THE HERALD.

VOL. I., NO. 42. FREDERICTON, N. B., MONDAY, SEPTEMBER 29, 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.

W. 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.

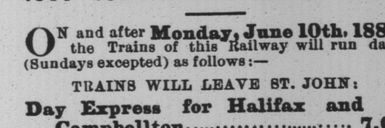
LEAVE GIBSON.

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, Pictou 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.

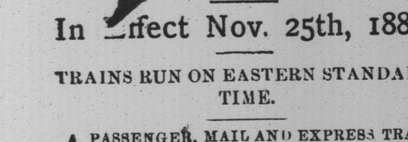
All trains are run by Eastern Standard Time.

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.



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.

Parsons' Pills

These pills were a wonderful discovery. Unlike any others. One Pill a Dose. Children take them easily. The most delicate women use them. In fact all ladies can obtain very great benefit from the use of Parsons' Pills.

One box sent post-paid for 25 cts., or five boxes for $1 in stamps. 30 Pills in every box. We pay duty to Canada.

The circular around each box explains the symptoms. Also how to cure a great variety of diseases. This information alone is worth ten times the cost. A handsome illustrated pamphlet sent free contains valuable information. Send for it. Dr. I. S. Johnson & Co., 22 Custom House Street, Boston, Mass. "Best Liver Pill Known."

Make New Rich Blood!

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-built IRON STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made *the fastest time on record.*

The Steamers of the

MAIL LINE TO LIVERPOOL

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

From Liverpool.		From Quebec.
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.

BOSTON MARKETS.

BUTTER—The butter market is steady for all fine lots and weak on the lower grades. Trade is quiet at quotations. We quote: Extra to fancy Western creamery, soft wood, 23c to 24c; hard wood, 20 to 22c; firsts and extra firsts, 17 to 19c; extra to choice Northern creamery, 24c to 25c; firsts and extra firsts, 20 to 23c; Eastern creamery, fair to good, 20 to 21c; extra imitation creamery, 17c to 18c; common, 13 to 15c; ladle-packed, 13c to 15c; Northern dairy, choice, 20c to 22c; common, 14 to 18c. These quotations are receivers' prices for wholesale lots.

EGGS—There is no material change to report. The supply is not large and good prices are obtained for all perfect lots. We quote: Near-by, 24c to 25c; Eastern extras, 22c to 23c; Western and Southwestern, 20c to 21c; Michigan, 20c to 21c; Canadian, 20c to 21c; Islands, 20c to 21c; Nova Scotia and New Brunswick, 20c to 21c. These are wholesale prices for choice stock.

HAY AND STRAW—The market is steady with a fair amount of choice hay being sold. Straw is unchanged in tone and prices. 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.

POULTRY—The market is steady, sales being made at old prices. A fair amount is being sold. We quote: Vermont turkeys, 24c; fresh-killed northern and eastern chickens, fancy, 22c to 24c; good, 18 to 20c; fair to good, 12 to 15c; fowls, 16c; western iced spring chickens, 8 to 12c; ice packed fowls, choice, 14c; common to good, 9 to 10c; old cocks, 7c. Live fowls are steady at 10 to 11c, with chickens at 10 to 11c.

POTATOES—The market is in a steady position and a fair amount is being sold. The receipts are small and the poor lots are well cleaned up. We quote: New Hampshire, $2 per bbl; New Hampshire bulk, 65c per bushel; Vermont, 65c; New York burbanks, 65 to 70c per bushel; Portland, $2 per bbl; Houlton Rose, 65 to 70 per bushel; Aroostook Rose, 65 per bushel; Houlton Hebrons, 70c per bushel; Aroostook Hebrons, 70c per bushel.

URGED ON BY PAIN.

Much more serious than the dead arm of Emperor William is the chronic earache with which he has now been afflicted for a number of years. Just what the affection is no one has yet been able to determine. It grows worse in cold and wet weather, and that is about all that is known of it. The physicians disagree as to its character. William himself, though at times suffering acutely from it, and believes it to be a local ailment.

Its existence naturally enough suffices to create a certain uneasiness in the mind of his friends and of Germans generally, but I cannot learn that any responsible professional men regard it as necessarily dangerous. This year it is said to be less troublesome than usual.

Undoubtedly, however, this annoying and wearying burden of the flesh has a great deal to do with William's disposition toward nervous excitability and restlessness. A man with the earache cannot be expected to hold calm mastery over all his moods. It is a reasonable assumption, too, that to this affliction is in some measure due his phenomenal and unseasonable physical activity.

Often he is unable to sleep at all, and he habitually keeps notebooks and pencils within reach of his bedside, upon which to work until the pain is exercised. Sometimes, for distraction, he routs out the garrison of Berlin or some regiment of it before daybreak. In any case he rises at 5.

Both at home and when abroad the amount of labor he gets through in a day is without a parallel. It is a commonplace experience for him to do four hours' work in his Berlin study in the early morning; then take a train to Potsdam and spend the remainder of the day in reviewing troops; then trot back in the saddle with his staff over a distance of eighteen miles; devote the afternoon to the transaction of business with his minsters and officials; receive and return the calls of two or three visiting royal personages, and then dine somewhere where a speech must be made.

TORTURED NINE YEARS.

A terrible case of cruelty was reported a few days ago to superintendent Whitehead, of the Society for the Prevention of Cruelty to Animals. Samuel J. Haynes, a Racine county farmer, says the Milwaukee Sentinel, had a beautiful horse.

Nine years ago, while hitched to a mowing machine, the horse ran away with Haynes. This so enraged him that he swore he would keep him locked up from that time on. He was true to his word and from May 1, 1881, until last week, the poor animal was not allowed to leave his stall.

Haynes is about sixty years old, a bachelor, and has the reputation among all who know him of being an unusually kind-hearted man, but Superintendent Whitehead tells the story of his brutality as follows:

"When we reached Haynes's place we went to the barn and found the horse. I never saw such a sight before. The once beautiful sorrel horse was reduced to a skeleton, the eyes sunk deep in their sockets, the ribs projecting and both sides were covered with sores. The hoofs of the animal had grown in a wonderful manner, until they had formed a perfect half-circle, curving upward and coming within an inch of the shins.

"While I untied the horse, the first time in nine years, Haynes protested, but I continued and the horse hobbled slowly out of the stable. The moment it touched the grass and saw the blue sky overhead it rubbed its head against my arm and gave a low whinney. Slowly and laboriously propelling itself on the rocker-like hoofs, the animal began to nibble the grass where it could reach it."

The horse was killed and Haynes arrested. He was fined $30.

Paris landlords have recently furnished subject for a good deal of criticism. The other day one of them expelled a tenant because he had become the father of a fourth child. His lease stipulated that he had to leave if he had a family of three children. Another strange clause in a lease is attracting attention. A gentleman recently hired an apartment and signed a lease in which it was particularly stipulated that if ever onion soup was cooked in his apartment he would have to quit at a moments notice. It so happened the gentleman was very fond of onion soup, and regarding the stipulations merely a joke, gave orders to his cook a few days after moving in to prepare the savoury dish. He had not, however, sat down to the table to taste it before the landlord, who lived in the house, came up in a rage with witnesses to prove the violation of the agreement. The offending tenant has to go.

HE COUNTS HIS STEPS.

"How does a blind man find his way?" repeated a sightless instructor of the blind to a questioner. "A blind man finds his way just as you would in total darkness, for you must remember that he is always in the dark. It is as easy for him to get lost in this room as in a forest. He comes in, gets turned around and loses his reckoning. He stops and listens. The twitter of a bird through the open window comes to his ear and in a flash he is right again. 'There,' he says, 'is the window, the door is over here,' and he walks straight to it. Blind people are as timid about venturing into a strange place as you would be about going into an unfamiliar cellar in the dark, but after they have been over the ground once or twice they step with confidence, only exercising ordinary care lest some unusual obstacle should have been placed in the way since they last passed. You see blind men making their way to and fro in the streets of every large city.

"I live in a place of some thousands of population, and every morning walk a mile to my school and back again in the evening. I know every step of the way and have my landmarks, which, to me, indicate the stages of my journey. It is thirty steps from my gate to the nearest crossing and gutter. I step over this, then fifteen stepping stones take me to the next gutter on the other side of the street. Then there is a plank walk, three planks wide, for 311 steps. The walk is about two feet higher than the street, and people often wonder at seeing me step along it so briskly; but, bless you! I am in no danger. I keep on the middle plank, and can tell by the sound about where I am. I know when I pass a large house which stands some feet back from the walk, and when I get to a tree which shades the street I know I am half way. Then two steps take me down from the walk to the street level, and ten stepping stones keep my feet out of the mud. Then there is a brick wall for 27 steps, and three steps from the end there is a place where the bricks have sunk. Then comes a pavement of flat stones, and seven steps from its beginning one flag has shifted its place and stands with one end two or three inches out of the ground. I found this out by stumbling over it. Now I know when I come to it and always raise my foot and step over it. A little further on there is another plank walk, also three boards wide, and when I set my foot on a springy board I know I am half way over this part of the journey. I used to count the steps, but now I know them by heart and my feet do the counting, so that I step from the plank walk to the stepping-stones and over the gutters without thinking, and have gone from my house to the school without, so far as I remember, giving a thought to my steps.

"So every blind man who goes to and fro, in the city or country, can tell exactly how far it is, in his steps, from one point in his route to another, and what are his landmarks by the way. He will also be able by his sense of hearing to give you many particulars of the surroundings that would surprise you. A stone house gives a different echo from brick and the latter from wood; he can always tell when he is under or near trees, and will name the kind of street pavement from the rattle of the vehicles. In his walks he measures the distance by steps; when riding in a carriage, street car or railroad, by time. There are watches specially prepared for the blind. The glasses are taken out and little points mark the hours. By touching the face carefully here and there he will find the time and estimate the distance accordingly. Of course no blind man likes to go over a new route unattended, but after he has traversed it once he knows every point of importance to him, and could walk over it, as you would say, "in the dark."

NO WORK FOR THE STRIKERS.

ALBANY, Sept. 19.—H. Walter Webb, third vice-president of the New York Central Railroad, who has been west as far as Buffalo inspecting the workings of the road, arrived here this evening. A reporter asked Mr. Webb how soon the strikers would be reinstated. In answer to this and several other questions Mr. Webb said:

"It may as well be understood right here that from now on none of the strikers on the Central road between New York and Buffalo inclusive will be reinstated. It is better for the men, for their families and all concerned to know now that none of the men who are out will be taken back. The men left the employ of the company six weeks ago to-night and they have had ample opportunity to apply for work before this week. They well understood the policy of the road from the beginning and they have seen it successfully established. They did not seek re-employment until the strike had been declared off, and since then they have nearly all asked to be put to work. This would be impossible as we have enough men now in our employ to operate the road in all departments.

"During the last few weeks we have weeded out all the undesirable men who usually slip into employment during a strike, and we now have an experienced class of men. Even if any of the new men should leave, their places will be filled by new men, as we have firmly determined not to employ men, who have been coming all in their power during the last six weeks to injure the road."

AN AERIAL MONSTER.

Charles G. Loeber, of Boton, has prepared the plan for an immense airship, which he proposes to construct, and is now trying to raise a syndicate to take hold of the enterprise. The ship is designed as a means of communication between this country and Europe. He also claims to be the discoverer of a new force which he calls anthesis, and which he declares, assures the success of his ship. The ship as planned resembles more than anything else a monster barrel laid on its side, with all its staves running to a point at one end, and with immense spread of wings on the sides. It is designed to be constructed solely of steel, with a length of 147 feet and a breadth of beam of 27 feet. The wings, each of which is to be 75 feet long and 27 feet broad, are moveably attached to the sides of the vessel and extent inward, where they are adjusted to a steam-driven engine. The weight of the ship, machinery and equipments is estimated at 800 tons, and her net tonnage at 1000 tons. With her full complement of 300 passengers, mail and freight she would represent a deadweight of 1800 tons. This great load, Mr. Loeber says, can be floated upon the air more easily than a like weight is carried upon the water.

Six female doctors were received into the faculty of medicine in Paris in one week.

DUTCH FUNERAL CUSTOMS IN EARLY NEW YORK.

Funerals in the early days were never held in the church. The attendance was usually so large that on the morning of the funeral chairs were carried in from the houses of families living near. Mourning was generally worn by the women of the family, and the men wore a crape band encircling the hat from the crown to the brim, a long piece being allowed to hang almost to the shoulder. As time passed on this was shortened by pinning it into a fold at the back, which fold stood out at a right angle to the hat; and, finally, cutting of all the superfluous length, it appeared as the band worn at the present day. The blinds of the house were kept at first tightly closed, and then were gradually bowed till the days of mourning were over.

The Dutch could hardly be called a superstitious people, and yet they had many queer customs. The looking-glasses in a house of mourning were usually draped in black, and the coffin was never placed near one. If the family owned many beehives it was always customary to announce the death to each hive, else, it was said, the bees would all leave. The funeral was always held the third day after death, and in summer on the second day, as no means were then known for preserving the body. Chairs were placed around the coffin, those at the head being occupied by members of the family, and those at the foot by near relatives. Dutch ladies were famous for their attendance on such occasions, though no woman attended the body to the grave, but after the corpse was borne out remained to eat cakes and drink wine. If the deceased was of their sex burnt wine was served them in silver tankards. These tankards, even in those days, were often worth £22, and sometimes more. Burnt or mulled wine was served only in winter, a sort of sangaree being substituted in summer. Burnt wine was Madeira slightly sweetened with burned loaf-sugar, which gave it a peculiar flavor. The women always retired before the men returned, who then resumed the feast.

When the coffin was removed from the house it was placed upon a bier at the door, and covered with a pall of black cloth. The church usually owned two palls which were always used on these occasions. The bier was then borne upon shoulders of the bearers to the grave, followed only by the invited guests and mourners. As it was not convenient to carry the dead great distances, those who had lands were generally buried near their homes. Rich persons who were willing to pay liberally were allowed to bury under their seats in the church, the seats, or pews, always being a part of the family property, and as such willed. Those who coveted the honor of a grave in church had to pay about twenty times the price of a common grave. Private burying-grounds within the village or town were rare, so those without lands were usually interred in the church burying-ground. No head-stones are found at the graves of the earliest settlers; the graver's art did not then exist among them, and the marble and granite had not yet been quarried.

After the interment the mourners and guests returned to the *dood-feest* (dead-feast), on which the goedt-vrouw's skill had been spent to the utmost to load her table with the choicest delicacies—cold and hot joints, and all dainties dear to the Dutch heart, in addition to pies, cakes, and cheese, the most prominent dish being one of dood-koeks. These were thick disks about four inches in diameter, and similar ingredients to our New-Year's cakes. They were kept for years as mementos of the departed, often being handed down as heirlooms. These edibles were supplemented by an enormous supply of spiced wine and tobacco and pipes. Wealthy persons, in anticipation of a death in the family, were accustomed to procure large casks or pipes of wine, which, were spiced and put carefully away in the cellar, to be used only for the purpose intended. Most of the friends coming from a distance, ample justice was done to the viands.—MRS. M. P. FERRIS, in Harper's Bazar.

A WEALTHY ARCHITECT.

A wealthy Vienna architect, Herr Gross, having an only daughter, extremely delicate, some years ago gave up business and travelled with her to the south, hoping thereby to restore her to health. Fraulein Gross was fair and very amiable. After spending the winter in Italy, her father took her to Meran, and here she made the acquaintance of a Lieutenant Von Matefey, who was in the last stage of consumption. The young man fell madly in love with the girl, and asked her to marry him. The father, however, refused his consent to what would have been a most imprudent alliance. Some days ago he was staying with his daughter in a village in the Tyrol, when the young officer appeared once more, and again unsuccessfully urged his suit, the father losing all patience with him. In the night the young pair eloped. The father was in despair, but a telegram from his daughter, who stated she was at Wels, and would wait there until he came to give her his blessing, reassured him. He hurried to the place mentioned, and separated the pair. Father and daughter left the town together, and went to Kuentay, in the Tyrol. The girl slept in the same room as her parents, and had hardly left it in the morning when two shots were heard in a room on the same corridor. When the door was opened Lieutenant Von Matefey and the young lady were found dead together, each shot through the lungs.

FRANK LESLIE'S MONTHLY

FOR OCTOBER, 1890.

A portrait of Speaker Reed, and a full-page picture of the Ways and Means Committee of the House of Representatives, which formulated the McKinley tariff bill, are included amongst the illustrations accompanying an interesting and spicy article on "The house of Representatives," by Frederick S. Daniel, in the October number of FRANK LESLIE'S POPULAR MONTHLY. A powerful poem, "The Cyclone," by Joaquin Miller, is dedicated "to the destroyers of forests." James Ricalton describes Simla, the summer capital of India; and Pierre Morand contributes some highly entertaining Reminiscences of Foreign residents and old times in New York city. Other Illustrated articles are, "Life in Bologna," by Herbert Pierson, "Haruko of Japan," the Oriental Empress and her court, by Eliza Ruhamah Scidmore; Fish-culture at Lake Sunapee, N. H.," by Frederick M. Dey; and "Tails, and the Services they Perform," by Ernest Ingersoll. "Beyond the End," Professor Boutelle's new serial story begins in this number.

New York has expended $9,000,000 in buying land for new parks.

BEARDS OF BYGONE TIMES.

The English ambassador at Moscow in 1555 George Killingworth, is recorded as having excited the curiosity of the bearded Russians by displaying to them his own mane, which was five feet two inches long, and even Ivan the Terrible was excited to mirth by it. Johan Mayo, a German merchant of 200 years ago, had a beard so long that, according to the veracious chroniciers of the day, "he would have tripped up on it had he not tucked it into his girdle."

The Assyrians excited the curiosity of the smooth-shaven Egyptians by doing up their beards on bits of wood at night and wearing them in ringlets next day.

Ancient tradition has it that Adam had a magnificent set of whiskers.

Certainly, the beard is manly. It is the distinctive sign of manhood. Women and boys have no beards, and when a woman does have a hirsute growth on her face she is classed as a freak.

The Celtic and Slavic races were always bearded, and the Turks, Arabs, and Persians consider no punishment greater or disgrace more complete than to have their beards removed. In ancient times the beard was considered a sign of strength and was cherished as a sacred thing. The Moslems carry combs to dress their beards immediately after prayers, the devotee remaining on his knees while he does it, carefully picking up every falling hair and saving it to be entombed with its owner after death.

The Arabs dye their beards bright red and the Persians interweave their beards with threads of gold. The Turks anoint theirs with delicious perfumes and smoke them with burning incense. The Israelites of old anointed their beards.

Egyptians shaved their beards off, except in time of mourning, and the American Indians carefully pull out every hair that makes its appearance on their faces.

The Greeks were bearded men till Alexander the Great ordered his soldiers to shave that their enemies in time of battle might not have the long hair for a handle to seize upon. Shaving was introduced among the Romans 300 years before Christ, and the day of his "first shave" was a day of celebration by the Roman youth.

Peter the Great, fertile like most despots in devices for getting money out of other people's pockets, imposed a heavy tax on beards.

Beards were fashionable in France and Spain till Louis XIII. and Philip V., two beardless monarchs, ascended the thrones and then all masculine France and Spain took a clean shave.

The Normans made the Saxons of England shave off their beards, but Edward III. is pictured with a luxuriant beard, and in the days of Elizabeth beards were extravagant and fantastic in style, as may be concluded from this satire by Taylor, the "water-poet:"

Some seem as they were starched stiff and fine,
Like to the bristles on some angry swine;
Some cut and pruned like to a quickset hedge,
Some like a spade, some like a fork, some square,
Some round, some mowed like stubble, some stark bare:
Some sharp, stiletto fashion, dagger-like,
That may with whispering, a man's eyes outpike,
Some with the hammer-cut Roman T,
That heights, depths, breadths, triform, square, oval, round,
And rules geometrical in beards are found.

—N. Y. World.

SARAH BERNHARDT.

A friend of Sarah Bernhardt's tells of an interesting conversation he had with the great actress the other evening in her loge, London. Speaking of Cleopatra she said:

"You remember that the African Queen died from the bite of a real serpent. Well, I shall die in the same way nightly—bitten by a real live reptile. In the forest of Fontainebleau there is a species of harmless snakes almost as large and nearly of the same color as an asp. I shall be well supplied with these reptiles. I shall have a service de serpents. This will be necessary, because it cannot be supposed I shall acquire full power over them all at once. They may slip through my fingers, you know.

"None of the accessories of the stage should be neglected. You should even make yourself ugly when necessary. In the character of Cleopatra I shall have black hair," she continued, throwing back the golden tresses which she was wearing. "You will see also that my skin will be brown. I am afraid, though, I shall find it a great bother taking off the black everynight, for of course I could not think of going to bed en negresse."

So spoke the tragedienne, with smiling enthusiasm. She goes to America in January, serpents and all.

AN EXCITING SCENE.

An exciting scene was recently witnessed in the Avenue Trudaine, in the Montmartre district of Paris. Half a dozen policemen were seen on the top of a house chasing a man armed with an axe, who threatened to kill any one who came near him. The individual with the axe—a laborer named Briot—was a victim to excessive indulgence in absinthe. He first attempted to kill his wife and then, pursued by police-officers, made his way to the chimney-pots on the roof. The chase continued for some time, and then, at the risk of breaking his neck, he dropped on a balcony, and while the officers were still on the roof made his way back to his room and barricaded the door. It was broken in, and after a desperate struggle between the policemen, who drew their bayonets, and the madman with his axe, the latter was at last overpowered and bound hand and foot. He also had to be gagged on account of his fearful yells. The struggle on the housetops in a thickly populated part of the town caused a large crowd to assemble.

BALLOON ADVENTURE.

A most exciting balloon adventure was witnessed recently at Courbevoie, a suburb of Paris. The balloon "La Patrie" ascended at four o'clock one afternoon from the gasworks, the car containing two young men, named Le Prince and Dumuid, both about twenty years of age. On leaving the ground the balloon rose rapidly, being carried along by a violent wind; but when passing over the Bois de Boulogne, at the height of a thousand metres, an explosion occurred, and the balloon, with an enormous rent in it, began to descend with alarming rapidity, while the crowd assembled on the Auteuil racecourse were anxiously watching its movements. Fortunately, the envelope was torn in such a manner as to form a parachute, and the aeronauts, preserving their coolness, threw out the ballast, and, owing to their clever management, succeeded in alighting at Issy, near Paris, without accident, one of the young men only being slightly bruised.

THE M'KINLEY TARIFF.

The Conference committee on the tariff has under consideration a very important measure relating to Canada. It is a combination of propositions which at different times have been submitted to the two Houses of Congress with some important new features. Those who have the matter in charge are of the opinion that so many of the members of the conference are committed to it that it remains with McKinley, the chairman of the House conference, alone to determine whether it shall be incorporated in the bill or not. It is stated also that Secretary Blaine, while he has hitherto avoided making any reference to Canada in his suggestions as to reciprocity, is prepared to endorse this prososition and that he has caused it to be known to his immediate followers that he approves of it. If the committee should not adopt it, it is intimated that Mr. Blaine may latter announce his own approval of it. It is also said that Mr. Aldrich, the author of the amend ment as to reciprosity with the South American States, which is incorporated in the bill, approves of this plan as to Canada The following is the text of the proposition:

"That whenever and as soon as the government of the Dominion of Canada shall permit all articles of trade and commerce of whatever name or nature, whether the product of the soil or of the waters of the United States, all manufactured articles, live stock of all kinds and its products and all minerals the produce of the mines of the Unitted States, to enter the ports of the Dominion of Canada free of duty, then all articles manufactured in Canada and all products of the soil and waters and all minerals the produce of the mines of Canada, and all other articles of every name and description produced in the said Dominion of Canada shall be permitted to enter the ports of the United States freee of duty; provided, however, that the provisions of this act shall not apply to any product or article upon which an internal revenue tax is imposed by the laws of the United States.

"That when it shall be certified to the president of the United States by the government of the said Dominion of Canada that by the authority of its parliament it has authorized the admission into the ports of the said Dominion of all articles of trade and commerce the growth, produce or manufacture of the United States, free of duty, the president shall make proclamation thereof and shall likewise proclaim that all articles the growth, produce or mannfacture of the said Dominion of Canada shall be admitted into all the ports of the United States free of duty, and such articles shall be so admitted into the ports of the United States free of duty so long as the said Dominion of Canada shall admit the products of the United States as herein provided into the ports of the Dominion free of duty.

"That the secretary of the treasury is hereby authorized, with the approval of the president of the United States and in conjunction with the proper officials of the government of the Dominion of Canada, to make rules and regulations for the purpose of carrying into effect the provisions of this act and to protect the said respective governments against the importation of foreign goods or articles through either into the other without payment of duty; and the secretary of the treasury of the United States shall furnish to the customs officers of the United States all such rules and regulations for the purpose of guiding them in the discharges of their duties as may be necessary in the premises.

"That the industries of the two countries may not be unnecessarily disturbed by any sudden change in the fiscal policy of either country, nor the revenues of either country suffer by a too rapid or radical change in the laws govering the operation of this bill, it is hereby enacted that the president of the United States shall appoint commissioners who, in connection with like commissioners appointed by the government of the Dominion of Canada, shall mutually agree upon a given number of articles, embracing all, or any part of the principal articles now purchased by each country from the other, being the growth and product of the respective countries and which are now dutiable by the country purchasing the same. When the articles thus mutually agree upon by the said commissioners, being the product of the United States, shall be admitted into all the ports of the Dominion of Canada free of duty, then the president of the United States shall by proclamation admit all of the articles thus mutually agreed upon, being the product of the the Dominion of Canada, into all the ports of the United States free of duty.

"That before making the proclamations or either of them authorized by this act the president shall be satisfied that all citizens and subjects of the United States may have and enjoy the right of commercial intercourse in all the ports, harbors and places in Canada with the citizens and subjects of the Dominion in as full and ample a manner in all respects as may be had or enjoyed by the latter in the ports, harbors and places of the United States with the citizens and subjects thereof."

THE HEIGHT-LIMIT FOR LONDON.

Henceforth no building within the jurisdiction of the London county council can exceed 90 feet in height. So the lord's committee on the council's bill has ordained, and its decision is eminently sensible. The limit of 70 feet, which the council wished to fix, would have been too low, but in 90 feet there is nothing to complain of. We cannot afford to build more Queen Anne mansions 140 feet high, nor to imitate the enormously high blocks of buildings which are in such favor in America. They may be all very well in streets as wide as the Nevsky Prospekt, but in the narrow thoroughfares building of the New York type would shut out sun and air. Even our newest streets, such as Northumberland avenue, are not wide, while, to take more recent instances, Shaftesbury avenue is miserably narrow. —St. James' Gazette.

GREAT AUSTRALIAN ESTATES.

Roman nobles sometimes had whole provinces for estates; but these are almost paralleled in Australia, where immense estates are numerous. Three are advertised for sale in a Melbourne paper. The area of the first is 454 square miles, of which the rent is £321 1s. 6d. only, and the cattle on the pasture are valued at £2 10s. each. The second comprises 648 square miles, the third 533 square miles. All three are in Queensland. The first lot is described as watered by a river and having a town 90 miles distant on one side and 150 on the other. The advantage of the second is that it lies between three towns, which are, respectively, 180, 300 and 350 miles away, and the third, apparently most fortunately situated of all, is "within 100 miles of a railway."