THE HERALD.

VOL. I., NO. 5. FREDERICTON, N. B., MONDAY, JANUARY 13, 1890. $1.00 PER YEAR.

Board of Works

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,

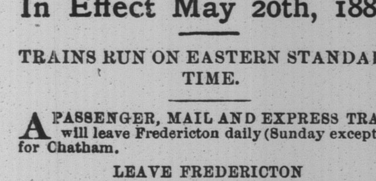
Barrister, Attorney-at-Law,

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

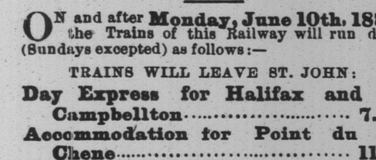
5:00, a. m.; Chatham Junction, 5:25; Upper Nelson Boom, 5:40; Blackville, 6:?0; Upper Blackville, 6:45; Doaktown, 7:25; Boiestown, 8:15; Cross Creek, 9:10; Durham, 9:50; Marysville, 10:25; Gibson, 10:30, arriving at Fredericton, 10:35.

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 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.

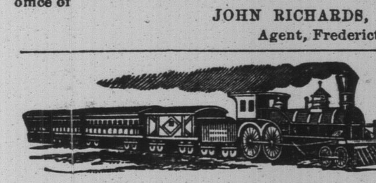
All trains are run by Eastern Standard Time.

D. POTTINGER,
Chief Superintendent.

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

For Tickets and other 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

MONDAY, October 1st,

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

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

THOS. HOBEN,
Superintedennt

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.

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,

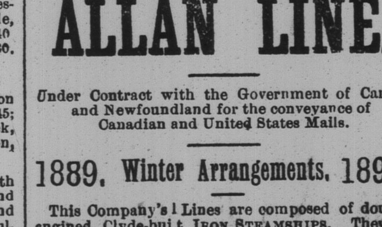
78, NEW OXFORD STREET, (late 533, OXFORD STREET), LONDON

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 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.	CASPIAN	20th do.
1890.		to L'pool
7th Jan.		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,

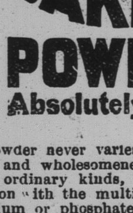
ST. ANDREWS, N. B.

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 with 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

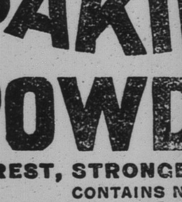
Business in the City. This has been accomplished in the short space of eighteen months, and it shows what pluck and perseverance will do when backed by fair dealing and close attention to the wants of the people. Their goods are bought and sold for CASH, and this is the real secret of their success.

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 TARTAR BAKING POWDER



TRADE MARK

PUREST, STRONGEST, BEST,

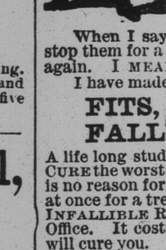
CONTAINS NO

ALUM, AMMONIA, LIME, PHOSPHATES, or any injurious materials.

E. W. GILLETT, TORONTO, ONT. CHICAGO, ILL.

Man'f'r of the CELEBRATED ROYAL YEAST CAKES.

I CURE FITS!



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, 164 West Adelaide Street, Toronto.

THIS PAPER may be found on file at GEO. P. ROWELL & Co's Newspaper Advertising Bureau (10 Spruce Street), where advertising contracts may be made for it in NEW YORK.

HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

The Trotter in England.

John Splan, in a letter to the New York Sportsman, dated London, Eng., December 10, says: In reply to your letter asking me to gave my views of the American trotter in England, I will say that the trotter himself is very scarce. What surprises me more than anything else is the interest the English people take in the America trotting horse. I had always been told that they only cared for the gallopers. Such is not the case. I could have sold every trotting horse we brought to this country in less than one week at prices that would have given Messrs. Barnum & Barley a handsome profit had they wished to dispose of them. I have never been asked about our runners, but am kept very busy answering all sorts of questions about the trotters. Everyone here knows Maud S. and her record and if she was on exhibition in London to-day more people would go to see her than they would if she was exhibited in New York city. If the American breeders would take as much pains and interest in introducing the trotters in this country as an ordinary "Yank" would in introducing a mouse trap they would have as good a market here for their horses as they have at home.

The English are first-class judges as to soundness, etc., and great belivers in pedigree, so that in shipping horses to this country for sale there are a few things absolutely necessary for the success of the undertaking—good feet and legs, no toe weights or boots. A good, strong, well made and well mannered horse, able to draw a fair sized trap a 2.40 gait on a smoot road, can be sold at fair prices any time. I have talked with a foreigner here who has bought American horses, and he told me that it was almost impossible to get a sound horse from American. I suggested to him that perhaps he had always bought those that were unsounded. He replied that he had never been to out country, but that a friend of his had bought them for him, and written him that all our horses had faulty legs. He seemed quite surprise when I took him to the stable and showed him ten horses with records from 2.17 to 2.40, and every one with sound, clean legs without spot or blemish. One of the best informed gentlemen on the trotting horse question that I have met here is Mr. J. Irvine Lupton. He has written several very valuable books on the houses, and in one of them pays a very high compliment to the American trotter, and believes that, with very little effort, not only the trotting horse for road purposes but that trotting races will become popular in this country.

It is a fact that in the near future there will be a craze for side wheelers. Already the evidences may be read in many ways of their coming popularity. While it may not be advisable to enter upon breeding in this line, yet those having colts whose natural action is to pace will do far better to develop that gait, than to attempt to shift over, and by loading, increase the risks of permanent injury. Let the pacers come to the front beside the trotters. There is room for both, and both are wanted.—Maine Farmer.

A capital way to dry a horse after a sweat, when the weather will permit, is to bring him straight from his race to some sunny spot outside the stables, sponge him freely with water, either warm or cold, over every part of his skin, and quickly scrape with hoop iron and rub dry with towels. This will refresh the horse and make him dry and comfortable in a much shorter time than he could be dried without water. It is a most refreshing process for any heated horse to go through at any time, one that they thoroughly enjoy, and that will prepare them for a second exertion more quickly than anything else we know of.

A SHOELESS CROWD.

Seven ladies and eleven gentlemen, says the Philadelphia Record, were landed from a Pullman palace car in Cincinnati a few mornings since without shoes to their feet, and this is how it happened: On the Pennsylvania west bound express out of Pittsburg in the evening there was an unusually heavy travel from New York, and at Pittsburg it was necessary to attach an extra sleeper. The porter selected for the run was an eastern-route man, and he discovered soon after the train left the depot that an old friend of his was running on one of the regulars ahead. The darkies met, exchanged salutations, and agreed, after getting all their people to bed, that it would be a good scheme to polish the passengers' shoes together in the forward car and spend the balance of the night in a social chat, with intervals devoted to libations from a pocket flask.

The porter of the extra gathered his people's shoes together in a pillow-case, three Parisian petite pairs owned by young ladies from Cincinnati en route home from Europe, four pairs of matronly gaiters and eleven pairs of various styles and sizes belonging to the men in the car. He took them forward to his chum's car, each shoe carefully chalked with the number of the berth, and the two guardians of the slumbering passengers had a genial time together, so pleasant a time, in fact, that it was nearly daybrake when it occurred to the porter of the extra that it would be well to take up his people's shoes and get back to his own car.

He went back, but his car had vanished! To say that he turned white with astonishment would be scarcely an exaggeration. The Cincinnati car had been switched off at Columbus, and the Cincinnati passengers' shoes were spinning along at fifty miles an hour toward Indianapolis, on the St. Louis section of the Vandalia express. The porter felt the gravity of the situation, so far as he was concerned, and at the next stopping station he disappeared rapidly toward the east with a pillow case full of shoes over his shoulder. The passengers did not discover their loss until the breakfast hour and the comical surprise can better be imagined than described. They reached their homes in carriages with slightly soiled hosiery.

PRACTICAL.

According to the philosophers everything has two uses, a lower and a higher. Some very common people find this out for themselves, so far, at least, as the practical application of it is concerned.

The daughter of the rector of a parish in East London over the border taught the choir boys a new tune at a Monday evening's rehearsal, to be sung on the following Sunday. Sunday morning came.

"Well, Johnny," said Miss X——, "I hope you haven't forgotten the new tune, for we depend much on you."

"Naw, mum, not a bit. I've been s-skeering the crows with it all the week." Youth's Companion.

THE ARIZONA KICKER.

We extract the following from the last issue of the Arizona Kicker:

More than three months ago the Cicker very kindly but firmly informed Judge Gridley that this wasn't the climate he was seeking after, and once or twice since we have courteously inquired why he didn't get a movement on him. Last Saturday night a committee waited on the judge. It had a rope along, and the rope was used to elevate the tardy traveller off his feet several times. When let down for good he had a gargle for sore throat put up at the nearest drug store and then walked. It was a hint not to be disregarded, and he will now honor some other town with his presence. He was not a subscriber to the Kicker.

Last week we advised that Piute Joe, who runs the little doggery just beyond the post office, be given two days' time in which to pack his traps and vacate the place. We thought two days very liberal time, but Joe differed from us, and encouraged by that old sot, Steve Springer, he laid for us in front of the Palace Hotel as we went to dinner. The first thing we knew Joe's bullets were flying all around us, and he standing only six feet away. He blazed his six shots, wounding two of our citizens, as reported elsewhere, and then we took him by the neck and broke him in two over a hitching-post. We were entirely unarmed, but we knew Joe was cross-eyed and couldn't shoot for shucks. The doctor says he will be in bed for several weeks, and perhaps be a cripple for life.

As for Steve Springer, we are looking for him, and as soon as we can lay hands on his carcass we will make him wish he had been born a skunk.

A subscriber in Massachusetts writes to inquire if this climate is good for asthma. That's according. We have known men to come here and get their breath within a week, and others to lose it within three days. A great deal depends on the patient. If he comes here with his mind made up to play our game, drink our whiskey and mix in with our society, his asthma will soon leave him. If he comes in the opposite spirit, some one of our townsmen will very likely feel it his solemn duty to give the weary sufferer rest.

A friend of ours over at Tombstone inquires if the St. Paul and Denver papers do not cut into our circulation. We answer, not in the slightest. Some of them are taken here for their African missionary news, and others for their market quotations on coyote and rabbit pelts, but they are not considered as rivals in our field. The Kicker not only enjoys a field peculiarly its own, but is backed by a grocery, feed store, hardware, butcher shop, shoe store and job printing office, all under one roof and one grand management—the only institution of its kind in North America.

"Annie G."—This correspondent wants us to give her the author of the poem beginning:

I have loved thee many years, Mary,
And shall love thee till I die.

It was written by William Tell, a Swiss gentleman whose principal business was shooting tyrants, but who had a moment to spare now and then for the muse. We can go further and tell you something else you do not know—William is dead; yes, been dead quite a little time, and all requests for autographs will be time thrown away. Mr. Tell was a law-abiding citizen always closing his saloon on holidays and Sundays, and, as far as we know, he died happy and made all arrangements to pay off his debts in hard cash.

SOME OF THE GREAT TUNNELS.

Speaking of uniting New York with her step-sister cities, what on earth or in the waters under the earth has become of the great Hudson River tunnel begun with such a hurrah about ten years ago? The distance is only a mile. After promptly drowning twenty men in the characteristic attempt to prove that an impracticable plan could be made to work, the second plan stopped short, like the clock of the grandfather, after about two hundred yards had been excavated or rather ejected. Cause, no more "tick." The rest is silence.

Meanwhile, without the least fuss or noise, our solid and stolid cousins over on the little island have begun, pushed through, completed, and put to daily use two far greater works. There is the splendid tunnel under the Mersey, at Liverpool, begun in 1880, opened for traffic in 1886. It is a mile long between the pumping shafts, the crown of the arch is thirty feet below the river bed, and the water is kept out by pumps capable of lifting twenty-seven million gallons a day. The great railway systems of Lancashire, Cheshire and North Wales are thus united, as well as the towns of Liverpool and Birkenhead, with their population of seven hundred thousand. When you want to cross, you simply get into the big "lift" or elevator, or rather depressor, in the middle of the town, and there you are.

A still greater and far more difficult work is the great tunnel under the Severn; which first suggested itself to the strategic eye of Vignoles forty years before it was begun, in 1873, by the Great Western Railway Company. After being several times flooded, once so badly that it was in serious danger of having to be abandoned, and was only saved by the greatest skill and ingenuity on the part of the engineers. Backed by the indomitable courage of their employers, the tunnel was finally opened in 1886. It is four and a third miles in length, and was for nearly its whole length, and was for nearly its whole length through formations particularly unfavorable, being covered at the thinnest part by only thirty feet of triassic marl.

Then, you know, the Channel tunnel has been carried two thousand yards toward France.—New York World.

THE ROTARY SNOW PLOW.

The use of the Colorado Midland's rotary snow shovel on the Denver, Texas, and Fort Worth seems to have created a mild sensation. A local paper says: "It was put to work in a big cut where the snow was about 20 feet deep and made excellent headway, throwing an avalanche of snow 50 feet into the air at every revolution of the great plow, which literally bored itself through a mass as compact as sand. When about the center of the cut, a strange sight was witnessed. Those who were standing on either side of the plow were suddenly deluged with a shower of beef steaks. On all sides fell porterhouse, sirloin, round steaks, small steaks, shoulder steaks, with occasionally a slice of liver or a nicely cut rib roast. It was thought at first that the engine had left the track and was boring its way through a butcher shop. Investigation, however, disclosed the fact that a herd of Texas cattle had crowded into the cut and had frozen and been buried in the drifts. Manager Meek immediately declared that no well regulated road should be without a rotary snow plow."

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

The value of poultry to the man of only moderate means, is not appreciated as it should be. Hardly any laborer but can find room for a dozen hens, where they can be comfortable housed and have a small out-door run. Such a flock, looked after, would supply the eggs for the family, and if there should be room enough to grow a few broods of chicks, the fall and winter supply of poultry could be grown much cheaper than it can be brought in the market. Instead of paying sixteen to twenty cents, full grown chicks five months old can be grown for seven cents a pound. The wastes from the table will furnish quite a per cent, of the food necessary for the flock, and it is much better to dispose of it in this way than to throw it out of the back door or window. Instead of eating so much meat, an egg diet would be found not only healthier and more strenthening, but also much cheaper. Many dollars could be served during the year by any family keeping a small flock of hens.

WHAT IS THE HEN GOOD FOR?

There is a statement before us of the number of eggs that hens of different breeds ought to lay in a year under good conditions. Houdans and Black Spanish are rated at 155, Plymouth Rocks and Hamburgs at 150, Leghorns at 160, Creve Coeurs at 145, Games at 140, Dominiques and La Fletche at 135, Brahamas and Partridge Cochins at 130. Of these the Light Brahmas, Cochins and La Fletche lay eggs weighing a pound to each seven, the Dark Brahams, Plymouth Rocks, Houdans,Creve-Coeurs, Spanish, Leghorns and Dominiques a pound to eight, and the Hamburgs and Games a pound to nine. If this statement is correct the Leghorn is the best layer, giving its owner twenty pounds of eggs each year, the Houdans and Black Spanish being next with only ten ounces less, the Plymouth Rocks, third with eighteen pounds twelve ounces, while the Games with only fifteen and one-half pounds are the lowest.

Now to the non-fancier it would seem that there is something wrong here. The best hen named here gives her owner only three eggs a week on an average, spending four days out of seven in idleness. Is this the best the hen can do, or is it true that the attention of the fanciers has been occupied too much with feathers and combs and not enough with actual value in the value in the hens?

HOW TO TEST A DUCK'S AGE.

Are you fond of duck? Do you shoot your game or buy it? If you buy it how do you know it is young or old? Do you want to know? I'll tell you. Take the duck and hold it at arm's length, straight from the shoulder, by the lower part of the bill. If the bill breaks from where it joins the meat then the duck is young. If it doesn't don't buy it. The duck being old the meat is tough and the bill is too firmly hung to break. It is an infallible rule.

STANLEY AND HIS MEN.

The following incident throws a good deal of light upon Stanley's method of dealing with his men:—

He had much trouble with his men on account of their inherent propensity to steal, the results of which brought upon the expedition much actual disaster. At last Stanley doomed the next man caught stealing to death. His grief and distress were unbounded when the next thief, detected in a case peculiarly flagrant, was found to be Uledi, the bravest, truest, noblest of his dusky followers. Uledi had saved a hundred lives, his own among the number. He had performed acts of the most brilliant daring, always successful, always faithful, always kind. Must Uledi die? He called all his men around him in a council. He explained to them the gravity of Uledi's crime. He reminded them of his stern decree, but said he was not hard enough to enforce it against Uledi. His arm was not strong enough to lift the gun that would kill Uledi, and he would not bid one of them to do what he could not do himself. But some punishment and a hard one must be meted out. What should it be? The council must decide. They took a vote. Uledi must be flogged.

WHEN THE DECISION WAS REACHED,

Stanley standing, Uledi crouching at his feet, and the solemn circle drawn closely around them, one man, whose life Uledi has saved circumstances of frightful peril, stood forth and said:—"Give me half the blows, master." Then another said, in the faintest accents, while tears fell from his eyes. "Will the master give his slave leave to speak?"

"Yes," said Stanley.

The Arab came forward and knelt by Uledi's side. His words came slowly, and now and then a sob broke them.

"The master is wise," he said. "He knows all that has been, for he writes them in a book. I am black, and know not. Nor can I remember what is past. What we saw yesterday is to-day forgotten. But the master forgets nothing. He puts it all in the book. Each day something is written. Let your slave fetch the book, master, and turn its leaves. Maybe you will find some words there about Uledi. Maybe there is something that tells how he saved Zaidi from the white waters of the cataract; how he saved many men—how many, I forget, Bin Ali, Mabruki, Koni-Kusi—others, too; how he is worthier than any three of us, how he always listens when the master speaks, and flies forth at his word. Look, master, at the book. Then, if the blows must be struck, Shumari will take half, and I the other half. The master will do what is right. Saywa has spoken."

And Saywa's speech deserves to live forever. Stanley threw away his whip. "Uledi is free," he said. "Shumari and Saywa are pardoned."

CHARMING DUEL OF POLITENESS.

Old Judge Fernald, of Santa Barbara, has the reputation of being the politest man in California. He never loses an opportunity to doff his hat or to offer some slight attention to wayfaring men and women. One day as he was about to take the train for San Francisco he reached the rear steps of the last car just as they were approached by a young priest.

"After the cloth," said the chivalric judge, stepping back with a courtly bow.

"Grey hairs have the preference," returned the priest, with a splendid wave of the hand.

"The Church always has precedence," retorted the judge, taking another backward step, hat in hand.

"The Church follows in the footsteps of the fathers," replied the priest, bowing low and indicating the way to the steps.

The duel of politeness was not half through, neither yielding an inch, when the train pulled out, leaving both bowing and smiling on the platform.

PANIC AT A BULL FIGHT.

Last Tuesday, while a bull fight was in progress, about ten thousand people were crowded into the building, When the second bull was being killed nearly every person present rose and stood applauding and stamping their feet, when suddenly one side of the plaza commenced to give way. A rush followed, and the extra movement of the thousands of spectators helped to bring about the fall of the structure. It bulged out rapidly and collapsed, precipitating the unlucky inmates to the ground, the distance of fall ranging from ten to twenty-five feet. Many were buried beneath the debris. Among them were many ladies of the best families of the town. In their desperate situation many frights occurred among the men, and many were stripped of every stitch of clothing The crowd on the opposite side of the building, numbering several thousands, became panic stricken, and fell and trampled on one another in their attemps to reach the outside of the plaza. The bull fighters were also seized with fear, and made their exit, with the bull closely following. The trampling of the helpless and the agonized cries of the men and women made the plaza a scene of pandemonium. It was not until outside help came to the people pinned down by the planks and timber that the unfortunate victims were released from their painful position. Many physicians were, called, and the wounds of the people were attended to. The number of wounded will reach into the hundreds, but while the injuries of a great many are serious and painful, it is not thought that any will prove fatal.

DESERVES DAMAGES.

A peculiar suit for damages has been begun against the Forthern Paciffic railroad by Frank B. Hooper, a travelling agent from Dayton, O., who seeks to recover $1,000. Last Saturday night, a frightfully stormy one, Mr. Hooper jumped on a train at Glyndon, Minn., between the first coach and the baggage car. He carried two grips. He tried to get in the front door of the passenger coach, but the conductor, after trying to open it for a moment, declared it locked, and leisurely strolled away down the car, although Hooper begged to be taken in, as it was then blowing at a great rate, and was very cold. By this time the train was going at a high speed.

Hooper tried to keep on his feet, by hanging on to the door knob, but became numbed, and the platform being icy, he could no longer stand. He slipped down upon his back, threw one leg around the railing post, and with one hand grasped the brake stand and in this way he rode into Fargo. It was found that Hooper was badly frozen from the top of his head down the right side to the ankle. The right hand is so badly frozen that several fingers will probably have to be amputated.

"HULLO!"

W'en you see a man in woe
Walk right up and say "hullo!"
Say "hullo" an' "how d'ye do!"
"How's the world a usin' you?"
Slap the fellow on his back,
Bring your han' down with a whack;
Walk right up an' don't go slow,
Grin and shake an' say "hullo!"

Is he clothed in rags? O sho!
Walk right up an' say "hullo!"
Rags is but a cotton roll
Jest for wrappin' up a soul;
An' a soul is worth a true,
Hale an' hearty "how d'ye do!"
Don't wait for a crowd to go,
Walk right up an' say "Hullo!"

W'en big vessels meet, they say,
They saloot an' sail away.
Jest the same as you an' me—
Lonesome ships upon a sea;
Each one sailing his own jog
For a port beyond the fog.
Let yer speakin' trumpet blow,
Lift yer horn an' cry "hullo!"

Say "hullo" an' "how d'ye do!"
Other folks are good as you.
W'en yer leave yer house of clay,
Wanderin' in the far away,
W'en you travel through the strange
Country t'other side the range,
Then the souls you've cheered will know
Who you be an' say hullo!"

S. W. Foss in Yankee Blade.

HARVEY-SALISBURY LINE.

Messrs E. J. Walsh and E. H. Drury returned to Ottawa, says the Empire, from the survey of a section of the proposed Harvey-Salisbury short line. They located about 50 miles of the road from St. John east to Cumberland Bay Brook. This route was surveyed three times already, but the one now completed is several miles shorter than any of the others. They state the line will be a comparatively cheap one to build, as the country through which the line passes is fairly level. From Little river to Cole Creek, about twenty miles, it runs through very valuable fields of bituminous coal. The coal is found quite close to the surface and is very easily mined. The line surveyed will make the distance from Fredericton to Moncton about 94 miles, instead of 150 as at present. They could make no statement as to the total saving effected by the Harvey-Salisbury line, but believed it would be greater than reported last winter.

IF YOU RIDE ON A PASS.

BOSTON, Jan. 4. In the case of Ashael Quimby, against the Boston & Main Railroad Co., in which the plaintiff obtained a verdict for $6000 in the superior court, the supreme court has sustained the exceptions of the defendant. Quimby was riding on a pass when the accident occured and one of the conditions of the pass was that the holder released the company from liability in case of accident. The court says: "We are of the opinion that where one accepts as a gratuity a free pass upon a railroad train upon agreement that he will assume all risk of accident which may happen to him while travelling on such train, by which he may be injured in person, no rule of public policy requires us to declare such contract invalid and without binding force."

SOMETHING LIKE IT.

One of our neighbors, a little boy of nine years, had learned his verse at Sunday school, "I have planted, Apollos watered." The next Sabbath the verse was called for; no one in the class could remember it. Our little friend, however, had a glimmer of light, and holding up his hand said: "I can't remember exactly what it was, but I know it was something about Apollinaris Water."

A NATURAL ERROR.

"The paper tells of a gold nugget weighing three pounds. I thought gold came in quarts, William?" said Mrs. Bunker.

And Mr. Bunker laughed so hard that they had to send for a messenger boy to dry his tears.—Munsey's Weekly.

"THE GRAND OLD MAN"

The Eightieth Birthday of Hon. W. E. Gladstone.

However men may differ from Mr, Gladstone in politics, all have a kindly feeling for him in his old age. He celebrated his eightieth birthday last Sunday. He is certainly one of the most remarkable men of the century—remarkable for his great intellectual gifts, for his eloquence, and for his wonderful physical preservation.

The London Globe gives the following great events in his career:—

1809—Dec. 29, born at Liverpool.
1831—Graduated at Oxford.
1832—Entered Parliament.
1834—Junior lord of the treasury.
1835—Under colonial secretary.
—Resigned.
1838—Married.
1839—"The State in Relation to the Church."
1840—"Church Principles Considered."
1841—Vice-president of the Board of Trade.
1842—Revised the tariff.
1843—President of the Board of Trade.
1845—Resigned.
—Colonial secretary.
1846—Resigned.
1847—Advocated freedom for Jews.
1852—Chancellor of the exchequer.
1865—Leader of the Commons.
1866—In opposition.
1868—Prime Minister.
—"Ecce Homo."
—"A Chapter of Autobiography."
1869—Carried Irish disestablishment.
—"Juventus Mundi."
1870—Carried Irish land bill.
1871—Unveiling, of his statue in his native city.
—Abolished purchase of army commissions.
—Abolished confiscation in penal laws.
1873—Irish university reforms proposed.
—Resigned, but resumed power.
1874—Dissolved Parliament.
1876—"Homer Synchronism."
1879—Mid-Lothian triumph.
—"Gleanings of Past Years."
1880—Prime Minister again.
1885—Resigned.
1886—Prime Minister.
—Irish Home Rule proposed.
—Resigned.

Gladstone's great contemporary, Bismarck, is, at 74, still at the head of the German Empire, and Von Moltke, at 89 commands the German army. Kossuth, the Hungarian patriot, is 87, but no longer in active life. De Lesseps, the French engineer, at 84 is as active as a boy, while Marshal MacMahon, ex-president of France, is still in good form at 81. Cardinal Newman events a great influence in the world at 88, and the poet Tennyson is 80. Victoria, herself, is past hsr 70th birthday. Meissonier, the great painter, is 76, and Froude is 71.

In the Government of America Admiral Porter is one of the oldest high officials, he being 75. There are three hard-working associate justices of the Supreme Court who long ago passed their 70th birthdays. Justice Miller is 73, Justice Bradley is 76, and Justice Field is 73, while his brother, David Dudley, is a leader of the New York bar at 84. Gen. Banks, just resuming his seat in Congress, is 73. Robert C. Winthrop and Hannibal Hamlin are 80. Whittier is 81, Holmes is 80 and Lowell is 70. Benson J. Lossing, the historian, is 76; but Bancroft is still working at 89. Gen. Fremont is 75, and Gen. Joe Johnston is 82. Hamilton Fish, Grant's secretary of state is 81.

A VISIONARY SHORT LINE.

The Latest Alleged Move of the Canadian Pacific Railway People.

There are rumors of an important railroad and steamship deal that will be of great interest to the people of the maritime provinces and particularly the residents of St. John and Halifax. The Canadian Pacific Railroad is the chief figure in the movement, the object of which is to give it internal facilities at Halifax without having to use the Intercolonial road. Interested with the Canadian Pacific are the New Brunswick, Maine Central and Boston and Maine railroads. These four corporations have combined, it is stated to buy or lease the Windsor and Annapolis railroad and run a fast train on it, making the distance between Halifax and Annapolis in about four hours. Two fast steamers are to be put on the route between St. John and Annapolis to make the run in two hours and a half at all seasons. These boats will make close connection with the Canadian Pacific and western trains daily and will land passngers in Halifox in about six hours, or a little over three hours better than the I. C. R. can do. This, it is claimed will completely knock out the projected Harvey-Salisbury line.

WHAT WOULD COME NEXT.

Short sighted gentleman chooses a pair of spectacles.

"These glasses," he says, "are not strong enough for me."

"But, sir, they are No. 2."

"What have you next to No. 2?"

"No. 1."

"And after that?"

"After No. 1, sir, you will want a dog!" —La Voltaire.

Canada has contributed five officers to Harvard University: S. MacVane, of Prince Edward Island, professor of history; F. C. Sumicharast, of Nova Scotia, professor of French; F. W. Nicholson, Nova Scotia, instructor in Latin; W. F. Ganong, New Brunswick, instructor in botany; M. Chamberlain, New Brunswick, secretary of the university. The university has now twenty students from Canada.

The cause of it.—Friend—The Sunday school seems to be filling up rapidly. Superintendent—Yes, all our classes are very full. Friend—It must be gratifying to see so many children anxious to come under your charge. Superintendent—Yes, we have the reputation of giving the best presents at Christmas of any church, and we mean to keep it up, too.

An old and well posted goat who was kept by a secret society for use in initiations, was chewing the leg of a boot, when a young kid came along and asked: "Say, don't it make you awful tired to have those duffers in the lodge ride you so much?"

"No, not much. You see, I get used to it by degrees."—Texas Siftings.

TWO LETTERS.

HERS.

Sealskin sacque,
Please, dear Jacque.

HIS.

No seal jacquet,
Can't stand racquet.