BoardofWorks

THE HERALD.

VOL. I., NO. 12. FREDERICTON, N. B., MONDAY, MARCH 3, 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.

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.

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

3.40 p. m; Gibson, 2:45; Marysville, 2:55; Manzer's Siding, 3:20; Durham, 3:30; Cross reek, 4:10; Boiestown, 5:20; Doaktown, 6:10; Upper Blackville, 7:00, Blackville, 7:25; Upper Nelson Boom, 8:00; Chatham Junction, 8:25; arrive at Chatham, 9:00.

RETURNING, LEAVE CHATHAM

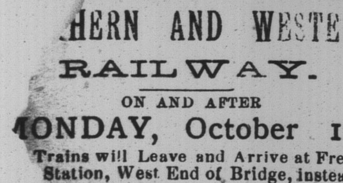
6:30, a. m; Chatham Junction, 7:00; Upper Nelson Boom, 7 15; Blackville, 8:05; Upper Blackville, 8:35; Doaktown, 9:25; Boiestown, 10:20; Cross Creek, 11:30; Durham, 12:10, p.m; Marysville, 12:45; Gibson, 12:55, arriving at Fredericton, 1:00.

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

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

THOMAS HOBEN, Superintendent.

[...]n, N. B., May 18th, 1889.



[...]HERN AND WESTERN RAILWAY.

ON AND AFTER

MONDAY, October 1st,

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

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

THOS. HOBEN, Superintedennt

MAKE HENS LAY

NOTHING ON EARTH WILL MAKE HENS LAY LIKE SHERIDAN'S CONDITION POWDER.

WE SEND BY MAIL A LARGE 2¼ POUND CAN FOR $1.20, TWO SMALL PACKS 50 CTS. 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.

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 abel on the Pots and Boxes. If the address is not 533, xford 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, 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.	Steamships.	From Halifax.
16th Jan	POLYNESIAN	8th Feb
23rd do	PERUVIAN	15th do
30th do	NOVA SCOTIAN	22nd do
13th Feb	CASPIAN	8th Mar
27th do	SARDINIAN	22nd do
6th Mar	PERUVIAN	29th do
13th do	PARISIAN	5th Apl
27th do	POLYNESIAN	19th do
10th Apl	CIRCASSIAN	3rd May

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

Glasgow and Philadelphia Line (via Halifax.)

Steamships.	From Glasgow.
MANITOBAN	7th Feb
PRUSSIAN	21st do
NESTORIAN	7th Mar
—	21st do
—	4th Apl

These Steamers call at Halifax en route to Philadelphia, and do not carry Passengers on voyage to Europe.

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.

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,

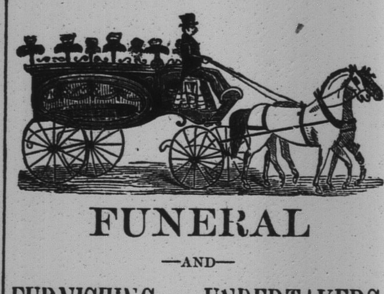
248 TO 252 PRINCE WM. STREET,

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.

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.

Prof. Loisette's MEMORY

DISCOVERY AND TRAINING METHOD

In spite of adulterated imitations which miss the theory, and practical results of the Original, in spite of the grossest misrepresentations by envious would-be competitors, and in spite of "base attempts to rob" him of the fruit of his labors, (all of which demonstrate the undoubted superiority and popularity of his teaching), Prof. Loisette's Art of Never Forgetting is recognized to-day in both Hemispheres as marking an Epoch in Memory Culture. His Prospectus (sent post free) gives opinions of people in all parts of the globe who have actually studied his System by correspondence, showing that his System is *used only while being studied, not afterwards; that any book can be learned in a single reading, mind-wandering cured, &c.* For Prospectus, Terms and Testimonials address

Prof. A. LOISETTE, 237 Fifth Avenue, N.Y.

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.

HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

The first New Brunswick-bred horse to enter the 2:30 list was the gray gelding Crown Prince, which got a record of 2:25 in 1873.

Two of the oldest stallions to enter the 2:30 list in 1889 were Wilmar (brother to Governor Sprague, 2:20½), foaled 1870, and Woodford Pilot, foaled 1873.

The brood mare Lou, whose fame rests upon the 2:12 record of her great son Axtell, on February 14 foaled a filly by William L., at Mrs. Barnhart's stable, Independence, Iowa. The little one is a full sister to Axtell, a bay without markings, and is said to resemble its brother.

The best drivers are the most careful and the best horsemen are those who are always on their guard. Many accidents occur from the capers of gentle family horses that have never been known to become frightened or to do anything coltish, and for this reason have been carelessly driven. People are always on guard when about horses known to be vicious, and the most dangerous kicks are from usually quiet horses which were approached without caution, and in a playful moment, or when surprised, let fly without vicious intent. The lesson that all good horsemen have learned from this is to be always on guard when among horses, and to never, under any circumstances, drive any horse carelessly, or neglect proper precautions for safety. The steadiest horses are sometimes coltish, and an accident and runaway may result from momentary neglect.

Persons there are who sit down and wonder why their colts don't sell for as much money as those of some of their neighbors. And some there are who do not sit down and wonder, but sit down and write us, asking why their's do not sell as well as———. To such persons we would say: There is a vast difference between the value of colts, as individuals, and a wider difference in those who own them, and their ability to sell. But that is not all. Colts are measured and sold upon the speed they can show under the watch. The man who trains his colts well, therefore, outsells the man who does not. Axtell might not have been "standard" to this day, had not his breeder trained him. Certainly he was sold for $102,000 because he was the greatest performer that has yet appeared, and not because he was better bred than the colts some of you would be glad to sell for $2,000.

THE BAY HORSE.

Did any one ever see a man or a woman with "bay" hair? asks the Horse World. No more that he saw an auburn horse. The word bay does not of itself signify a color, and its use for the purpose of designating the color of a horse is purely traditional. It originated in England in a district where the breed of horses was mostly several shades away from the brown, and yet too brown to be called red. There grew in this district a great many bay trees, to the leaves of which the horse exhibited a decided affinity. The bay tree had long been cherished among the natives for the medical qualities of its leaves and berries, and, in a way, was sacred to them, having had a place in many of their legends and superstitions. Every breeder of horses was sure to have a number of the trees, and relied upon them almost exclusively for the medicines wherewith to cure his horses. The leaves were used in fomentations and the berries in clusters. The horses coming from this district, reared among the bay trees, became known as bay horses, and the uniformity of their color led to the common use of the term.

A NEW BRUNSWICK LEGEND.

In an article in the New England Magazine entitled "Some Legends of the Old St. Lawrence," J. Macdonald Oxley writes as follows: Retracing our course somewhat, and doubling the Gaspe promontory, we find ourselves in the Bale des Chaleurs, whose entrance is guarded by the Island of Miscou. than which no other spot, not even Anticosti itself, has borne a richer harvest of legend. Tales of marvellous monsters, and traditions of war, famine and shipwreck, and harrowing human suffering, abound. Once it was a very prosperous fishing centre, but that day has long since passed, and now only a handful of French Canadians eke out a miserable existence, aided by the harvest of wild hay which grows upon vast meadows daily overflowed by the tide. According to Gov. Deny, the island possessed in his time—that is two hundred or more years ago—a notable natural wonder, which is thus described: "A few hundred yards from the beach there spurts from the briny sea a gush of fresh water as big as your two fists, which retains its freshness

FOR A SPACE OF TWENTY YARDS,

without in any wise blending with the surrounding salt liquid; either at high or low tide. The fishermen come there in boats to fill their casks, and draw it up as if it were from the reservoir of a fountain." And Mr. Lemoine, who is still with us, avers that the truthfulness of the old governor's narrative has been vouched for to him by seafaring folk frequenting those shores. But the most famous and far-spread legends of Miscou are those connected with the Gougou, concerning which mysterious monster we had better let its first chronicler, Champlain, speak for himself. I translate the following from his voyages. "There is," he says, "a wonderful thing here, well worthy of mention, which many of the natives have assured me is a fact, to wit, that near the Baie des Chaleurs lies an island, upon which dwells a monster with the form of a woman, but of dreadful appearance, and of such a stature that the top of their masts would reach only to her waist. They

DESCRIBE HER AS BEING APPALLING.

She has devoured many of their number, and continues to do so, putting her victims when she has seized them in her huge pocket, which some, who have been so lucky as to escape from her dreadful clutches, describe as being big enough to hold one of their vessels. This monster is constantly making horrible noises, and bears the name of Gougou, and when the natives speak of her it is always with bated breath and trembling lips. Yes, the Sieur Prevert de Saint Malo, while on a search for mines, assures me that he passed so close to the lair of this dreadful creature that he and all on board the vessel heard the strange hissing noises she made, and that the natives who were with him told him that was indeed the Gougou and were so terrified that they hid themselves wherever they could, dreading lest she had come to bear them off. I am of opinion," continues Champlain, by way of judgment upon the evidence before him, "that the island is the residence of some demon which takes delight in tormenting the people in that way."

BRITISH CAPITAL

Under the heading "British Capital and American Industries," Mr. Erastus Wiman writes an elaborate article in the North American Review, of which the following is a resume: "Every community is becoming saturated, as it were, with the results of the working of all the equipments for industrial effort, which have been prepared during all the years since the inception of civilization, though that equipment has only been put in use in our day and generation. America has been employing and re-employing the capital acquired by occupying her ever-widening areas and developing her enormous resources, all the while that this intense activity in industrial pursuits has been proceeding at so rapid a pace. The smaller and richer countries of Europe are equally overwhelmed with production, and load off the excess on the rest of the world, for which they receive products, but chiefly money. This is especially the case with Great Britain, whose position is that of levying tribute on almost every other nation under the sun, by profit on goods exported, profits from trade by the use of English money within the foreign country, and by direct loans. The great national debts the world over are largely due in England. As a near-by illustration it is estimated that Canada's governmental, railroad, municipal and mortgage indebtedness to Great Britain amounts to six hundred and fifty millions of dollars amounting to

AN ANNUAL TRIBUTE

to England by that colony of $25,000,000, almost double the export of its breadstuffs. In the public works of numerous countries England is a participant; no matter how, where, or when profits are made, the Briton somehow or other participates. This vast accumulation of annual income of Britain, far in excess of spending or absorbing possibilities within the island itself, renders existence possible for so vast an aggregation in so small a space. But besides this annual influx of profits, interest and dividends, men who made their money in India, China, the Orient or South Africa return to England to live on their competency there. Since 1843, when the income tax first began, the increase in national income has been $3,775,000,000. Of this amount the income from the capitalist class has increased from $950,000,000 to $2,000,000,000. Whilst the total subscriptions for new enterprises launched in London in 1885 were £77,972,000, they reached the enormous sum of £175,859,865 in 1889, with a prospect of reaching, in 1890, the sum of $1,000,000,000 or $3,000,000 for every business day in the year. The releasing of money hitherto locked up in such concerns will beget a speculative tendency, for, in order to make it provide an income it must be re-invested, in which risks are run and a collapse made possible, which, however, would not be a permanent barrier to further investment. The result of all this is that England, taking in the greater part of the money results of the present unparalleled industrial activity of the world, must become the great investor of the world. But where to invest? France, Germany and Belgium do not need money; they have accumulated enough latterly; Russia, Spain, Egypt, Turkey, Bulgara and Austria have already taxed their credit to the utmost. Canada, Australia, the Cape and South American Republics are already too deep in the books of England. The United States of America therefore is the one country towards which England is looking for the investment of her surplus income. In fact, England has invested in industrial enterprises there about 100 millions in two years. If British capital continues flowing into the United States as it has done the last two years, in twenty years America will pay the greater part of $300,000,000 annually to Great Britain. This irresistibly brings to recollection the fact that though the American people strenuously opposed, at the Boston tea party, the idea of paying tribute to England, the whirligig of time is bringing a condition of things by which the amount is increased ten thousand fold, but under circumstanees highly beneficial to both countries. The stream of labor from Europe for so many years must be followed by a stream of capital, not as loans but as business capital—a huge international co-partnership. America needs money to develop its south and west and if to the United States should be added, for commercial purposes, that vast region of "The Greater Half of the Continent" included within the British possessions, no one can tell how advantageous may be this monetary connection between the two countries. That the interests of mankind at large will be advanced by a close bond of union between the two great Anglo-Saxon nations, no one can doubt, and nothing will contribute more certainly to this harmony than the mutuality of interests which is certain to be created by the investment of British capital in American industrial enterprises.

CANADA AND AMERICA.

At the dinner of the Board of Trade and Transportation last night at Delmonico's, Sir Richard Cartwright talked of closer trade relations with Canada and said: "One thing is certain, to propose to the people of Canada to barter their allegiance for trade privileges is the very best way to enlist every sentiment of manliness and self-respect against such a proposal. The connection of Canada with Great Britain is purely voluntary. British statesmen are even ostentatious in offering to let her settle her own destiny." He was sure that if a union between the two countries was brought about it must be by other considerations than the mere advantages of free trade, patent though it might be. Sir Richard went on to point out that Canada, needed direct representation at Washington and power to make her own treaties, and closed by observing that the well being and prosperity of the United States must be a thing the vast majority of Canadians must desire, not only because the prosperity of the United States powerfully affected the prosperity of Canada, but because, as a matter of fact, there was scarcely a Canadian family which had not today son or brolher, or near kinsman residing in United States."

MONARCHIAL EUROPE ALARMED.

Monarchial Europe is in a state of alarm, comparable only to the period when the Commune dominated Paris. Then royal eyes were turned to Germany, upon whose armed ports lay the duty of preventing the red spectre stalking through Europe. Today it is Germany who inspires dread and frightened royalists for the moment see no reason why the aforesaid spectre shall not soon start from Berlin on a triumphal progress all over the continent. It is positively ludicrous to note the extent of the scare caused by the socialist victories at the German polls. It could not be more general had the social Democrats returned to the Reichstag with an over whelming majority. As it is they have gained ten seats from their enemies, and have a prospect of winning about half a dozen more in March.

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

Distance Lends Enchantment.

Almost daily fresh reports come of hard times among the farmers of the western states. Persons who have gone through some of the districts that have been represented as veritable Lands of Promise, report that it is all promise and no fulfilment. Not that the land is barren; but what with drouth. floods, tornadoes, blizzards, and what is worse than anything else, the rapacity of the railway corporations, who have the farmers of the prairie absolutely at their mercy, the life of those who are building up the far west, this side of the Rocky Mountains, is far from being the happy and prosperous one it has been represented to be. Of course this state of things will not continue for ever; for a solution will be found for the railway problem, and irrigation and settlement will equalize the meteorological conditions; but at present a man who takes his family to the states between the Mississippi and the Mountains, unless he keeps within the older settled districts, where land is high and hard to get, will expose them to great privations and, from which he need not expect early relief. The conditions are better west of the mountains, but land is more difficult to get there. They are very much better in the Canadian Northwest; but they are no better anywhere than in New Brunswick.

The great disiderata in a country are good laws well administered, a good system of education, a fertile soil, a certainty of harvest. Given these things and you have the elements of comfort and happiness. All else depends upon the individual. If a New Brunswick farmer is not prosperous he need not blame the country. These elements of prosperity are here. Failure is to be accounted for either by unavoidable accident or something within the man himself. There is a good market here at a remunerative price for everything first class in character, raised upon a farm. It is no answer to say that Chicago beef is sold in our markets and hence beef can be raised in the west more cheaply than here; for it does not follow that the man who raises the beef gets as much for it as the New Brunswick farmer can get for his product, even at the low prices now ruling. The fault of most our farmers is that they do so very little that unless they have a large margin of profit theymake practically nothing. And yet if the question of profit were intelligibly discussed, it would not be difficult to show that it pays to do many things on the farm which are frequently represented as being profitless. Farmers usually calculate upon a wrong system. It would be a comparatively easy matter so to keep a system of accounts as to prove that nothing can be raised on a farm at a profit, and yet the country is getting richer all the time, farmers are laying up money or are improving their places, or are educating their families. Taking one thing with another the farmers of New Brunswick are as prosperous as their brothers anywhere.

HINTS FOR THE GARDEN.

When it is desirable to bring forward early cabbages, cauliflower, egg plant, tomatoes, pepper, etc., on a small scale, without the aid of hot beds, it can be managed successfully by sowing the seed about the first week in March in shallow boxes, half filled with fine earth, and placed in sunny exposure on the ground outside and the boxes covered with panes of glass. The rays of the sun concentrating on the glass will raise the temperature of the seed to summer heat and they will sprout readily. Attention in this case is required to covering the glass with some material on cold nights, and in treating the plants to air and otherwise in all respects as if grown in regular hot beds. With all our convenience of hot beds we resort to methods similar to this in forwarding plants, and always find our most thrifty stock produced this way.

Egg plant is one of the most deliciouе products of the garden. When sliced, fried and spiced to a proper flavour it suits the tastes of all. This wholesome vegetable has gained general favour in the East where it is coveted among the indispensable articles of diet on the tables of the entire people, and they are met with in every garden.

The egg plant, though adapting itself to most all garden soils, yet attains the highest standard of perfection on soils naturally rich or otherwise made so by manure or fertilizers. Being of tropical origin the egg plant will make slow progress in low temperature. Seeds of this species sown under glass any time in March and transplanted to the open ground the latter part of May, will commence fruiting early in July and continue fruiting until cut down by frost. Some care needs to be exercised in keeping the young plants from chilling during April and the forepart of May, though when established in the open ground they require no more care than ordinary cabbage.

In planting the garden it will be of advantage in economizing space and labour in future, to classify the vegetables according to length of time they occupy the ground. Tomatoes, parsnips, egg plants, carrots, beets, etc., that occupy the ground all summer, had better be planted side by side, and such as onions, early cabbage, peas, beans, etc., that mature by midsummer, be arranged in a plat by themselves. Thus the early maturing vegetables will leave intact an open space, or clearing for a second crop of late cabbage, sugar corn, celery and turnips. A second crop of vegetables hardly ever exhausts the soil any more than the autumn crop of weeds and grasses.

HINTS TO DAIRYMEN.

The cheese taste in butter is due to the imperfect cleansing of the buttermilk. This cannot be done completely by the common method of churning, in which the butter is gathering in lumps, and is largely mingled with buttermilk. All the working and washing which can be done cannot get rid wholly of this sour milk when it is so intimately closed in the particles of butter. If the churning is stopped when the butter is in small grains, and before the butter is in a compact mass, and the buttermilk then drawn off from the churn, and water poured in and changed until it is no longer coloured by buttermilk, and the butter is then salted and mixed, so as to get rid of all excess of water above that which is needed to keep it moist enough to dissolve the salt, which is about ten to twelve per cent. of the weight of the butter, there will be no cheesy taste. Mixing milk is injurious to the yield of butter. This is well known to milkmen and butter-makers. If milk which has been set for some time, and on which the cream has partly risen, is stirred, the cream never rises again fully, and there is considerable loss of butter.

THINGS MAN CAN'T DO.

There is always something comical aboat a man's attempt to po a woman's work. And the fun of the thing is that a man never realizes that he cannot do it properly. There isn't a man on the footstool who does not privately entertain the opinion, that if he should only set himself about it, he could do anything better than anh woman. But he can't and all the women know it.

He means well, no doubt, but somehow he doesn't seem to have the faculty.

His wife goes on a visit to her mother and he keeps house. Now, he will tell Brown that he can cook a meal as well as the best woman that ever lived; but if he should see Brown and some of the boys coming up to his house for dinner, he would bolt the door and lie low till they went away.

He never can touch a kettle without getting soiled. He can't handle the fire irons without burning his fingers. He never thinks to hang up any towels; keeps them on the floor where they will be handy. A man cannot do two things at a time. A woman will broil a steak, and see that the coffee does not boil over, and watch the cat that she does not steal the remnant of meat on the kitchen table, and dress the youngest boy, and set the table, and see to the toast, and stir the oatmeal, and give orders to the butcher, and witness the way her neighbor across the street is hanging out her clothes—and she can do it all at once and not half try.

Is there a man living who can hald fifteen pins in his mouth, and fit a dress waist, and talk over the scandal about the minister at the same time? Of course there is not, and yet a woman can do it easily, and enjoy it, too.

A man will work diligently half the forenoon to find a shirt button, and when he has found it, it will be three sizes too large for the button-hole, and then he will begin to thread his needle. And he will squint and take aim, and sweat, and swear and the thread will slip right by the needle every time, and if ever he does get the needle threaded it will split the button clean in two and he will find himself exactly where he started from.

Man has done wonders since he came before the public. He has navigated the ocean, he has penetrated the mysteries of the starry heavens, he has harnessed the lightning and made it pull street cars and light the great cities of the world. Oh' yes, we are willing to admit that man has done his part, but he couldn't pour castor oil into a colicky baby's clothes to save his life!

He can't find a spool of red thread in his wife's sewing machine drawers—— no he can't; and after he searches half an hour, manfully keeps his temper meanwhile, he will appear with a spool of blue silk, and vow that such a thing as red thread has no existence in that house.

A man cannot hang out clothes and get them on the line end up. He cannot hold clothes pins in his mouth whild he is doing it, either.

He cannot be polite to somebody he hates. He would never thing of kissing his rival when he met him, as a woman will her rival. He can't chew gum. He can't sit in a rocking chair without banging the rockers into the base boards. He can't put the tidy on the sofa pillow right side out. He can't wear No. 3 boots on No. 5 feet. He'd die with corsets on! He'd get his death of cold with bare arms and neck.

And yet people who do not know call women the weaker sex.

THE ORIGIN OF THE T. D. PIPE.

Not many who see the common T. D. pipe are acquainted with the origination of those letters on the bowl, said a gentleman yesterday, and the story is a curious one.

In the early part of the present century there lived in the city of Salem, an eccentric individual by the name of Timothy Dexter.

The house in which he lived, an old-fashioned square wooden structure of three stories high, still stands a little to the right of the railroad tunnel in Salem, and hidden from sight by an intervening block of buildings.

In Mr. Dexter's time this house was surrounded by a thick growth of shrubbery, in the midst of which in front of and around the house, were statues of famous heroes, and of the ancient gods, many of them carved from wooden posts, but these statues were only an instance of the peculiar character of the inhabitant of the house. He was the man who shipped the cargo of warming pans to the West Indies, a scheme which everybody smiled at the thought of, but out of which he made a large sum of money.

He also wrote his own biography which of course was executed in his own peculiar style. The last page contained nothing but punctuation marks, and when asked the reason of this he exclaimed: "That's for salt and pepper, there are so many different tastes about this punctuation business that it is impossible to suit all so I throw these in to let all not satisfied with my work, punctuate to suit themselves."

As old age came on his peculiarities became more marked, and for what reason he wanted his initials to be stamped upon the bowl of each pipe, whether it was to serve as a reminder of himself to smokers, or only to relieve the extreme plainness of the white clay bowl, will, like many more of his peculiar notions, remain a mystery,—but certain it is that he made a trade with a large pipe manufacturer for a large sum to have his name stamped upon the bowl of every pipe made at that factory.

The pipe man lived up to his part of the contract, for he found the letters added to the fame of his ware and his trade prospered, so that he too made a fortune. Imitators soon took up the scheme, so that what at first was an eccentric whim, became a paying trade-mark, and finally, a firmly established custom, which by the way, is the history of most of the customs of the present day.

Timothy Dexter and his queer habits are slowly slipping from the memory of man, but the T. D. pipe still lives in ever increasing popularity, and probably for centuries to come those letters on the bowl, will, like an Egyptian inscription, remind those acquainted with their origin of the life of a peculiar man.

The kind of hogs that require three or four years to mature, and in that time will attain enormous size and weight, are going out of fashion. We do not see so many extra heavy weights reported in the local papers as we used to. Instead, the laudable ambition of most farmers is to get pigs that at eight or nine months old will give a pound of pork for each day of the animal's life. To do this requires good feeding not alternate starving and then surfeiting with corn. It is the pork made by continuous growth at all times that is most palatable and healthful, and is most in demand in the market.

TOPICS OF THE TIME.

"The ascertainment of English" is the title of one of the most interesting of recent review articles. This language of ours is the source of a great deal of trouble to sundry learned people, who lament its short-comings on the one hand and its superabundance of synonyms on the other, as though they were personal calamities. They want some institution set up, which shall have power to decide what is and what is not good English.

In France they have "The Academy," and what "The Academy" says is good French is put beyond a question until a future Academy rules it out. Hence what was Parisian French fifty years ago or even less may be very much "off color" today. The people who greive over the English language wonld like something of the kind set up in London.

The difficulty about such an arrangement would be that while London may be the financial centre of the world it is not the literary or educational centre, and the great body of English speaking people, who do not live in England be it remembered and to whom the opinions of a select band of literary people resident in that capital would be as nothing, would continue to go on using the words that suit them best, and making new ones without regard to the rules of philology.

But the language with all its faults is coming to the front with amazing strides, as this following extract will show: "Pre-eminently the language of the future will be English. It is a stalwart language because it is the mother tongue of two stalwart and one long-lived nations. Its rudimentary idioms were in use at the founding of London, forty years subsequent to the crucifixion of Christ.

Its vitality is in direct ratio with the vitality of its parent nation. The restless enterprise of English exploration has carried the language, with its flag, around the world. Nellie Bly, speaking her native tongue, can be understood in every port and every nation embraced in her flying circumvallation of the globe. The English language has broken down the barriers of old-time customs in diplomacy. To American influences is due discarding of French at the Samoan conference at Berlin and the adoption, for the first time, of English in international discussion

During the period of Rome's full fruitage of supremacy, before political decay attacked the Empire, Latin was the universal language of a limited world. The early English dramatists wrote in a language known to but 6,000,000, and Thomas Jefferson's inaugural address could have been read but by 16,000,000 people. At the latter period French was the language of from 35,000,000 to 50,000,000 people. Fifty years ago the German language was in as great favor numerically as the English.

Not so to-day. To German is accorded a speaking clientele of 60,000,000; to French, 45,000,000; to English, 100,000,000. Should ever again the stars have occasion to sing together, it can well be assumed it will be in the language of those earthly singers, Milton and Byron, Bryant and Whittier."

At the same time it is true that the habit of misusing words is becoming very common and it is objectionable, because when a word is frequently misused the sense in which it is employed becomes uncertain. Newspaper writers are to blame for much of this. They write in a hurry; they cannot always think of just the word they want, so they take one something like it, and having once misapplied it, do so a second time as a matter of course.

Another reason for the misuse of words is to be found in the prevailing disposition of people nowadays "if they can't be funny to be as funny as they can." Much of what passes for honnor, especially the kind that is turned out by professional humorists by the yard, consists simply in a more or less ludicrous misapplication of words.

Some expressions become a part of the language by mistake. It is perhaps too late to say that "I had rather not" is not good English; but it is as much the result of a mistake as the "nicite" of the ignorant Quebec Frenchman. The latter word is supposed to mean "here" in the sense of "come here" and is got at by a very simple but senseless process. It is not good French, however, and never will be; but some of our best writers say "I had rather." Now "I would rather" is what is meant. This contracted into "I'd rather" became extended again into "I had rather" by people who wished to speak, as they thought, properly and from conversation it has passed into literature and such masters as Gladstone, Thackerary and others of similar standing employ it.

ANOTHER DAM BURSTS.

The fine large storage dam built across Hassayampa River, Prescott, Ariz., by the Walnut Grove Water Storage Company two years ago, at a cost of $800,000, gave way Sunday morning under great pressure of the heavy flood, and swept everything before it. Forty persons are known to have lost their lives. As the town of Wickenburg, thirty miles below the dam, was on the same stream, great fears are entertained for the safety of that town, but as there is no telegraphic communication no news is obtainable. The service dam of the company is located fifteen miles from the reservoirs. Not the slightest doubt had been entertained of the safety of the dam. Numerous houses had been erected by miners at various points along the course of the stream. These were uplifted by the surging waters as though they had been corks and floated down stream and dashed to pieces. The first intimation of the disaster was a sound like thunder and at the same instant a perpendicular wall of water fifty feet high came rushing down the narrow valley with incredible speed. Fortunately there were comparatively few people living near the bottom of the hill-sides, and of these

A LARGE NUMBER WERE WARNED

by the noise and escaped. The valley widens above Wickenburg and most of the town lies on the low lands, and it is almost certain that the vast body of water has carried away many houses in that place. It is believed here that fully as many people were drowned there as immediately below. Heavy rains had fallen for several days, and Friday night it was apparent that the water in the lake was approaching the danger line. The rain continued through the night, and early Saturday morning the water rose to the top of the dam and cut a small passage near the centre which rapidly widened as the water poured over it until, in less than twenty minutes, the little stream had become a roaring cataract. The Storage Company is blamed for not providing a sufficient outlet for the water in times of danger. This is the first of the great storage reservoirs projected in this territory, and this disaster will discourage the construction of similar dams.