Board of Works

THE HERALD.

VOL. II., NO. 1. FREDERICTON, N. B., MONDAY, DECEMBER 15, 1890. $1.00 PER YEAR.

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REFITTED AND PAINTED IN THE MOST ATTRACTIVE STYLE. AN ELEGANT GENTLEMEN'S PARLOR, OFFICE, and BEAUTIFULLY DECORATED DINING ROOM on Ground Floor; PERFECT VENTILATION and SEWERAGE throughout; LARGE and AIRY BEDROOMS; COMMODIOUS BATH ROOMS and CLOSETS on each floor; and is capable of accommodating ONE HUNDRED GUESTS.

It is rapidly growing in popular favor, and is to-day one of the LEADING, as well as the MOST COMFORTABLE HOTELS IN THE DOMINION.

The Table is always supplied with every delicacy available. The Cooking is highly commended, and the Staff of Attendants are ever ready to oblige.

There are two of the largest and most conveniently fitted up SAMPLE ROOMS in Canada, having street entrances and also connecting with Hotel Office.

HORSES and CARRIAGES of every style are to be had at the LIVERY STABLE of the Proprietor, immediately adjacent to the Hotel.

The "QUEEN" is centrally located, directly opposite to the Steamboat and Gibson Ferry Landings, and within a minute's walk of the Parliament Buildings, County Registrar's Office and Cathedral.

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

WM. WILSON,

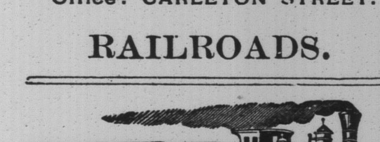
Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

Secretary-Treasurer York.
Registrar University of New Brunswick.
Agent Glasgow and London Insurance Co's.

Office: CARLETON STREET.

RAILROADS.



CANADIAN PACIFIC RAILWAY.

New Brunswick Division.

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

ARRANGEMENT OF TRAINS

In Effect October 12th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.20 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 30, 7.35 a. m.; 4.40, p. m. Fredericton Junction, 8.10, a.m.; 12.10., 6 25, p. m. McAdam Junction, 10 47, a. m.; 2.15, p m. Vanceboro, 10.25, a. m., 12.45 p. m. St. Stephen, 7.45, 10.15 a. m. St. Andrews, 6.55, a. m.

Arriving in Fredericton at 9.20 a. m., 1.20, 7.20 p.m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

C. E. McPHERSON, Dist. Pass. 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.

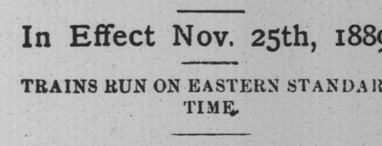
All trains are run by Eastern Standard Time.

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.

COOKED CODFISH.

Ask your Grocer for

COOKED SHREDDED CODFISH,

And Try It.

JOHNSON'S ANODYNE LINIMENT

Established 1810.

—UNLIKE ANY OTHER.—

Positively Cures Diphtheria, Croup, Asthma, Bronchitis, Colds, Tonsilitis, Hoarseness, Coughs, Whooping Cough, Catarrh, Influenza, Cholera Morbus, Diarrhœa, Rheumatism, Neuralgia, Toothache, Nervous Headache, Sciatica, Lame Back, Soreness in Body or Limbs, Stiff Joints and Strains.

AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.

It is marvelous how many different complaints it will cure. Its strong point lies in the fact that it acts quickly. Healing all Cuts, Burns and Bruises like Magic. Relieving all manner of Cramps and Chills.

ORIGINATED BY AN OLD FAMILY PHYSICIAN.

All who buy direct from us, and request it, shall receive a certificate that the money shall be refunded if not satisfied. Retail price by mail 35 cts.; 6 bottles, $2.00. Express and duty prepaid to any part of United States or Canada. ☞ Valuable pamphlet sent free. I. S. JOHNSON & CO., Boston, Mass.

GENERATION AFTER GENERATION HAVE USED AND BLESSED IT.

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

PURIFY THE BLOOD, correct all Disorders of the **Liver, Stomach, Kidneys and Bowels.** They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the Aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,

Glandular Swellings, and all Skin Diseases, it has no rival; and for Contracted and Stiff Joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

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

and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot and may be had of all Medicine Venders throughout the World.

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

13-10-83

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,

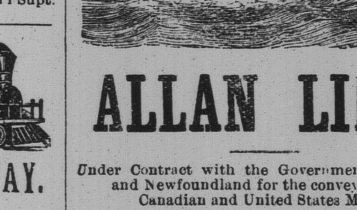
where he is prepared to fill all orders in above lines, including

ELECTRICAL AND MECHANICAL

BELL HANGING,

Speaking Tubes, &c.

STEAMSHIPS.



ALLAN LINE.

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

1890, Winter Arrangements, 1891.

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

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.		From Halifax.
6th Nov	......CIRCASSIAN......	29th Nov
20th do	......SARDINIAN.......	13th Dec
4th Dec	......PARISIAN.........	27th do
18th do	......CIRCASSIAN.....	10th Jan
1st Jan	......SARDINIAN......	24th do
15th do	......POLYNESIAN....	*7th Feb
29th do	......CIRCASSIAN.....	21st do

and fortnightly thereafter.

These steamers sail from Halifax about 1 p. m. Saturdays, or as soon as possible after the arrival of the Intercolonial Railway train, due at Halifax at noon.

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

From Liverpool.		From Halifax.
30th Sep	........CASPIAN..........	27th Oct
14th Oct	......*CARTHAGINIAN	10th Nov
28th do	......NOVA SCOTIAN.	24th do
11th Nov	......CASPIAN..........	8th Dec
25th do	......*CARTHAGINIAN	22nd do

*The Carthaginian will carry only Cabin passengers from Halifax.

Rates of Passage to Liverpool.

SALOON (According to accommodation) $40 to $65
RETURN .... $80 to $120
EXTRA CLASS CABINS on Parisian... $70 to $80
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 — Outward, $25; Inward, prepaid, $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. 9.

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.

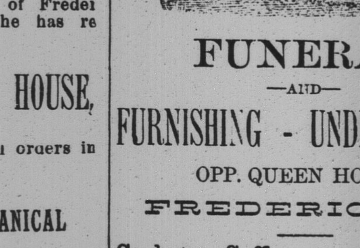
Returning will leave Boston same days at 8.30 a. m., standard, and Portland at 5.00 p. m., for Eastport and St. John.

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.

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.

C. C. GILL,

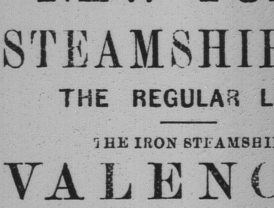
PAINTER,

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.



NEW YORK STEAMSHIP CO.

THE REGULAR LINE.

THE IRON STEAMSHIP,

VALENCIA,

1600 tons, (Capt. F. C. MILLER), will leave

COMPANY'S WHARF, Rear of Custom House,

ST. JOHN FOR NEW YORK

via Eastport, Me., Rockland, Me., and Cottage City, Mass., every

FRIDAY AT 3 P. M.

(Standard Time.) Returning, steamer will leave

Pier 40, East River, Foot of Pike Street, New York, EVERY TUESDAY at 5 p. m.,

For Cottage City, Mass., Rockland, Me., Eastport, Me., and St. John, N. B.

Freight on through bills of lading to and from all points south and west of New York, and from New York to all points in the Maritime Provinces.

CHEAPEST FARES AND LOWEST RATES.

Shippers and importers save time and money by ordering goods forwarded by the New York Steamship Company.

Through Tickets for sale at all Stations on the Intercolonial Railway.

For further information address

N. L. NEWCOMB,
General Manager, 63 Broadway, New York

Or FRANK ROWAN, Agent,
N.Y.S.S. Co's wharf, rear of Custom House, St. John, N. B.

A THRILLING RIDE.

Account of a Voyage Down a Mountain Flume.

After a slow and wearisome climb, and as it began to grow dusk our team, tired and dusty, drove into Camp Sequoia, says a writer in the San Francisco Examiner. The flume extends from the high snow line in the Sierras to the plains, fifty-two miles distant. It is built of inch and a quarter planks, and at the start, where the grade is steepest, is forty-three inches across the top. This width is increased, however, when the decrease in the grade necessitates a larger volume of water to float the lumber, and at the lower end reaches the extreme width of sixty-four inches.

At each increase in the size of the flume more water must be added to the stream. The first head of water comes from Lake Sequoia, and the supply is augumented by small streams at four different places between the mill and King's River. To preserve a fairly regular grade in constructing the flume enormously high trestles were found necessary to carry the flume across canyons, chasms and around sharp spurs of mountains. The first twenty-seven miles built took over 5,000,000 feet of lumber to construct, and most of this lumber had to be packed on the shoulders of men. It has taken about 9,000,000 feet of lumber, all told to complete the flume.

WITH MANY MISGIVINGS.

But to return to the head of the flume around which our party of four was clustered, our spirits dropping as rapidly as the mercury during a cold snap and our hearts seeking the seclusion of our boots Coming down a flume when you are at the bottom and look up is a very different proposition to going down a flume when you are at the top and look down. Stories of former trips that resulted disasterously flashed through our minds. If it had not been for the crowd of onlookers that stood round ready to cheer if we started or jeer if we didn't, we would have backed out one and all. There was no help for it, and with a last despairing look at the beautiful bright world around us that we were leaving, perhaps forever, we solemnly climbed into the flume boat and shook hands sadly with those who were not going.

The boat that was to carry us down the flume resembles nothing so much as a hog trough with one end missing. The flume being built V shape, and at a right angle, the boat is constructed likewise, but at what would be the bow end of an ordinary boat there is no end at all, it being purposely left open in order to provide means for the water that backs up in the boat to escape. On examination we found our boat to be sixteen feet long with a fourteen inch plank running the length of the boat, thus making a false bottom to raise us from the reach of the water. On this plank rested four small wooden stools, one for each of the party.

After taking seats, with many misgivings, and balancing ourselves, the order to cast off was given, the spikes holding our frail craft to the flume side were pulled out, and our craft shot on with the current on its journey to the plains. The sensation was exactly as if the bottom had dropped out of the universe and we had dropped with it.

DANGER AHEAD.

"Watch out!" yelled the man in front throwing himself back on the man behind him.

It was just in time. The sudden shock threw us all flat on our backs, and the boat "zipped" under a projecting beam that would have decapitated the whole outfit. Cautiously regaining an upright position we took a look at the scenery around us. As far ahead as one could see stretched the flume, looking a thin, spidery thread stretched down the mountain side. On either side gloomy rocks and forest trees flashed past in an indistinguishable blur when the flume lay near the ground, but when it rose on trestles to cross some canyon or ravine we seemed suspended, like Mohammed's coffin, "'Twixt heaven and earth."

In the meantime our speed had been increasing. Not a member of the party spoke a word, but in dumb amazement held a firm grip to the seat. Our boat had proceeded but half a mile when immediately before us could be seen what we subsequently learned to be one of the steepest inclines of the whole course of the flume—a drop of 250 yards with a grade of 1,200 feet to the mile. It was but a few moments when our boat was at the head of this incline. Pieces of timber could be seen on the mountain side below us, those pieces having been hurled out of the flume during their course. The sight was not very assuring to us, but there was no such thing as stopping or turning back at this stage of the journey. Holding our respective breaths and offering mental prayers for our own safety, we consigned ourselves to our fate.

SHOT INTO SPACE.

The boat stopped for an instant at the head of the chute, pitched over the curve and shot into what seemed to be mere space.

A dim perception of fleeing forests, dashing wildly past a wall of rocks for a few seconds, the noisy wash of the waters behind us, after all of which we found ourselves at the bottom of the incline trying to regain our breath. It was short, and luckily, too. Human nerves could hardly have stood the strain much longer. Going on, at a slightly reduced rate of speed, we were treated to a constant change of mountain scenery—now closely hugging the perpendicular wall or a rocky gorge, again being swept around the sharp point of a mountain or on our way across wide canyons, up as high as 130 feet, with only the knowledge of the frail trestlework between us and—what?

No grander view of the lower Sierras could be experienced than that which we had as we swept on through the space. The alternating views of deep gorges, high cliffs, timber clad mountain heights, combined with the novel means of transportation, robbed the journey of all weariness.

Finally we reached King's River and our course now lay parallel with the steam and at about the same grade. Our boat proceeded steadily, but with none of the occasional rapidity we had experienced in the higher mountains left behind.

After having "flumed" about twenty-seven miles we came to the suspension bridge across King's River. But even fifty-two miles of flume come to an end at last, and the speed becoming tame and slow in comparison with the early part of the trip, with the aid of several men at work "herding" on the flume our frail craft was safely brought to a standstill and we climbed out on the trestle and stretched our cramped legs. A few moments later, with the aid of a thirty foot ladder, we reached terra firma, our strange cruise ended.

NELSON EXPELLED.

NEW YORK, Dec. 6.—The most interesting feature of the final session of the board of review of the national trotting association was presented to-day, in the letter of C. H. Nelson concerning the Balch stallion race at Beacon park last September.

Mr. Nelson's letter to the Board of Review is in substance as follows:

"I was approached by Frank L. Noble, the reported owner of Alcryon, who made overtures for me to pre-arrange with him as to the performance and result of the race. He proposed, in substance to divide with me the winnings of our horses, with an agreement that whichever of the two became first winner of the two heats should be assisted by the other to win the concluding heat. I refused to enter into such an arrangement, and told him I thought my horse would win the race in three straight heats.

"The next day, and within two hours of the race, I learned by letter that Budd Doble, whom I had previously engaged to drive my horse, was unable to leave Philadelphia, and could not serve me. I then asked John Splan to drive for me. He replied that he could not, and the next day told me that he had been paid $500 not to drive my horse.

"Finding myself unable at the time to procure a driver on whom I was willing to rely, I decided to drive myself, although I was 29½ pounds heavier than regulation weight. This and the heavy track constituted a serious handicap to my horse which not only gave me some concern, but caused much anxiety among my friends who were present, one of whom was a friend with whom I had important business dealings, and who had done me many favors.

"This friend was approached by an associate of Noble, whose talk on behalf of Noble so influenced my friend's judgement that he promised, in case of the race being awarded to Nelson, that Noble might have the premium won by the victory.

"Of this I was informed after the race.

"In this promise my friend was influenced alone by a desire to protect my horse from combinations and accident, and thus promote his chances to win the race, which would benefit the horse by enhancing his reputation, and that would gratify me more than to possess the money involved.

"I am sure my friend had no other motive, for neither of us had a dollar wagered on the race in any form, either directly or indirectly.

"The race was won by Nelson, and the promise of my friend was complied with, whereby Noble did obtain the money ($5,000) won by Nelson in the race, besides obtaining the second premium, $2,500, which was awarded to Alcryon.

"Notwithstanding the doubts, implied by the features received, it is my firm belief that Nelson won the race on his merits, and that it was not in the power of Alcryon to have beaten him in either of the three heats that was trotted."

The board, after considering all this testimony, ordered that C. H. Nelson and the horse Nelson be expelled from the national trotting association.

LOVE AND THE TOBACCO HABIT.

Speaking of brides, does a man ever realize how gross a creature he usually is, and how much a dainty girl has to undergo in first learning to endure the monster and then embrace, as the verse says of vice? Think of his tobacco habit. Still, those who are opposed to the use of tobacco, and their name is legion, have received quite a set-back in their persistent attacks upon the "filthy weed," and if this new bit of testimony in favor of smoking and even of chewing be what is known as "an honest statement of fact," why it behooves all men, and women, too, for that matter, who may contemplate a voyage to any land peopled by gentle cannibals to begin the use of tobacco at once. For let me tell you that these gentle folk will not eat a smoker, and as for a tobacco chewer, why, they would no sooner think of serving him up with sauce blanche au gratin a la maitre d'hotel or aux fines herbes than we would think of eating crow. He is positively repulsive to them and they drop him the very instant they catch a whiff of the detestable odor. A smoker lately escaped the grill by the good fortune of having an old clay pipe in his pocket. No doubt a "stump" of a cigar would affect the same purpose, only see to it that you smell strongly of the herb, that's all, and the stronger the safer for you. There's consolation to be drawn from nearly everything in life, and therefore, oh, patient and long-suffering wives, when your neglectful husbands come tumbling into bed at midnight smelling strongly of tobacco smoke console yourselves with the thought that if they were to be made prisoners on their way home by the terrible anthropophagi you would not be left to mourn in wretched widowhood. This is a beautiful thought, and it ought to do much to reconcile you with the sight of your white lace curtains growing yellower day by day as the clouds of tobacco go curling up among their white folds.

HOW TO WALK FAST.

Persons who have never been trained to walk fast generally quicken their gait by bending forward and lengthening their stride, at the same time bending their knees very much at each step. It is pretty safe to say that no one can possibly adopt this style and keep a fair walk at a faster gait than six miles an hour, says the London Society Times. The fast walker must keep himself erect, his shoulders back and chest thrown out. He must put his forward foot and heel first, and with the leg straight. He must if he expects to get a good stride, work hips considerably, overcoming the sidewise tendency of the hip movement by a compensatory swinging of the arms.

The length of a stride in fast walking is astonishing to those who look at it. A little figuring will make it clear why this is so. There are 1760 yards in a mile, or 1760 strides three feet long. To do a mile in eight minutes a walker must cover 220 yards a minute, or eleven feet a second. Now 220 steps a minute—nearly four a second—is pretty quick work, as anyone may discover for himself. Even three steps a second, or 180 to the minute seems quick. The chances are that your eight minute man, although his legs move so quickly that his steps seem short, is not doing as many as 200 steps to the minute, and consequently that the stride is at least three feet six inches. With a little practice a man six feet high can easily maintain a four-foot stride for half a mile.

PREVENTION IS BETTER THAN CURE.

Preserve your health by insisting upon having Imperial Cream Tarter Baking Powder. It excels all others in purity. All grocers sell it.

A HEROINE OF THE SEA.

Mrs. Tereas Meinder Pilots a Ship for Thousands of Miles to Port.

Particulars of a remarkable sea tale were received in New York, by a South street shipping house, from Melbourne, Australia. It concerns the struggles of a woman, the wife of a sailing master, on a fever-stricken vessel, which she brought safely into port, thousands of miles from her starting point, though every one of the crew had died of contagion during the voyage, and her husband, the sole survivor on the ship besides herself and baby was so weakened by the disease as to be unable to get on deck.

The heroine of the story is Mrs. Tereas Meinder. With her husband Captain Emil Meinder, she left the port of Maurictus, Peru, on April 3 on the schooner Johanne. The Johanne, besides the captain and his wife and two-year-old baby, carried a crew of ten men. She was a snug little craft, sugar-laden and bound for Australian ports, where her owners expected to realize a handsome profit on the cargo.

On April 5, only two days out from port, yellow fever in its most virulent form broke out on board. One after the other the seamen were stricken, and as nothing could be done for them, with the limited provisions that were at hand, they died almost as rapidly as the disease attacked them.

In less than as many days nine fever bloated corpses had been thrown overboard to the sharks that followed in the little vessel's wake. Besides the captain and his wife and child not a living soul remained on board except the cook, who was forced to do duty as a seaman. The captain's wife did likewise, and under her husband's instructions was soon able to perform seaman's duty.

It was a trying order for the commander and his wife, but they comforted themselves with the reflection that the worst had come and that in a few weeks they would reach a port. But the worst had hardly been hinted at. The vessel at the time was two months out and propects were fair when the cook developed fever symptoms.

On June 8 he succeeded to the fate of his companions, and before nightfall his dead body was flung into the sea to feed the sharks which had kept steadily on the schooner's track.

With the cook's death came worse difficulties than ever, but the plucky man and wife faced them boldly until June 10, two days after the cook's death when Captain Meinder experienced the first symptoms of the terrible disease that had decimated his ship. On the following day he was in bed, delirious.

The task of working the ship now devolved wholly on the little woman, who had fought so bravely against the most terrible odds. Besides she had also to nurse her husband and look after her baby. Naturally the schooner made but little progress, but the sailor man's wife managed to make some little progress in the proper direction.

When it was necessary to go aloft to look after the canvas, or below to attend to her delirious husband or seek a few hours of rest, she would firmly lash the wheel and take her bearings again as soon as she came back on deck.

For a month the captain was confined to his cabin, hovering between life and death. Fortunately the weather was good during the most of this time. But when the vessel was within ten miles of the harbour of Framentle a fierce storm sprang up. The woman worked unflinchingly trough the tempest, while the little craft bade fair to go to pieces at any moment.

The captain was recovering at the time, and, weak as he was he left his cabin and helped his wife. But even then their united efforts promised poorly; for, to make matters worse, if possible, than they were already, the vessel sprang a leak and the water began to pour into her at an alarming rate. Two hundred and fifty bags of sugar were jettisoned, and though this lightened the vessel, both husband and wife believed that after their brave struggle they were to die in the end.

Just as they were losing all hope a pilotboat hove in sight and the captain, his wife and child were taken off and into port.

Tugs were sent out to find the Johanne, and after a seven hours search they found and brought her into port. Captain Meinder recovered sufficiently three weeks ago to start on the return journey to Peru, and he is at present once more on the Pacific in the Johanne with his plucky wife, bound for the South American port from which he started.

MODERN MIRACLES.

A singer for breath was distressed,
And the doctors all said she must rest,
But she took G. M. D.
For her weak lungs, you see,
And now she can sing with the best.

An athlete gave out, on a run,
And he feared his career was quite done;
G. M. D., pray observe,
Gave back his lost nerve,
And now he can lift half a ton.

A writer, who wrote for a prize,
Had headaches and pain in the eyes;
G. M. D. was the spell
That made him quite well,
And glory before him now lies.

These are only examples of the daily triumphs of Dr. Pierce's Golden Medical Discovery, in restoring health and reviving wasted vitality. Sold by all druggists.

AN INDIAN VAQUERO.

The Indian vaqueros, who lived much of the time on the more distant cattle ranges, were a wild set of men. I remember one of them, named Martin, who was stationed in Amador Valley and became a leader of the hill vaqueros who were very different from the vaqueros of the large valley near the Missions. He and his friends killed and ate three or four hundred young heifers belonging to the Mission, but when Easter approached he felt that he must confess his sins, so he went to Father Narciso and told all about it. The Father forgave him, but ordered him to come in from the hills to the Mission and attend school until he could read. The rules were very strict; whoever failed twice in a lesson was always whipped. Martin was utterly unable to learn his letters, and he was whipped every day for a month; but he never complained. He was then dismissed, and went back to the hills. I used to question Martin about the affair, and he would tell me with perfect gravity of manner, which was very delightful, how many calves he had consumed and how wisely the good father had punished him. He knew now, he used to say, how very hard it was to live in the town, and he would never steal again lest he might have to go to school until he had learned his letters.

A LAND OF QUEER CUSTOMS.

All things are reversed in Holland. The main entrance to the finest public building in the country, the Palace, or late town hall, of Amsterdam, is its back door. Bashful maidens hire beaux to escort them to the Kermis, or fair, on festival days. Timid citizens are scared in the dead of the night by their own watch-men, who at every quarter of the hour make such a noise with their wooden clappers, one would suppose the town to be on fire. You will see sleds used in summer there. They go bumping over the bare cobblestones, while the driver holds a dripping oil-rag in advance of the runners to lessen the friction. You will see streets of water; and the country roads paved as nicely as Broadway. You will see vessels hitched, like horses, to their owners' doorposts; and whole rows of square-peaked houses leaning over the street, as if they were getting ready to tumble. Instead of solemn striking clocks, you will hear church chimes playing snatches of operatic airs every quarter of an hour, by way of marking the time. You will see looking-glasses hanging outside of the dwellings; and pincushions displayed on the street-doors. The first are called (*spionnen* or *spionnetjen*.) and are so arranged outside of the windows, that persons sitting inside can, without being seen, enjoy a reflection of all that is going on in the street. They can learn, too, what visitor may be coming, and watch him rubbing his soles to a polish before entering. The pincushion means that a new baby has appeared in the household. If white or blue, the new-comer is a girl; if red, it is a little Dutchman. Some of these signals are very showy affairs; some are not cushions at all, but merely shingles trimmed with ribbon or lace; and, among the poorest class, it is not uncommon to see merely a white or red string tied to the door-latch—fit token of the meager life the poor little stranger is destined to lead.

Sometimes, instead of either pincushion or shingle, you will see a large placard hung outside of the front door. Then you may know that somebody in the house is ill, and his or her present condition is described on the placard for the benefit of inquiring friends; and sometimes, when such a placard has been taken down you may meet a grim-looking man on the street dressed in black tights, a short cloak and a high hat from which a long black streamer is flying. This is the Aanspreker going from house to house to tell certain persons that their friend is dead. He attends to funerals, and bears invitations to all friends whose presence may be desired. A strange weird-looking figure he is; and he wears a peculiar, professional cast of countenance that is anything but comforting.

MARITIME EXPERIMENTAL FARM.

Col. Blair has returned from Ontario and brought down a number of cattle of different breeds for the experimental farm at Nappan. The purchases were made, chiefly, in Western Ontario, Prof. Robertson assisting in making the selections. They comprise—Shorthorns—a male and three females; Holsteins—a male and three females; Ayrshires—a male and two females. Col. Blair also bought the best strains of fowls in White Leghorn, Plymouth Rock, and Black Minorcas.

The stables at this farm now contain 58 head of cattle and seven horses. When the Colonel mentioned this to a newspaper reporter his eye twinkled as he added with evident pride, "And we have the feed for them all too—raised on the farm." This fact is an unmistakable evidence of the valuable work being accomplished by good cultivation.

The principal object of Prof. Robertson's trip was to secure with Col. Blair's assistance, some cows of the best milking strains of the various breeds—pure and crosses—for the Central Farm, in view of starting a creamery next spring 32 hogs were also bought for same stock as that brought to this country by the earliest French settlers, and which were to be found at Grand Pre at the time of the expulsion. They are small black cattle, in form much like the Jersey. In addition to a number of purchases of the usual breeds and crosses of cattle, they secured at Murray Bay, Quebec, seven females and a bull, fine specimens of the old Normandy stock, whose butter qualities are highly spoken of. The chief design is, of course, to make tests of the products of the various breeds and crosses, for the benefit of the dairymen of Canada. Respecting the butter of the Norman cow, a statement once made by Judge Morse, who is a compendium of information in reference to the early French settlers in Cumberland, recurs to us. It was that in the prosperous period of the French here, the butter they sent home had the highest reputation in Paris, and that at the leading cafe. patronized by the elite of Paris, Cumberland butter was an important adjunct.

OLD FASHIONED HARVESTING.

Harvesting, with the rude implements, was a scene. Imagine three or four hundred wild Indians in a grain field armed, some with sickles, some with butcher-knives, some with pieces of hoop iron roughly fashioned into shapes like sickles, but many having only their hands with which to gather by small handfuls the dry and brittle grain; and as their hands would soon become sore, they resorted to dry willow sticks, which were split to afford a sharper edge with which to sever the straw. But the wildest part was the threshing. The harvest of weeks sometimes of a month, was piled up in the straw in the form of a huge mound in the middle of a high, strong, round corral; then three or four hundred wild horses were turned in to thresh it, the Indians whooping to make them run faster. Suddenly they would dash in before the band at full speed, when the motion became reversed, with the effect of plowing up the trampled straw to the very bottom. In an hour the grain would be thoroughly threshed and the dry straw broken almost into chaff. In this manner I have seen two thousand bushels of wheat threshed in a single hour. Next came the winnowing, which would often take another month. It could only be done when the wind was blowing, by throwing high into the air shovelfuls of grain, straw, and chaff, the lighter materials being wafted to one side, while the grain, comparatively clean, would descend and form a heap by itself. In this manner all the grain in California was cleaned. At that day no such thing as a fanning mill had ever been brought to this coast.

BE WARNED.

Don't be a fool; know what you want and refuse to be imposed upon by greedy dealers when they attempt to palm off sore producing substitutes for Putnam's Painless Corn Extractor, the only safe, sure and painless corn cure. Putnam's Corn Extractor is the best, the safest, and only painless corn remedy. Sold by all dealers in medicine.

AGED INDIANS.

Remarkable Longevity of the Natives of Southern California.

The early inhabitants of southern California, according to the statement of Mr. H. H. Bancroft and other reports, were found to be living in Spartan conditions as to temperance and training, and in a highly moral condition in consequence of which they had uncommon physical endurance and contempt for luxury. This training in abstinence and hardship, with temperence in diet, combined with the climate to produce the astonishing longevity to be found here. Contrary to the customs of most other tribes of Indians, their aged were the care of the community. Dr. W. A. Winder, of San Diego, is quoted as saying that in a visit to El Cojon Valley some thirty years ago he was taken to a house in which the aged persons were cared for. There was half a dozen who had reached an extreme age. Some were unable to move, their bony frame being seemingly anchylosed. They were old, wrinkled, and blear-eyed their skin was hanging in leathery folds about their withered limbs; some had hair as white as snow, and had seen some seven score of years; others, still able to crawl, but so aged as to be unable to stand, went slowly about on their hands and knees, their limbs being attenuated and withered. The organs of special sense had in many nearly lost all activity some generations back. Some had lost the use of their limbs for more than a decade or a generation; but the organs of life and the "great sympathetic" still kept up the automatic functions, not recognizing the fact, and surprisingly indifferent to it, that the rest of the body had ceased to be of any use a generation or more in the past. Dr. Palmer has a photograph (which I have seen) of a squaw whom he estimates to be one hundred and twenty-six years old. When he visited her he saw her put six watermelons in a blanket, tie it up, and carry it on her back for two miles. He is familiar with Indians customs and history, and a careful cross-examination convinced him that her information of old customs was not obtained by tradition. She was conversant with tribal habits she had seen practised, such as the cremation of the dead, which the mission fathers had compelled the Indians to relinquish. She had seen the Indians punished by the fathers with floggings for persisting in the practice of cremation.

At the mission of San Tomas, in Lower California, is still living an Indian (a photograph of whom Dr. Remondino shows), bent and wrinkled, whose age is computed at one hundred and forty years. Although blind and naked, he is still active, and daily goes down to the beach and along the beds of the creeks in search of drift-wood, making it his daily task to gather and carry to camp a fagot of wood.

THE NEW TARIFF ON EGGS.

Some one has advised the Canadian egg raisers to get the eggs from their hens when they command high prices in Boston and New York; and then they won't feel that extra five cents a dozen which the new tariff imposes.

We think we hear them reply, "well that's pretty poor comfort when the hens and pullets too instead of laying are simply standing around looking and asking for more corn." Please keep in mind if you feed them much corn you won't get an egg, that is a certain fact.

If we could only get an egg a day or even every other day at this season we would soon get rich, says many a party who keep hens. John T. Porter, of Swathmore, Pa., offers hints to such that they might profitably try.

He writes I. S. Johnson & Co., Boston, Mass. "In the contest which began on the 1st. of January last I began under many difficulties. I had never used Sheridan's Condition Powder and was pretty much out of conceit with any food or powder to make hens lay. My hen house was not well heated but for all that I determined to give the matter a full vote and a fair count. I soon saw increase enough to encourage the use of Sheridan's Condition Powder, prize or no prize. The result proved I was the sixteen winner. I kept on using the powder about three times each week after the contest and find that during the first 23 days of this month my 22 Black Minorca hens did what I should have presumed an impossibility. I will make affidavit that under the influence of your Powder, the product was 457 eggs. Now I am fully aware that this means nearly 21 eggs per hen in 23 days; but these are the facts never the less and facts which would have made me the first prize winner could it have occured during the contest. I challenge the world to excel it and am willing to enter the list with any who will agree for a prize of $200,00 and to use a given quantity per hen of your incomparable Powder. I would not be without it though it cost five dollars per lb." I. S. Johnson & Co., 22 Custom House St., Boston, Mass., will send free to any one keeping hens, full particulars of this year's premium offers on request.

RIGHTS OF CHINAMEN.

The Toronto Globe says: "There is nothing much more barbarous in the world at the present time than the anti-Chinese laws of Canada and other countries. The right of a Chinaman to land in a British colony is now before the judicial committee of the British Privy Council on an appeal from Victoria, Australia. Chung Teong Toy was one of 268 Chinese immigrants, who arrived at Melbourne in April 1888. According to the law the vessel was not allowed to bring more than fourteen. Chung Teong offered to pay the duty of ten pounds levied upon him as a Chinese by a statute of the colony. The collector of customs refused to accept the money on the ground that the landing of so many immigrants was illegal. The real question at issue, however, was as to whether the Victoria government had a right, acting in the name of her Majesty, to exclude aliens under any circumstances. The Chief Justice of Victoria and another judge held that the government passed the right, but the contrary view was taken by the other four judges. Consequently the decision of the highest tribunal in the colony was in the Chinaman's favor. The argument before the judicial committee was begun on the 13th. The case submitted by the counsel for the appellant was in substance that the Crown could prevent aliens from entering the British dominions and that this prerogation could therefore be exercised by the Victoria government acting in the Queen's name. On the Chinaman's side it was contended by Sir W. Phillimore that the crown had no prerogative right to exclude aliens but assuming that it had, the prerogative was not one which had been delegated to colonial governors or the ministers any more than the prerogative of creating peers or making wars.