brevet major on the 18th November, 1882 and captain and Lt-Colonel 2nd of May, 1883; being promoted to a colonelcy on the 18th August, 1889, becoming regimental major on 26th of October, 1889. Colonel Herbert has had much experience in the staff service, having been brigade-major of the home district from the 25th of February, 1882, to the 31st of July, 1882 and was brigade-major of the Expeditionary force to Egypt from the 4th of August, 1882, to the 6th of November, 1882. He became commandant of the school of auxilary forces, Wellington barracks, on the 1st of November, 1885 holding the position until the 6th of April, 1886, when he was appointed military attache at St. Petersburg. The new commandant of the Canadian militia is highty in favor with Lord Wolseley, and has distinguished himself in the servive. He is only thirty-nine years of age.

A LONG-DISTANCE SWIM.

The Breslau swimming clnb has just held a long-distance swimming match in the order from Ohlau to Breslau, a distance of 30,000 meters (18½ miles). Eight competitors entered the water at 9.50 a. m., accompanied by a boat containing the judges and life-saving apparatus. It was a condition of the match that the swimmers were not to land, and they were to swim in close formation, advance swimming being not permitted, but they were allowed to take refreshments from the boat. Three swimmers retired from the contest after one hour and a quarter, three hours and three-quarters and four hours respectively, the remaining five reaching their destination after seven hours in good condition. The longest distance swimming matches hitherto held in Germany and Austria have been those of the Madgeburg swimming club (5,000 meters), and the Vienna Amateur swimming club (4,000 to 7,000 meters), while the Breslau swimming club, which arranged the present match, has hitherto confined itself to matches of 10,000 meters (six miles).

A STORY FROM BOSTON.

A couple of young ladies of this city had a rather peculiar experience a short time ago. They were traveling hither from New York, and the crowded state of the sleeping car compelled them to take an upper berth. In the morning, when the young ladies were ready to descend from their aerial resting place, one of them drew the curtain to summon the porter with the steps. As she glanced down she saw something shining that resembled the article of furniture that she was in search of. She immediately proceeded to make use of it, stepped forth upon it and came to the floor without ceremony and with haste. The mistake that she had made was then apparent. An aged gentleman was sitting upon the edge of the lower berth, and she had taken his shiny bald head for the top of the step ladder and had made use of the same in that capacity. Profuse and blushing apologies followed, but the young lady will remember that trip.

How can I get rid

Of my tormenting corns; get rid of them without pain; get rid of them quickly and effectually, without possibility of return? The answer is, use Putnam's Painless Corn and Wart Cure, the great corn cure. Always sure, safe and painless. Putnam's Extractor. Use it and no other.—Frauds are in the market. Don't run the risk of ruining your feet with such caustic applications.

THE FATAL RING.

I was told a singular tale of a ring while on a visit to the Paris morgue. For nearly one hundred years a certain family of working people in Paris have ended their lives by suicide. From father to son, from mother to daughter has been adhned a plain gold ring, and on the finger of each of these suicides has been found this trinket. It has been called the fatal ring, and only last year it made its appearance on the finger of a young man—the last of the race. The ring was buried with the corpse. The cupidity of not even the most grasping body finder could be tempted to the possession of this ominous golden circlet.