THE HERALD.

Board of Works

VOL. II., NO. 3. FREDERICTON, N. B., MONDAY, DECEMBER 29, 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 stone's walk of the Parliament Buildings, County Registrar's Office and Cathedral.

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

Wm. WILSON,

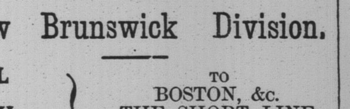
Barrister, Attorney-at-Law,

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.

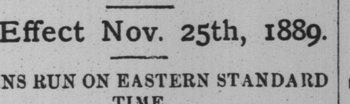
All trains are run by Eastern Standard Time.

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,

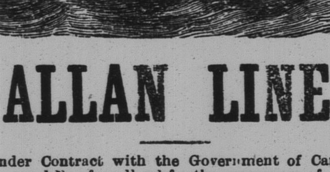
where he is prepared to fill all orders in above lines, including

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 Arrangement. 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.
4th Dec	......PARISIAN.........	27th Dec
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.
25th Nov	........POLYNESIAN....	22nd Dec
9th Dec	........NOVA SCOTIAN.	5th Jan
23rd do	.......CASPIAN.........	19th do

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 allowed a 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 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,

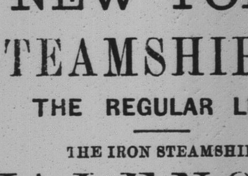
PAINTER,

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.

ARCTIC SAMSONS.

Extraordinary Feats Among the Eskimo Athletes.

Though there is little doubt, perhaps, that the skill of a highly trained athlete will always prevail over the uncultivated strength and endurance of a savage, still, says R. W. Gilder in the New York Sun, there is something in the quality of pure brute force that commands admiration. I have often felt this to be particularly true in its application to the denizens of the Arctic zone. The popular idea of an Eskimo is that he is a little fat man, and most people will be surprised to learn that he and his ethnological cousin, the Tchouktchis of Siberia, are probably the largest and most powerful of any people in the world.

Such was my impression of the Eskimo after nearly three years' residence with them, and I so expressed myself among my shipmates in the wardroom of the Rodgers when, in 1881, she sailed from San Francisco to search for the Jeanette. So, too, I found, later on, the Tchouktchis to be not far behind them in strength and endurance. While at dinner on shipboard the evening of the day of our first meeting with these people one of the officers of the Rodgers, himself a splendidly developed specimen of muscular manhood and the athletic champion of his class when at Annapolis, said to me, with a tinge of sarcasm in his voice:

"I thought, from what you said of these people, that they were very strong."

"You are mistaken," I replied, "in supposing that I said anything of the kind concerning these people, for I never saw them until you did, but I did say the Eskimo, whom I know, are very strong. At the same time I believe these people to be strong. Have you any reason to suppose they are not?"

He then told me that there was a big man on the quarter deck that afternoon and he could not put up a seventy-five pound dumb bell, though the officer had set him an example. I replied that I did not regard that as a test, for many strong men could not handle dumb bells, which was largely a matter of practice as well as of strength. While admitting the truth of this assertion he said he had been very much disappointed because the man was big and looked as if he might be very strong. The next night, when again at the dinner table, the same officer said to me, "I take back all I said about these people not being strong. They are certainly the strongest I ever saw."

"But they can't put up dumb bells," I said, somewhat ironically.

"Oh, yes, they can though," he replied. "That's what cleared my head as to their strength. There was about sixteen of them on the quarter deck this afternoon and they did it with the greatest ease, the man who failed to do it yesterday among them. Even the little broken-backed fellow whom you called 'Richard the Third' put it up. The trouble with that man yesterday was simply that he didn't understand me. To-day he put it up with his hand and with such astonishing ease that I should not have been surprised to see him put up twice that weight." And so the great strength of my savage friends was indubitably established with my brother officers.

During my stay among the Eskimo I had many opportunities for witnessing their wonderful strength. But why should anyone wonder at the strength of men who are above the average size, who live in the open air and in the daily pursuit of game; who can run and head off a reindeer, and can throw a harpoon into a walrus and hold him during his death struggle? In estimating this feat it must be taken into consideration that a full-grown walrus weighs about a ton and he struggles for about half an hour before his strength is exhausted so that he can be despatched with a lance or knife.

Eekeesik, who was one of our party of native assistants on the journey of King William's Land in 1879, was a man about six feet two inches tall, and would weigh about 190 pounds in his ordinary condition. Late one afternoon, while we were on the march, he killed two reindeer some distance from the camping place, and, as he knew we would pass that way next day, he left them where they were killed, after first covering their carcasses with stones to protect the meat from a pack of wolves that followed us closely at this time. Next morning Eekeesik went out ahead of the sleds, and, taking the two carcasses upon his shoulders, descended the hill, expecting to meet the sleds at the bottom. Much to his chagrin, the course had been changed, and, instead of disposing of his load, had to carry it three miles further before overtaking the sleds. I was not surprised, when he at last rejoined us, to hear him say "Marme-anna," which is a word expressing all the disgust and anger that an Eskimo is ever guilty of.

The whaling ships that seek their quarry in the north are very glad to engage natives to aid them, as they are known to be by far the best hunters of that monster of the deep. They not only know its habits so well that they can soon have the boat close beside him when he rises to blow, but they have the necessary strength and courage to throw a harpoon into the side of the monster so that it will stay there. Two among the best of these hunters in Hudson Bay were known to the white whalers as "Santa Ana" and Charley," and they were both as fine specimens of physical strength, and graceful withal, as one could wish to see. I have often admired them when working with their arms and upper bodies bared. I could see the well-developed muscles slip about under the skin with a smooth and easy motion that conveyed a just impression of great latent power.

Both of these young men were at one time employed by the master of the schooner Abby Bradford, and that officer told me that the two "Indians," as he called them were a little bit jealous of each other, and each wanted only an opportunity to show that he was the better whaler. They were chasing a whale one day, each acting as boat steerer, or harpooner, of his boat, and both came up to the whale at the same time, so that it rose to the surface between them. The opportunity had at last arrived, and at the same instant each of these powerful savages threw his harpoon with such force that the weapons went crunching through the skin, an inch thick, and through a foot of blubber, burying themselves deep in the quivering flesh, so that the whale came up, as the captain afterward expressed it, "stone dead."

Eskeesik's great strength proved very handy on one occasion, at least, that I remember very well. During the winter of 1879-80, while our party was traveling between Buck's River and Hudson's Bay, the wolves, driven to desperation by hunger, hung around our column on the march and prowled about our snow huts at night with great persistency. We were dependent entirely for food upon the game we killed en route, and it was the smell of meat upon our sleds that attracted the wolves to our vicinity. One day Toolooah, our chief hunter, was administering a severe chastisement to his team, giving each dog a dose of the whip whether deserving it or not. Meantime a pack of five or six wolves sat down on a hilltop just ahead, waiting for us to come on, and seemingly very much interested in what was happening with the team until the frightened yells emitted by the dogs as the whipping became general so alarmed them that they dashed off as if they could scarcely get out of the way fast enough. They regained their courage later on, and that night gathered around the snow huts as usual, and killed four of Eskeesik's dogs. Eskeesik heard the rumpus among the dogs and hurried out of the hut to see what was the matter. As soon as he made his appearance a large wolf jumped upon him, striking him on the shoulders with his forepaws to knock him over, which is their usual mode of attacking a man, and is the method employed by all large dogs in attacking human beings. They try first to knock the person down, and then, when prostrated, he is entirely at the brute's mercy.

But Eskeesik had sufficient strength to resist the attack and to turn the tables upon his enemy. Seizing the wolf with his hands, he held it a moment above his head, then dashed it upon the frozen snow with such force as to kill it. He grasped another by the throat and tail and broke its back by bringing his hands together. The remainder of the pack fled, but Eskeesik's revenge was not yet satisfied. First fastening all his dogs into a snow hut, he sharpened two knives and buried them in the snow so that only a portion of the two blades, about half an inch apart, protruded. He then sprinkled some blood around, and, the wolves, licking at the blood, cut their tongues, so that the fresh blood kept flowing from the wounds as fast as they lapped it up, until their tongues were so lacerated that they soon perished. The bodies of two were found next morning that had died in this way, and two others were killed by swallowing pieces of meat in which were concealed strips of whalebone coiled up and held thus in the frozen meat until it thawed in their stomachs. The whalebone, uncoiling, pierced through the walls of the stomach, and death was inevitable.

Often, when on the road, one of our sleds would get stuck, so that our united strength was called upon to release it. As soon as Eskeesik took hold of the lashings on the back part, and threw his body into the pull, I remember how the long sled seemed to bend almost double under the strain, and generally yielded to his gigantic effort.

I have only used Eskeesik by way of illustration, for he was not regarded among his people as anything more than one of their strong young men, while "Tom Farmer," the ankeko, or medicine man, Toogoolah and old Oxeomadidlie were looked upon as phenomenally strong, and Schwatka always believed that Toolooah, was more powerful than any of them.

RECIPROCAL TRADE ADVOCATED.

The Washington Post strongly endorses the sentiment of Erastus Wiman for closer commercial relations with Canada. After reviewing the recent utterances of Mr. Wiman on the subject, the Post says: —"No one who is well informed in regard to the general current of political opinion in America is ignorant of the fact that the theory of commercial reciprocity which Mr. Blaine has proposed with reference to the nations south of us is very popular throughout the country. There are grounds for believing that reciprocal trade relations with Canada would be far more valuable to our commerce than any that could be developed with the Latin American nations of much greater population, the Canadians are for the most part like our own people, similar in culture, enterprise, industry, and thrift; having many and complex wants, and possessing great productive and purchasing power. They would, therefore, make good customers. The greater proportion of the population of South American countries is composed of people whose wants are few and simple, and who purchase little. Of course the increase of commerce through reciprocal trade may be expected to aid the growth of industry and enterprise, and by so doing to improve the conditions that now prevail. But while, as at present in those countries, the purchasing ability of the people is restricted to a comparatively few, reciprocal trade with Canada will seem more advantageous. Close along our border line are the great provinces, like so many thriving States, already populous and busy, and buying of England an enormous quantity of goods which, under a reciprocity arrangement, they would buy of us. Beyond these is the immense region of the Canadian North-West, a land whose resources, riches, and possibilities are only just beginning to be understood and appreciated, a region of untold agricultural and mineral wealth, to which the main stream of immigration is sure to turn as our west begins to get crowded. Beyond question, as exploration and civilization advance, it may be expected that a population, large and prosperous, perhaps, as that of some of our Western States, will in time settle the unoccupied lands of the Canadian North-West; and, in the nature of things, it will be a population of consumers, a population drawing the riches of the soil and ready to exchange them for the products of the factory, and the workshop. It will be a splendid market for a manufacturing people. We need such markets now, and we shall need them more and more as the years go by. This, and other markets, can be ours if only the barriers of trade between the Canadians and ourselves are removed by reciprocal agreement. If the present opportunity should be neglected the question of closer relations might be indefinitely postponed."

RENAN'S METHOD OF WORK.

M. Renan is one of the most earnest of literary workers. He meditates over a volume six months or more after he has collected his material. This fermentation of ideas continues until the day when he goes to Brittany for his annual summer holiday. There, in his retreat at Rosmapmon, he writes out the pages that he has so long meditated over while in Paris. He generally remains three months in Brittany, and upon his return to the capital revises his manuscript, verifies doubtful points, arranges the foot notes, and sends his copy to the publisher. As soon as the printed proofs come back M. Renan almost rewrites his volume; he revises and corrects as much as Balzac did and is a terror for compositors and proofreaders. Before his volume is printed he has had as many as ten proofs of every page.

JUAN FERNANDEZ.

The Strange Curse Hanging Over Crusoe's Isle

In the south Pacific, 400 miles off the Chilian coast, lies the little island of Juan Fernandez, where romance and tragedy, those deities usually more fond of effete lands, have worked their picturesque and fateful ends, and kept the eyes of the world fixed upon this insignificant spot. This is the historic island which Alexander Selkirk trod "monarch of all he surveyed," the island which afforded the color locale of the immortal "Life and Adventures of Robinson Crusoe," the island which has attracted and now keeps as willing prisoner a restless Swiss nobleman, Alfred de Rodt, and it is the spot of earth, which almost alone, seems absolutely to resist the domination of man.

In the nature of things, since on Juan Fernandez no flourishing colony has ever taken root and no event of benefit either in precept or practice has transpired, one would have expected interest in the island itself to have grown fitful and cold. Yet people, with or without reason, have taken a quite different view of it. No traveller ever visits Valparaiso without looking out eagerly for the Robinson Crusœ Island, and when shipping bound from Chili round Cape Horn or from California, as well as vessels sailing between Chili and Australia, ceased to break their voyage there loud and wide spread was the disappointment expressed by passengers, and sailors alike.

History touches Juan Fernandez at arm's length. Its discovery may reasonably be associated with the exploratory period of the Pacific. Who was the first Spanish or the first English navigator to set foot there is not positively known, but it is generally accepted that about 1563 a Spanish pilot named Juan Fernandez visited and gave his name to the island. Upon him the fertile valleys and delightful climate made so deep an impression that he obtained from the Spanish government a grant of the island and stocked it with goats and pigs, meaning, no doubt, to make there a home for his old age.

He never carried out this plan, however, and the island soon reduced to its own state of wildness the animals he had brought. Previous to that time no quadruped had lived there. It is to Juan Fernandez, therefore, rather than to his own exertions (although both he and his biographer, Defoe, have made much of them) that Alexander Selkirk owed his ability to live there. At the time of his landing on the island the irregular surface and the mountains—one of which, El Yunque, rises 3,000 feet above the sea—were everrun with the descendants of Juan Fernandez' live stock.

So we come to Robinson Crusoe, the king of the island. His story cannot be told too often. The book of his life will never die, but its perpetuity depends more on the innate curiosity of mankind has for strange modes of life than on its simple, direct and absolutely admirable style.

Alexander Selkirk, a native of the fishing village Largo, in Fifeshire, Scotland, sailed in September, 1704, as sailing master of the ship St. George, commanded by Thos. Stradling, on a voyage to the coast of America. There is little doubt in minds of even the kindest historians that this was a buccaneering voyage. That was a buccaneering age.

The ship put in the bay now called Cumberland bay, on the northeast side of the island, for fresh water. Juan Fernandez, it should be stated, was a favorite resort of the Pacific freebooter and known to all initiates.

While on shore Selkirk and his captain quarrelled. They were only restrained from exchanging blows by the fear of the mutiny their example might precipitate, but Selkirk, whose disposition seemed to be to harbor malice, decided to abandon the ship and remain on the island alone. Resolution failed him, however, when he saw the ship about to put to sea; he ran to the shore and pleaded to be taken on board, but the captain hardened his heart and sailed away, leaving Selkirk alone on the island.

He had his clothes and bedding, a gun, a small quantity of powder and ball, a hatchet, knife and kettle and his Bible. Plenty of the necessaries of life were all about him, and considering what was in his mind—for Selkirk confidently expected to be taken off by the next buccaneer—his situation was not so deplorable nor he himself such a hero as Daniel Defoe has made him.

Yet, unknown to himself, he was doomed to live there, with no society but cats and the kids he tamed for four years and four months. The tide of buccaneering had sought another sea, and the Spanish government was taking severe measures to restrain its flow around their possessions. One ship only in all these years arrived in port, and that a Spaniard. Eager as he was to leave his solitude he nevertheless suffered mortal dread of the Spanish and fled before them, followed by several shots, finally concealing himself in a thick tree.

At last, in February, 1709, Selkirk saw two English vessels ride into the bay. He immediately lighted a signal fire and was taken on board of one, the Duke, a privateer from Bristol, the pilot of which recognized in Selkirk an old friend. Otherwise they might have returned to England without finding out who the castaway was, for Selkirk's tongue, by long disuse of conversation, had thickened to mere gibberish.

On his return to his native village he enjoyed greatly for a few days the society of his friends and relatives. But it was for only a few days. Those long and solitary months on Juan Fernandez had left a lasting impress on his character. He was happiest alone. So in the upper part of the garden attached to his father's house he formed a kind of cave, or grotto, and there he sat in solitude gazing out upon the beautiful bay of Largo, or wandered through a secluded valley called the Kiol's den. After a few years the desire for the sea again took possession of him, and he died a lieutenant on board H. M. S. Weymouth some time in the year 1723.

The island had again resumed its wonted quiet, the only footfall that of the clambering goat—the only sound that of the falling tree, lofty and primeval, or the horrid rumble of the earthquake. No human being came there until 1750, when the Spanish government established a colony consisting of thirty-five families and a small garrison, but the settlement had hardly been established when it was destroyed by an earthquake. The sea rose and overwhelmed the houses; the governor and his family while at dinner were washed away by the waves, and only a few survivors, by clambering to the highest places, saved themselves to relate the melancholy tale.

These events had given Juan Fernandez a bad name, and when it became the property of Chili that government took advantage of it to create there a penal settlement for political offenders. It had already been used as such by Spain, and Chili appropriated it to the same purpose during the war of Independence, which lasted from the year 1811 to 1818. After the Chilian republic was established an effort was made to colonize the island, but its tragic fate was not yet worked out. The small penitentiary that remained was almost totally destroyed by an earthquake in 1835, and the Chilian government, after making another vain attempt to colonize the island, gave up and withdrew the garrison. Thus Juan Fernandez had shaken off with the same ease castaway, colonist and criminal.

Nevertheless its fascination spread across the vast leagues of water and drew thither other colonists, other lovers of solitude. A century earlier a Spanish pilot had fixed on this spot as the home for one man, and there were not wanting individuals who shared his belief that one person could live there and culivate the island without assistance. There came an adventurer from the Uuited States who rented the island from Chili and made the unsuccessful experiment. And again in 1877, when the government of Chili offered to rent the island to the highest bidder, he was found in a Swiss of noble family, Alfred de Rodt, who had fought on the side of the Austrians in the war of 1866 and on the French side in the Franco-Prussian struggle, and who after a life of trouble thought to find a place of contentment in this Robinson Crusœ Island and rest there till his death. Into the enterprise he put all his fortune, fully $50,000, brought a few colonists with him, and yet he has failed; his money has vanished, his colonists departed, and he is a physical wreck. His term of lease expired in 1885, but he cannot resist the spell and fascination of the island. There he will remain till he dies.

And all the while the beautiful grass grown and forested island smiles in the southern sun, produces fruit and cereals in abundance and will lure to her breast another colony or another hermit. As fair and smiling it looks to-day from the point on the hill road called Selkirk's lookout as it did in Robinson Crusœ's day. A few years ago the officers of a British ship erected a tablet to Selkirk's memory at this point, just where in a gap in the trap rock a magnificent view of the whole island can be had and of the sea north and south over which the exile must often have watched with dilated eyes for an approaching sail.

THE DECLINE OF THE EARRING.

There is a certain pleasure in watching the decline and fall of the earring, writes a New York correspondent. If I had written "Looking Backward," I should have inserted somewhere a reminiscence of the last woman who bored holes in her flesh to permit the fastening of an ornament. The attempt to revive the Creole or hanging earing has utterly failed. The faintest suggestion of weight attached to the ear now displeases most well-bred women. Occasionally you see a face of such a shape that hanging earings are temptingly becoming. Nettie Hooper, the pretty daughter of Lucy Hooper, the Paris correspondent, wore large Creole earings set with small pearls at a recent reception, and they accented her piquancy, but the hanging earing as a rule, is an abomination. Even the stud earing is less worn. Fine jewels are less often set in earings, and many which have thus been used are going back to the jewellers to be reset as pendants or in broaches. It is not a usual thing now to see a debutante whose ears have been pierced, and matrons often use various little artifices to concea the traces of the needle.

"THE TALLEYRAND MEMOIRS" IN THE CENTURY.

The Century magazine is running a fast press day and night in order to print the first instalment of the delayed "Talleyrand Memoirs" in the January number. This same magazine was the first to print, before its appearance in France, the life and literary remains of the great French artist, Jean Francois Millet, and now the Century is to bring to light, before they appear in any other country, the long-hidden memoirs of the most famous of French diplomatists. The first article will be preceded by what is said to be a brilliant pen-portrait of Talleyrand, by Minister Whitelaw Reid, who has made the selections from the most interesting chapters of the first volume.

The first instalment of selections from "The Memoirs of Talleyrand," which is to appear in the January Century, will contain a sketch of the author's strange and lonely childhood, an account of his entry into Parisian society, his estimate of La Fayette, some account of the beginnings of the French Revolution, a striking passage concerning the Duke of Orleans; an account of Talleyrand's residence in England and America, and of a most interesting conversation between Talleyrand and Hamilton on the subject of Free Trade and Protection.

THIS IS THE ENGLISH OF IT.

The following examples, says the St. Louis Republic, give some samples of English, not as she is spoke, but as she is pronounced:

Abergavenny is pronounced Abergenny.
Beauchamp is pronounced Beecham.
Bolingbroke is pronounced Ballingbrook.
Brougham is pronounced Broom.
Bulwer is pronounced Buller.
Cholmondeley is pronounced Chumley.
Cirencester is pronounced Sissister.
Cockburn is pronounced Coburn.
Colquhoun is pronounced Cohon.
Cowper is pronounced Cooper.
Grosvenor is pronounced Grovener.
Hawarden is pronounced Harden.
Holborn is pronounced Hobun.
Knollys is pronounced Knowles.
Leicester is pronounced Lester.
Majoribank is pronounced Marchbank.
Marylebone is pronounced Marrobun.
Salisbury is pronounced Sawisbry.
St. Leger is pronounced Silliger.
Wemyss is pronounced Weems.
Taliaferro is pronounced Tolliver.
Norwich is pronounced Norridge.
Talbot is pronounced Torbut.
Thames is pronounced Tems.

JUST AS GOOD,

Perhaps; but if just as good as Putnam's, is that not a very high recommendation for the original and best corn cure? Putnam's Painless Corn Extractor. Refuse to accept any of the dangerous sore producing substitutes offered by greedy dealers who make larger profits and disregard the interests of consumers. Safe, Painless certain.

SHE DID NOT EXPECT IT.

"I'm afraid, Johnny," said the Sunday school teacher, rather severely, "that I will never meet you in heaven." "Why? What have you been doin' now?"—Ashland Press.

CHINA'S GREAT WALL.

The Great Work Designed by the First Emperor, who gave his Name to the Country.

The Rev. Wm. P. Sprague, of Kalgan, North China, writes as follows to the Missionary Herald: If any one doubts the existence of China's great wall, let him come with me to Kalgan, and see for himself the identical wall built by the first Emperor Chin, in 200 B. C. Take a steamer across the Pacific to Tientsen, then a native boat up the Pei Ho river three days, then pack saddle or mule litter five days more, through mountains and plains to Kalgan. Before you reach the city you see a dark line along the hilltops just beyond the town, and by the time you enter our compound you see the wall stretching away over the mountains as far as the eye can reach, both east and west, with towers on all the prominent elevations. As we pay it a visit for closer inspection, you find it a windrow or ridge of reddish-brown porphyry rock broken, not cut, into irregular blocks. These are so well fitted to each other that the outer surface is tolerably smooth, and has somewhat the appearance of crazy patchwork. It is about ten feet broad at the base and fifteen feet high, the sides

SLOPING TO A SHARP RIDGE

like a steep house roof. You may follow this wall eastward to the sea, and westward to Kansuh, the northwestern province; and so doing you will have traversed the entire northern frontier of China, fifteen hundred miles. Though you find several hundred miles of adobe sun-dried mud wall, yet other hundreds of miles are of good brick and higher than at Kalgan. By the time you have traced its length you will be willing to concede not only that China has a great wall, but also that the ruler who could conquer so vast a country, drive out the invading Tartars, and build a fortification fifteen hundred miles long to keep them out, was worthy to be called the first emperor, and to give his name (China) to the country. If any one laughs at the folly of spending so much labor on such a useless defence, let him remember that it was a defence only against horseback riders, armed with nothing but bows and arrows. A few guards on the watchtowers could with their signal fires on the mountain tops

EASILY ROUSE THE VILLAGERS,

far and near, to the defense of their homes. And this wall accomplished its purpose over a thousand years, when the great Ghenghis Khan with his brave Mongol followers broke their way through. This section of the great wall becomes for half a mile the city wall of Kalgan. A beautiful temple is built on this wall to celebrate Ghenghis Khan's victorious passage. This two thousand year old wall is little known to the world at large, because there is another wall much oftener visited and described by visitors from the western world. It is near Peking and a far more imposing structure. This is only an inner arm of the great wall but five hundred miles long, and not so old by seven hundred years. It is built of cut granite and good brick, and is thirty feet wide at its base, twenty-five feet wide at the top, and thirty feet high. It is a fine sight as it winds over the highest mountain tops.

A PUZZLING SITUATION.

At a distance of three thousand miles or more the following contretemps has a distinctly humorous look. It happened in Potsdam, near Berlin, last Sunday:—

A certain widow, by name Wachterhausen, had a daughter, Amelia, who had gone to Nice for her health, and had there died. The mother telegraphed to an undertaker in that city to forward the body to her. This was apparently done, and in due time arrived a box enclosing an elaborate coffin, which in its turn was supposed to contain the body of the maiden. Just as the ceremonies of the funeral were about to begin, the mother insisted upon having the coffin opened which was done forthwith, and in place of the young girl there was found the body of an old Russian military officer, dressed in uniform decked out with medals and holding a naked sword in his hand. Telegrams were immediately despatched to Nice, and it was learned that the bodies had been mixed up; the maiden had gone to Smolensk instead of Potsdam. Then Smolensk was wired, and the Russian authorities were interrogated in every direction. To-day an answer came saying that the body of the young lady had been duly buried with full military pomp and circumstance, and a general holiday had been enjoyed in the town to do reverence to what was supposed to be the officer's memory. What to do with the Russian is now puzzling the widow.

A NOVEL WINDOW ORNAMENT.

Get a piece of sponge—the coarse, cheap kind, is the best—and after wetting it thoroughly with warm water, squeeze it gently so as to wring out most of the water, but not all. Have ready some seeds of rice, oats, millet, barley, grass and red clover, and push them into the holes of the damp sponge. Now hang it up in a window where it will get the sun during part of the day, taking care to sprinkle it with a little water every day for a week, so that it may be kept slightly moist.

Soon the little spear like leaves will begin to shoot from every part of the sponge and as they increase in length a beautiful green fringe will be seen falling down over this rustic basket and covering it on overy side. It will remain green and refreshing to the eye for a long time. If carefully tended and sprinkled the clover will bloom.

CAUGHT IN A CYCLONE.

On the day following the terrible cyclone of the fourth of May, in Hamilton county, Texas, a man and a woman seated in a two-horse wagon, were going along the Hamilton and Goldthwaite road in the direction of Goldthwaite. The off horse was gray. Following them was a man on horseback, and a loose horse. Witnesses whose veracity cannot be doubted say that they saw the cyclone strike the parties and saw them carried high into the air, where they were swallowed up by a dark cloud, and were not seen again. The man on horseback was sitting on his horse in the air when last seen. The woman was taken from the wagon, and was plainly seen in the air higher than the tops of the trees. A large number of men have been searching the surrounding country for their bodies. Nothing so far has been found except a bunch of woman's hair, a lady's plush satchel, a pair of sadle-bags with sheep shears in them, and a man's vest. A wagon-tongue, supposed to belong to this wagon, was found driven into the ground some distance away.

TAKE CARE

of your health. Use pure articles in preparing your food. Imperial Cream Tartar Baking Powder contains no impurities or adulterants. All grocers sell it.