BoardofWorks

THE HERALD.

VOL. I., NO. 4. FREDERICTON, N. B., MONDAY, JANUARY 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.

NORTHERN & WESTERN RAILWAY.

SUMMER ARRANGEMNET.

In Effect May 20th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

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

LEAVE FREDERICTON

3:00 p. m; Gibson, 3:05; Marysville, 3:15; Manzer's Siding, 3:35; Durham, 3:45; Cross Creek, 4:20; Boiestown, 5:20; Doaktown, 6:05; Upper Blackville, 6:45, Blackville, 7:10; Upper Nelson Boom, 7:40 Chatham Junction, 8:05; arrive at Chatham, 8:30.

RETURNING, LEAVE CHATHAM

5:00, a. m.; Chatham Junction, 5:25; Upper Nelson Boom, 5:40; Blackville, 6:20; Upper Blackville, 6:45; Doaktown, 7:25; Boiestown, 8:15; Cross Creek, 9:10; Durham, 9:50; Marysville, 10:25; Gibson, 10:30, arriving at Fredericton, 10:35.

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

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

THOMAS HOBEN, Superintendent.

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

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:

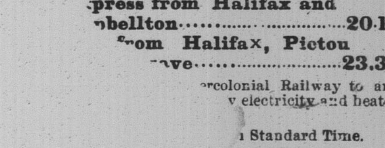
Express from Sussex 8.30
Fast Express from Montreal and Quebec 10.50
xpress from Halifax 14.50
xpress from Halifax and ...pbellton 20.10
...om Halifax, Pictou ...ave 23.30

...ercolonial Railway to ... and ... electricity and heated

... Standard Time.
...D. POTTINGER, Chief Superintendent.
...n, N. B., ...889.

For ... other information, apply at the office of

JOHN RICHARDS, Agent, Fredericton



NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

The Short Line to Montreal, &c.

ARRANGEMENT OF TRAINS

In Effect December 30th, 1889.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

7.00 A. M.—Express for St. John and intermediate points.
10.00 A. M.—For Fredericton Junction, St. John, and points East; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton and Woodstock.
2.55 P. M.—For Fredericton Junction and St. John, Connecting at the Junction with Fast Express via "Short Line" for Montreal and the West.

RETURNING TO FREDERICTON FROM

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

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

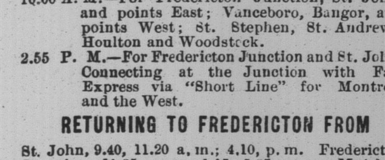
LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

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



NORTHERN AND WESTERN RAILWAY.

ON AND AFTER

...ONDAY, October 1st,

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

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

THOS. HOBEN, Superintedennt

MAKE HENS LAY

WE SEND BY MAIL
NOTHING ON EARTH WILL MAKE HENS LAY LIKE
SHERIDAN'S CONDITION POWDER.
A LARGE 2¼ POUND CAN FOR $1.20, TWO SMALL PACKS 50cts POST PAID.

Sheridan's Condition Powder

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

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 Gou 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 al Medicine Venders throughout the World.

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

13-10-83

STEAMSHIPS.

ALLAN LINE.

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

1889. Winter Arrangements. 1890.

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

The Steamers of the

WEEKLY MAIL LINE,

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

LIVERPOOL AND HALIFAX.

From Liverpool. 1889.	Steamships.	From Halifax. 1889.
7th Nov.	SARDINIAN	30th Nov.
21st do.	PARISIAN	14th Dec.
5th Dec.	POLYNESIAN	28th do. 1890.
12th do.	PERUVIAN	4th Jan.
19th do.	SARDINIAN	11th do.

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

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

The sailings of the fortnightly service are arranged as follows:

From Liverpool. 1889.	Steamships.	From Halifax. 1889.
12th Nov.	CASPIAN	9th Dec.
26th do.	CIRCASSIAN	23rd do. 1890.
10th Dec.	NOVA SCOTIAN	6th Jan.
24th do. 1890.	CASPIAN	20th do.
7th Jan.		to L'pool direct.

Rates of Passage to Liverpool.

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

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

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

GLASGOW LINE.

Direct Sailings from Glasgow to Halifax.

Manitoban ....Dec. 13
Scandinavian .... " 27
Prussian ....Jan. 10

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

For Staterooms, Tickets, or further information apply to

WM. THOMSON & CO., Agents,

ST. JOHN N. B.

INTERNATIONAL S. S. CO.

FALL ARRANGEMENT.

Four Trips a Week.

FOR BOSTON.

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

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

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

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

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

New Victoria Hotel,

248 TO 252 PRINCE WM. STREET,

SAINT JOHN, N. B.

J. L. McCOSKERY, Prop.

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

Kennedy's Hotel,

ST. ANDREWS, N. B.

ANGUS KENNEDY, Proprietor.

THIS popular hotel has lately been improved and renovated throughout and fitted with all the modern improvements, baths, &c.

Fine Sample Room on premises. First-class Livery Stable in connection. Coaches at Trains and Boats.

ROYAL

BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity strength, and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition ith the multitude of low test, short weight, alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER CO., 106 Wall-st., New York.

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.

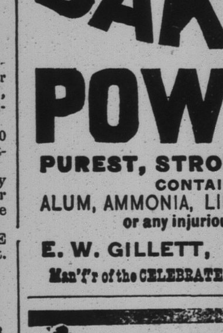
Their stock is now complete and they are receiving NEW GOODS every week.

IMPERIAL

CREAM TRADE MARK TARTAR

BAKING POWDER

PUREST, STRONGEST, BEST,
CONTAINS NO
ALUM, AMMONIA, LIME, PHOSPHATES,
or any injurious materials.
E. W. GILLETT, TORONTO, ONT. CHICAGO, ILL.
Man'f'r of the CELEBRATED ROYAL YEAST CAKES.



I CURE FITS'

When I say CURE I do not mean stop them for a time, and then have t... again. I MEAN A RADICAL CU... I have made the disease of

FITS, EPILEPS... FALLING SICK...

A life long study. I WARRA... CURE the worst cases. Becaus... is no reason for not now rec... at once for a treatise and a... INFALLIBLE REMEDY. ... Office. It costs you no... will cure you. Addres... Branch Office, 164... Toronto.

THIS P...

Newspaper A... Street), wher... tising contr... be made

HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

Extreme Speed.

The following is from the Turf, Field and Farm. "The season of 1889 is closed on all the tracks of the country except those in California, and Maud S still stands at the head of extreme performers in harness. In the early summer there were great hopes of Jay-Eye-See going faster than he had ever gone, but the weak leg gave way in training, and he ceased to be a dangerous factor in the fight for the crown. Guy then loomed up as the sensational trotter and steadily reduced his record until 2.10¾ was reached. The belief took root that his easy, gliding motion would some day carry him below 2.08¾ but he struck his knee when hope was brightest, and he will go into winter quarters with rauk even lower than that of Jay-Eye-See. The only mature mare that succeeded in beating 2.14 was Belle Hamlin, who dropped down to 2.12¾. The handsome daughter of Hamlin's Almont, Jr., is still capable of a higher rate of speed, and we shall look for her to go a little faster next season. As it is, she is the third fastest mare ever bred. Sunol the great three-year-old, trained from 2.18 down to 2.10½, and she ranks next to Maud S., the star of Mr. Bonner's stable. Axtell, although but three years old, heads the stallion list with his wonderful record of 2.12, but sharply after him are Palo Alto and Stamboul, each with a record of 2.12½. Then comes Maxey Cobb, with his record of 2.13¼, and Bonnie McGregor, with a mark of 2.13½. Phallas is sixth in rank with his 2.13¾, obtained in a race of heats, and Hickory Grove Farm is hopeful that he will ultimately improve his position, as he is now in training in California.

After giving the pedigrees of the three fastest trotting mares the writer says:—

"It will be observed that each of these great trotters is descended in the male line from Rysdyk's Hambletonian, and that the second dams of two of them were thoroughbred, one by Boston himself, and the other by a son of Boston."

He then gives the pedigrees of the five fastest following geldings and adds:—

"Three of these highflying geldings came from the loins of sons of Hambletonian, and the two fastest of the lot, Jay-Eye-See and Guy, are full of the blood of the racehorse. The speed-sustaining strains are close up to the action-giving blood."

After stating in detail the breeding of the six fastest stallions, he goes on to say:—

"Only one of these six stallions is not descended in the male line from Hambletonian, and his dam was a daughter of Hambletonian. The majority of the performers have speed-sustaining blood. The lesson to be drawn from the statistics is, that the surest way to get a record breaker is to take the blood of the great progenitor, buried at Chester, and put behind it plenty of the blood that has been tested in the higher speed flights of the race tracks of the country. He who looks for extreme speed must breed up, not down."

Some sixteen fine looking horses arrived at Portland Tuesday over the Grand Trunk Railway, from London, Ontario, bound to London, Eng., and were put on board the steamer Oregon, which sailed Thursday.

SAM JONES DAUGHTER ELOPED.

Romantic Story of Youthful Attachment to a Former Secretary of the Evangelist.

The elopement of the 17-year-old daugter of Rev. Sam Jones, the noted evangelist is the universal topic of conversation in social circles at Chattanooga, Tenn., She was married to William M. Graham of Cartersville, Ga.,

It is a romantic affair, containing material for a stirring novel. The husband of the girl was her father's private secretary, when she was about 12 years of age, and the parents discovering that a warmer feeling than mere friendship existed between them sent the young lady to Millersburg. Ky., where she attended a seminary. Thither she was followed by her lover, and being detected holding clandestine meetings she became the subject of special prayer in public, which created a grert sensation at the time. She was taken from this school and placed in Centenary College at Cleveland. Here also her lover came to meet her, and about a year ago she returned to her home.

Young Graham had begun the practice of law, and soon afterwards was appointed to the position of official court stenographer of his circuit. Several plans were for an elopement, but all were frustrated.

At last a plan was formed which was carried out successfully.

Prof. L. B. Robeson, principal of the Cartersville, Ga., Academy, is a boarder at the residence of Rev. Sam Jones. To him the couple went for assistance and he formed the plot which was carried out to the letter. Dr. Mays came to Chattanooga one night, under the pretence that he was going to Atlanta, and when he reached here immediately arranged the preliminaries.

A license was procured and Rev. Dr. Bachman secured to perform the ceremony.

Young Graham took his sweetheart out with a Christmas horseback party and succeeded in getting separated from them without arousing their suspicions. The couple then rode rapidly to Rogers' station, where they left their horses and boarded the train for Chattanooga.

Arriving in Chattanooga they drove directly to the study of Rev. Dr. Bachman, whose suspicions had been aroused, and who declined to perform the ceremony.

Then they drove to the rectory of Dr. Dumbell, and, by giving the age of the bride as 22 years, succeeded in having the service performed which made them man and wife.

Then they ... to a leading hotel, where they ...ate supper, and telegrams ... bride's father, inform... They will retur... ...with

A HANDKERCHIEF SPECIALIST.

Five Shillings' Worth of Sentiment on an English Steamship Dock.

The other morning, as a departing Cunard steamer was casting off its lines and swinging out into the stream at Liverpool, an elderly looking business man hastily embraced a lady who was one of the passengers and rushed down the gang plank to the wharf. Going up to a melancholy loafer who was watching the busy crowd the gentleman drew him behind a pile of freight and said: "Want to earn five shillings?"

"Rather."

"You see that lady in black on the forward deck there?" said the gentleman.

"Yes."

"Well, that's my wife, going to New York. Now, of course, she'll expect me to stand here for the next twenty minutes, while the steamer is backing and filling, so as to wave my handkerchief and watch her out of sight. See?"

"I understand."

"Well, I'm too busy to fool about here. Stock to buy; business to attend to. She's a little near-sighted, so I'll just hire you to wave this handkerchief instead. It's a big one, with a red border, and so long as she sees it she'll think it's me. Come up to No. 202 Lime street, when they are well off, and I'll pay you."

"Sposin' she looks though a telescope or suthin'?"

"In that case you'll have to bury your face in the hankerchief and look as though you were weeping."

"That'll be two shillings and sixpence extra."

"All right. Time is money. Look sharp, now. You can kiss your hands, a few times; say, threepence for a kiss," and, snapping his watch, the overdriven business man rushed off.

We print this affecting little incident to call attention to the fact that the man thus employed has gone into the business regularly. He is now a professional fareweller, and business men and others can save valuable time and yet give their departing relatives an enthusiastic send off by applying to she above specialist any steamer day. Go early to avoid the rush.

STRANGE MONSTER OF THE DEEP

The London Standard makes itself responble for the following story: "On the little strand at Dugort, in Achill island, on the west coast of Mayo, now lie the remains of one of the most curious creatures, perhaps to meet with in all the animal creation. It was stranded for some months on one of the outlying reefs at the entrance to Blackshod bay, where the villagers took it to be the carcase of a large whale. It was afterward carried on the Achill strand by the late gale. This large sea monster is none other than the gigantic squid or king cuttle fish, and is rarely seen on our shores. To what species of the Œmmestrephes it belongs will ever remain unknown, as it was too far gone in decay and was shorn of all beauty. The suckers and horny rings had fallen off long before it reached the strand, and the parrot-like horny beak, which is peculiar to this animal, was also missing. The animal, though shrunk and distorted, measured as follows: Length of tentacles, or long arms, 30 feet each; circumference of body, including short arms, 60 feet; circumference of tentacles, in some places, 4 feet. I know of only four instances of the appearance of this strange monster in British waters. A very faint idea can be gathered from what is preserved in museums of this curious creature, as it shrivels away almost to nothing except a large cartilage pen, which runs across the body and branches off to the short arms. It would take a vessel as large as the hull of the Great Eastern, filled with spirits, to show off the animal for exhibition. Curious tales are often told by mariners about this sea monster. Its enormous arms or tentacles are armed with formidable suckers and horny wings, which are set with small teeth pointing inward. These long arms, seventy feet in length when outstretched, as they float about in the ocean, may have given rise to the story of the sea serpent."

HAPPENED ON FRIDAY.

Lee surrendered Friday.
Moscow was burned Friday.
Washington was born Friday.
Shakespeare was born Friday.
America was discovered Friday.
Richmond was evacuated Friday.
The Bastile was destroyed Friday.
The Mayflower was landed Friday.
Queen Victoria was married Friday.
King Charles I. was beheaded Friday.
Fort Sumter was bombarded Friday.
Napoleon Bonaparte was born Friday.
Julius Cæsar was assassinated Friday.
The battle of Marengo was fought Friday.
The battle of Waterloo was fought Friday.
The battle of Bunker Hill was fought Friday.
Joan of Arc was burned at the stake Friday.
The battle of New Orleans was fought Friday.
The Declaration of Independence was signed Friday.

AN AWKWARD MISTAKE.

A well-known journalist, a very bad penman, in mentioning the name of a certain lady in an article, said she was "renowned for her graciousness and charity." For "charity" the compositor read "chastity." The author, on seeing a proof, recognized at once that there was an error; but, unable to remember the word he had used in place of "chastity," marked the proof with what is called a "query" (?), to refer the printer to his MS. When the article appeared the writer, who had intended to pay a pretty compliment to the lady, was surprised to read that she was "renowned for her graciousness and chastity (?)" Verdict for plaintiff £2,500, with costs.

AN EVEN EXCHANGE, ETC.

Minister—John, you know that barrel ...sermons down cellar marked "No. 1"?
...—Yes, sir.
...—I wish you would put a new ...nd address it to Rev. Sepworth ...shire, Eng.
...ir.
... John, won't you inquire ...see and see if there ...n Shropshire, Eng.?

...on Mich., a dog ...tened little ..., and then ...next pole, ...g gaily in ...traveller ...altion in ...he pole, ...was so ...picked

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

Dairymen's Association.

The Dairymen's Association of Canada is to hold its first annual session at Ottawa during the month of Febuary next. In order to become a member of the association it is necessary for the applicant to be a member of a provincal or district association: but senators and members of the House of Commons are privileged to join without any previous connection with organizations of this nature. The session will occupy two days, and among the subjects to be discussed are: milking breeds, feed of milch cows, manuring of land, artificial manures, cheese and butter making, preservation and carriage of fruit and dairy products, also, if time permits, farm buildings, the prevention of fraud, and meat production vs. milk production. Specialists from the United States and the different provinces are expected to be present, and the Dominion Fruit Growers Association will be in session at the same time, so that joint discussions can take place. Special rates of fare over the railroads and for board at hotels are being arranged and due notice will be given when they are completed.

Very much good ought to result from an association of this kind and it is desirable that New Brunswick dairymen should, if possible, attend to take part in its delibuations. In the absence of any distinct dairymen's association in this province, the secretary for agriculture is in correspondence with the secretary of the association with the view of obtaining recognition of members of agricultural societies and of the Provincial Farmers Association.

SPONTANEOUS COMBUSTION.

It has been question unsettled whether spontaneous combustion ever occurred from over-heating in a hay mow. A correspondent of the Breeders' Gazette recently gave an account of fire in a mow of green clover, which appears to be well authenticated. The correspondent, J. A. Ward, writes from Iowa as follows:

Mr. J. H. Seager had about 200 tons of green clover put up in this way. It was very hot in the centre, and he tried the experiment of putting eggs in the mow at night. The next morning he found them perfectly cooked. That same day, about noon, a fire broke out in the mow—possibly from admitting fresh air when putting in and taking out the eggs, In a few days another neighbor's mow was on fire, This aroused the suspicions of a third man having clover put up in this same way, and he procured an iron rod and drove it down into the centre of his mew. It soon penetrated very easily. On withdrawing it, the iron was too hot to handle, and was covered with charred clover. The whole middle portion of the mow was removed down to the center, when nothing but charred hay and ashes was found, and these, after being wet, were so hot as to "burn a man's boots." The barn was thus saved, but the correspondent adds: "The scientific hay—God have mercy on stock that would have to winter on it." It appears that quite a number of farmers were induced to cut and mow their clover green, because writers for the agricultural press said it was absurd to suppose it would burn, and that this was really the "scientific way" of saving clover for cattle feed.

ONE FOR THE JERSEYS.

W. H. Criley, a stenographer of this city has a full-blood Jersey cow that had a heifer calf two years ago. The cow has been giving milk ever since the birth of the calf, and the calf when a year old began giving milk and has been milked ever since, without ever having given birth to a calf herself. If this does not show that Jersey cows and heifers are milkers, what does?—Wichita (Kan.) Drovers News.

SILAGE AND ENSILAGE.

Considerable confusion in the minds of the agriculturist is apt to arise from the incorrect use of the terms, "ensilage," "silage," and "silo." The proper definition of each of these terms is as follows:—Ensilage, the system of preserving green fodder; silage, the fodder preserved; and silo, the pit, building, or stack the material is preserved in.

FREE FIGHT IN CHURCH.

All Sorts of Weapons Used at a Christmas Celebration.

A free fight took place at the Christmas celebration in Eagle Creek church Shawneetown, Ill., at which chairs, clubs, knives, and pistols were used. Thomas Burroughs, the church door-keeper, and one of the most respectable farmers in the country, was dangerously stabbed in two places, Stout Colbert was hit in the chin with a bullet, and several other persons received minor injuries.

The fight arose from a mistake in distributing the presents. As is usual at such entertainments, parents in the neighbourhood had taken their gifts to the church, where they were properly labelled and hung up on the tree. Some of the tags were insecurely fastened and dropped off, but were replaced as securely as possible. Last night a large crowd assembled to witness the distrubtion. When about a dozen of the presents had been handed to the children a farmer named Johnson grabbed a sled from a child's hands, and declared it was one he had brought there for his little boy.

The sexton attempted to explain his mistake, but farmer Johnson pushed him rudely aside and started for the door, carrying the sled in his hands. Some young men who had been drinking tried to snatch the sled from Johnson, and he struck one of them, and was himself hit with a chair and felled to the floor. The fight then became general, and for a time it looked as though a number of the combatants would be killed.

What Might Have Been Expected.—"That was a funny thing about Tom Callowby and Miss Maibelle. They agreed to spend every evening for a month in each others company, to see if they could resist falling in love, the one who first acknowledged that he or she had done so to pay a certain forfeit." "It was quite funny. How did it result?" "In a tie, of course, or, at least it will. They are to be married to-night."

MANY LIKE HER.

"And what's all this I hear, Barbara, about your wanting to find some occupation?"

"Well, you see, it's so dull at home, uncle, I've no brothers or sisters—and papa's paralyzed—and mamma's going blind—so I want to be a hospital nurse."

"How about the hip pocket" enquired the Tailor. "I want it large enough for a pocket pistol," said the customer. "Yes, sir; Kentucky, sir, or Maine?"

CARGOES OF HUMAN BONES.

This is a utilitarian age, and no feeling of reverence is allowed to stand in the way of utility. We are told that the remains of a cremated body, with the addition of a little scent, makes excellent snuff. A scientific lecturer once suggested that the bones of our ancestors should be burned in retorts for the purpose of making gas. And, most audacious of all, it has been brutally supposed that another age may see foundlings, paupers, and idiots handed over to the physiologists of the day to be vivisected for the benefit of science. Prophecy, however, is the most gratuitous form of error, and consequently it is scarcely necessary to trouble ourselves as to what may be done, provided that the present rate of progress is maintained.

Meanwhile, it is enough to know what has been and is being; and it certainly causes a shock to the susceptibilities when one first realises that thousands of bushels of human bones have been shipped into this country to make manure. The contents of the charnel-houses in the north of Germany are brought in vast quantities to Hull, and amongst those ghastly cargoes have been found all sorts of human bones. The great battle-fields in Russia and Germany have also been trenched for the bones in them.

Writing only a few years ago, the late Sir J. A. Picton stated that in passing along the quays of the Birkenhead Docks he saw large heaps of bones in a fragmentary condition which had come from Alexandria, and which were to be used for making bonedust. Among the fragments were portions of human skulls, ribs, etc. Thinking that he might, perhaps, be mistaken, he consulted a medical friend, who, having examined the bones, at once pronounced them to be human. How does the reader think those remains of humanity were obtained? By rifling the mummy pits of Lower Egypt! Some of the bones had probably been at rest for several thousand years.

In the year 1830 more than 1,000,000 bushels of human and other bones were imported from the Continent to Hull. Leipzig, Ansterlitz, Waterloo, and other great battle-fields of the Napoleonic campaign had yielded this grim merchandise. Collected from the various places of carnage, the bones were shipped to Hull, converted by the Yorkshire bonegrinders into valuable manure, and finally sold to enterprising farmers, chiefly, it is said, in the Doncaster district.

About eight years ago the newspapers announced another consignment of this nature. This time a vessel bore 30 tons of human bones to Hull. It was calculated that weight represented the skeletons of no fewer than 30,000 men. This ship had discharged at Bristol several hundred tons of bones, many of which were human. They were shipped at Rodosto and Constantinople. Among the consignments were found pieces of Oriental pipes, horseshoes and hoofs, and artillery trappings; and it was consequently believed that the human remains were those of the gallant soldiers who fell during the Russo-Turkish war.

ENGLAND AND PORTUGAL.

LONDON, Dec. 28.—Relations between England and Portugal continue to occupy the public mind. There is entire absence of excitement, though the foreign office undoubtedly takes a serious view of the situation. Lord Salisbury's despatches are singularly conciliatory in tone, but firm in substance. Every effort is being made to let Portugal down gently; but, gently or otherwise, down she will have to come, says a diplomatist high in rank.

This morning's dispatch to the Standard from New York gives new interest to the question. The rumors, current here, though not publicly discussed, of joint action by England and the United States against Portugal, are partly confirmed by this dispatch. The American warships are said to have been ordered to Lisbon by virtue of an understanding between Mr. Blaine and Lord Salisbury, Mr. Blaine's action being based on the McMurdo claim, which is set forth fully in this dispatch. No editorial remark is made upon it. Another New York dispatch gives what purports to be Mr. Blaine's denial of the story, while an English note, that looks semi-official, denies also that the British fleet from Malta has been ordered into the Tagus.

The exchange of dispatches between Lisbon and London continues, and so do broadsides of anti-English articles in the French press. Arbitration is talked of vaguely. Major Serpa Pinto has telegraphed an equally vague denial of the charges against him, evidence in support of which is becoming steadily more complete.

NO APPEAL TO FRANCE.

Mr. Mercier Says all Talk in the Matter is Nonsense.

Mr. Mercier, who is in New York, was asked by a reporter: "What truth is there in the statement that the French-Canadians are looking to France for help in their struggle against the Protestants?" to which the Premier replied:

"That is nonsense. Of course French-Canadians cannot help looking to France whenever an injustice is done to them, but they do so only with the desire of obtaining her moral and intellectual influence, and with no hope at all of having her practical and political interference. The other day some of the French-Canadians of Manitoba and of the North-West expressed, I believe, that idea, but every one must know that it is impracticable. First, France is too intelligent and too wise to do any such things officially, and second, we are strong enough—the French people of Canada—to protect ourselves against any substantial grievances. I believe sincerely that there is no danger of anything serious being attempted against the French-Canadians in Canada; but if, unfortunately, the thing happens, we will do as we have done in the past and protect ourselves, and we will, I hope, succeed, with the help of God, as our fathers did in the past."

THE FUGACIOUS UMBRELLA.

The umbrella thief is real, he is earnest, and he is shrewd. Only a few days ago a pugilistic individual entered the corridor of a Philadelphia hotel and rested his "all silk" in a corner with this pasteboard fastened to it:

> The man who owns this umbrella can knock down an ox, and will be back in five minutes.

In one minute and a half the treasured article was gone, in its place was this:

> The gentleman who took this umbrella can walk 10 miles an hour, and won't be back at all.

Their Own Business.—There is no law to compel any barber in Detroit or any other city to work half a day Sunday. If they want to stop, why don't they do it?

TOPICS OF THE TIME.

The Great Labor Champion on the Liquor Question.

Henry George has made a new departure. He has taken his stand in favor of free liquor: that is to do away with the license system aud with heavy duties and excise and make liquor as free as any other commodity. He says that high license, low license and prohibition are all equally ineffective in the cause of temperance, while they bring into existence a liquor interest which is

VERY STRONG FINANCIALLY

and in politics is all powerful.

Is there more intemperance, asks Mr. George, in countries where liquor is very dear than where it is cheap? Did the two dollar tax on whiskey lessen drunkenness? Did the reduction to fifty cents increase it? Is there more drunkenness among the rich, whose power to purchase all they want is not lessened by the artificial enhancement in the cost of liquor, than there is among the poor, on whose power to purchase this enhancement must most seriously tell? It is not notorious that men too poor to get proper food, clothing or shelter for themselves and their families do

STILL MANAGE TO GET DRUNK?

And, among the temperate men or total abstainers who read this page, is there one whose abstinence is due to the costliness of liquor?

All our restriction, even to the point of absolute legal prohibition, does not except, perhaps, in some places, to strangers, and in some small communities, really prevent the man who wants liquor from getting it. Where it even closes the open saloon it only substitutes for it the drug store, the club room, the back door and the kitchen bar. * * * * *

With liquor so cheap as it would be if there was no tax or restriction on its manufacture and sale, the treating habit would certainly be largely weakened. If whiskey were as cheap as water, it would entirely die out. Who thinks of treating another to water, or feels the refusal of another to empty a glass of water into his stomach a slight; or imagines that because one man offers a glass of water to each of a party that each one of the party must in his turn offer a glass of water to all the others?

As for the saloon, the license system makes it more gorgeous and enticing; while Prohibition drives it into lower and viler forms. What really would be the effect of

ABSOLUTE FREE TRADE IN LIQUOR?

At first blush it may seem as if it would be to enormously multiply saloons. On second consideration it will seem more likely that it would utterly destroy them. This is certain, that if anywhere where saloons exist a proposition were made to do away with all tax, license or restriction, the saloon-keepers would be its most bitter opponents. And they would quickly assign the reason, 'If everybody were free to sell liquor we would have to go out of the business.'"

Mr. George argues that liquor is more injurious because of its adulteration and this he says is largely due to the fact that its cost is made high by the imposition of taxes. Near the close of his very remarkable paper he says:

"The temperance question does not stand alone. It is related—nay. it is but a phase, of the great social question. By abolishing liquor taxes and licenses we may drive the "rum power" out of politics, and somewhat, I think, lessen intemperance. Thus, we may get rid of an obstacle to the improvement of social conditions and increase the effective force that demands improvement. But without the improvement of social conditions we cannot hope to abolish intemperance.

INTEMPERANCE TO-DAY SPRINGS MAINLY

from that unjust distribution of wealth which gives to some less and to others more than they have fairly earned. Among the masses it is fed by hard and monotonous toil, or the still more straining and demoralising search for leave to toil; by overtasked muscles and overstrained nerves and under-nurtured bodies; by the poverty which makes men afraid to marry and sets little children at work, and crowds families into the rooms of tenement houses; which stints the nobler and brings out the baser qualities; and, in full tide of the highest civilization the world has yet seen, robs life of poetry and glory, of beauty and joy. Among the classes it finds its victims in those from whom the obligation to exertion has been artificially lifted; who are born to enjoy the results of labor without doing any labor, and in whom the lack of stimulus to healthy exertion causes moral obesity, and consumption without the need of productive work breeds satiety.

INTEMPERANCE IS ABNORMAL.

It is the vice of those who are starved and those who are gorged. Free traee in liquor would tend to reduce it, but could not abolish it. But Free Trade in everything would. I do not mean a sneaking, half-hearted, and half-witted "tariff reform," but that absolute, thorough Free Trade, which would not only abolish the Custom House and the excise, but would do away with every tax on the products of labor and every restriction on the exertion of labor, and would leave every one free to do whatever did not infringe the Ten Commandments."

LEARNING OF CANADA.

Russian Engineers Examining the Canadian Pacific Railway.

N. S. Kronghlicoff and S. B. T. T. Tinshenish, two civil engineers from Russia, arrived at Ottawa Dec. 27, from the Pacific coast. In conversation with your correspondent they said that they left St. Petersburg two years ago with instructions to examine the projected railway by Russia in Siberia, and then proceed to Canada and take a run over the Canadian Pacific Railway. The object of this railway in Siberia is to get Russia connected with the Pacific Ocean. The road is about 5000 miles long. They spent eighteen months in Siberia, and then proceeded to Japan, from whence they sailed to Vancouver. Their object in coming to Canada is to obtain some practical idea. by observation and otherwise, as to the construction of the Canadian Pacific Railway, particularly in British Columbia, which would be of advantage to the Russian Government in constructing their Siberia road. British Columbia, they describe as being very similar in appearance to part of Siberia, but our scenery is more picturesque than that of the latter country. On the Pacific slope they remained for two weeks. Here they intend visiting the Railway Department to obtain copies of official railway reports, and then proceed to Montreal, where they will interview the head official of the road, returning to St. Petersburg by Niagara Falls, Philadelphia, New York and Liverpool.