THE HERALD.

VOL. II., NO. 9. FREDERICTON, N. B., MONDAY, FEBRUARY 9, 1891. $1.00 PER YEAR.

Board of Works

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

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

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

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

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

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

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

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

Wm. WILSON,

Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

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

Office: CARLETON STREET.

RAILROADS.

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, Dis. Pass. Agent. H. P. TIMMERMAN, Gen'l Supt

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 889

ON and after **Monday, June 10th, 1889,** the Trains of this Railway will run daily (Sundays excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN:

Day Express for Halifax and Campbellton	7.00
Accommodation for Point du Chene	11.10
Fast Express for Halifax	14.30
Express for Sussex	16.35
Fast Express for Quebec and Montreal	16.35

A parlor car runs each way daily on express trains leaving Halifax at 8.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John at 16.35 and take sleeping car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN:

Express from Sussex	8.30
Fast Express from Montreal and Quebec	10.50
Fast Express from Halifax	14.50
Day Express from Halifax and Campbellton	20.10
Express from Halifax, Picton and Mulgrave	23.30

The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

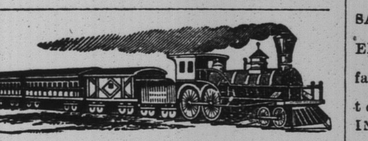
All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

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

For Tickets and other information, apply at the office of

JOHN RICHARDS, Agent, Fredericton



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 [illegible] and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, CO[illegible]

Glandular Swellings, and all Skin Diseases, it has no rival; and for Contracted and [illegible] 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.

1-10-83

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.

ADAMS BROS.

FUNERAL —AND— FURNISHING - UNDERTAKERS,

OPP. QUEEN HOTEL,

FREDERICTON.

Caskets, Coffins,
Robes, Mountings, &c.

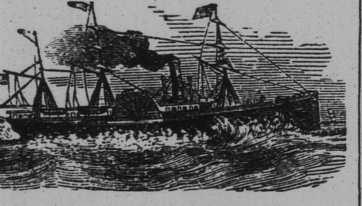
and everything required in the Undertaking Business kept in stock.

☞ *Special Prices for Country Orders.*

Orders in the City or Country attended to with promptness.
Residence over Warerooms.

ADAMS BROS.

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 are 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.

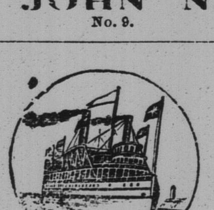
Steerage Tickets issued to and from the principal points in Great Britain and the Continent at cheap rates.

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

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.

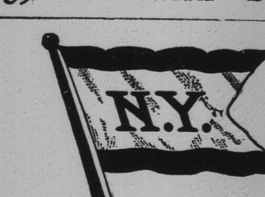
C. C. GILL, PAINTER,

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 R. WAN, Agent,
N.Y.S.S. Co's wharf, rear of Custom House, St. John, N. B.

ENGLAND'S PLANS.

Said to be Anxious to Secure still Another Route to India—Britain's Military Position in America.

NEW YORK, Jan. 24th.—The Times publishes a long article on England's ambitions in American waters. This article says: We have been a long time in opening our eyes to unpleasant truths, but of late the sleeper has begun to stir, and is slowly awakening drowsily to consider the state of affairs which actually exists to-day. In the New York Times of July 27, 1890, William Drysdale, under the caption of "A Stranger at Our Gates," called attention most forcibly to the manner in which Great Britain has for years been perfecting what Mr. Drysdale considers "an offensive line" of fortifications, which completely envelopes us on every side except the west. While giving due credit to Mr. Drysdale for the facts which he presents, it is thought that the deduction drawn therefrom that these fortifications are intended solely as a menace to the United States is incorrect, and the reason for this belief will be set forth, and attempt will be made to show that their existence is due to the traditional policy of Great Britain, of which hostility to the United States is not a part. The Canadian frontier lies all along our northern boundary and overlaps it. Halifax, with its fortifications, menaces the northeast corner of our territory, while Vancouver Island, lying to the northwest of us like a gigantic wedge, with the fortifications of Esquimalt as the mailed end thereof, points down into the opening formed by the fair region of Puget Sound as if anxious to begin there to split off the territory of the Pacific coast from the rest of the United States.

ESQUIMALT AND HALIFAX

are connected by telegraph and railway, and the latter is in direct telegrapic communication by submarine cable with Great Britain's next point of vantage to the south, Bermuda, whose harbor, superb and unapproachable, and whose impregnable fortifications, with full supplies of ammunition, food and water kept constantly on hand, enable it, it is said, easily to withstand without inconvenience, a blockade of a year with full garrison. Three hundred miles to the south of Bermuda lie the Bahamas, some of which are within a 100 miles of our coast, and upon the principal one of which Great Britain maintains fortifications and garrisons. Thus is our Atlantic coast dominated, but this is not all. The Gulf is also shut in by British guns, the Bahamas doing guard duty in that direction, and being supplemented to the southward again by Jamaica and British Honduras. A glance at the map will show that the Bahamas can easily be so fortified and garrisoned as absolutely to control the passage between Cuba and Key West while the stations at Jamaica and Belize will furnish the point d'appui for the fleet which will control the entrance to the Gulf by way of the Yucatan channel. From Florida to Cuba on the north and from Cuba to Yucatan on the west is a little over one hundred miles, and the correctness of Mr. Drysdale's statement that "not only the Gulf of Mexico, but the entire Carribean sea could be closed to American commerce within twelve hours" from this moment if the British desired to do it, is indisputable. These points being considered, as well as the additional significant one that Great Britain derives no revenue from her Western colonies, but that they are, on the contrary, a consistant bill of expense to her, the supposition that these military and naval stations are maintained

AS A MENACE TO THE UNITED STATES

is not unnatural; but nevertheless, it is thought that it is incorrect. In the article referred to no reason is given why Great Britain should wish to menace us beyond the assertion that she has an unfriendly feeling, and the maintenance of these stations is given as a proof of this assertion. This reasoning would seem to be somewhat circular in nature, and while the fact of the existence of the stations is admitted, it is contended that no sufficient reason for unfriendliness towards us is presented. Reasoning from cause to effect is usually satisfactory, but the reverse process rarely so. When, effect being undisputed, reasoning fails to bring us to a sufficient cause to produce that effect, it is, logically speaking, sufficient ground for the belief that the cause ascribed is not the one that has produced the effect; but "one story's good till another is told," and if the national hatred assigned as the cause of the chain of stations which lie along our coasts be not a sufficient one, it should be possible to discover another and more satisfactory one. A few months ago this would have been a difficult thing to do, for while it was easy to find a raison d' etre for Esquimalt and Halifax, the dogged determination with which Great Britain held on to all of her Atlantic and Caribbean stations was difficult to account for on reasonable grounds. But a little incident which has lately been reported has thrown a flood of light upon the matter, and it is thought that it can be made manifest that the course of England in this whole matter has been consistent, and that all her manœuvres in Western waters, instead of being the result of vague colonization and aimless acquisition of territory, are part of

A WELL-DIGESTED SCHEME,

which, while it may, it is true, under certain contingencies be opposed to our welfare, may also, under others, conduce to the increase of our material prosperity and the extension of our boundaries. In 1886 it was estimated that the amount of English capital invested in Mexico was $200,000,000, and it is now reported on good authority that the Rothschilds have bought up the entire Mexican loan, so that the payment of its interest and its ultimate collection by English ships and bayonets, if necessary, may be deemed almost a foregone conclusion. If this be true, an English control over Mexican affairs, none the less natural because masked, is almost inevitable, and while no treaty may be spread upon the statute books of either country to offend the susceptibilities of the upholders of the Monroe doctrine, it is hardly necessary to enter into an elaborate argument to show that an alliance, offensive and defensive, between debtor and creditor is a most natural thing to look for. What connection has this with our interests? There is not even a probability that England would ever wish to use Mexico as a base in case of hostilities with us. Her own harbors of Esquimalt, Halifax, Bermuda, Jamaica and Belize are quite as good, if not better, and certainly more advantageously situated with reference to landing troops for purposes of invasion than the few widely separated and inconveniently placed harbors of Guaymas, Acapulco, Mazatlan, Tampico, Vera Cruz and Coatzacoalcos, which the Pacific and gulf coasts offer. What, then, is the reason which can be assigned for any desire upon England's part for the friendship of Mexico? The key to the mystery lies in the harbors of Coatzacoalcos and Salina Cruz and the lately completed Tehuantepec railroad which lies between them. The meaning of the word Coatzacoalcos is "the hiding place of the snake," and here truly is where the

SNAKE OF THE ENGLISH POLICY

lies hidden. When the Suez Canal was proposed it was evident to thinking minds that England must have such an interest in it as to exercise control, for there manifestly lay her route to that treasure field which "John Company" had opened for her. No movement looking towards this end, however, was apparently made, and it appeared to be only due to the genius of Disraeli that the necessary control was afterward acquired. Since that time, in all the moves upon the political chess board of Europe, England has never lost sight of the paramount necessity for keeping open and uninterrupted her route to India. Again, some years ago, the good people of the United States who had suffered in pocket from excessive building of railroads into the wilderness, made merry at the folly which our Canadian cousins were committing of building such a manifest absurdity as was the Canadian Pacific railroad, and stated boldly that the project would be abandoned before arriving at completion, and it is only yesterday, as it were, that we awakened to the fact that the railroad was built, that Great Britain had subsidized it, and that with its armed termini of Halifax and Esquimalt, it constituted England's short route to India. It has become so apparent to English statesmen that a feverish political condition was existing on the continent of Europe, and that the slightest disturbance of the "balance of power" would be attended with danger to her line of communication, that she had established this new one, thus justifying old Jacques Cartier in his oft-ridiculed action of sailing up the St. Lawrence river to find

"THE HIGH ROAD TO CATHAY."

Where, then, shall England look for another opportunity to pass the barrier of the American continent? Surely not in the United States, whose utterances upon the subject of "entangling alliances" and the Monroe doctrine would render the making of such a proposition to her absurd. But south of the United States lies Mexico, whose Isthmus of Tehuantepec offers what was long considered the most advantageous point for interoceanic transit. The political and financial position of Mexico renders her particularly susceptible to advances from England, for, in addition to the figures already quoted with regard to the capital invested there, it is a fact that the exports from Mexico to England for the years 1884 to 1888, inclusive, amounted to nearly double those for the same period to France, Germany and Spain together, and, although our countries join and England lies far across seas, Mexico only sent to us in that time about twice what she sent to England during the same period. There would appear to be no good reason why England should not gladly exchange either her Canadian or her Suez route for this one. The more so as the approach to it on the gulf side is practically along an ocean lane fortified with British military and naval stations, while on the Pacific the terminus of the Tehuantepec railway is much further removed from the unpleasant proximity of neighbors who may

POSSIBLY BECOMES ENEMIES

than is the case at the western terminus of the Canadian Pacific railway. the Panama project was never sufficiently near success to justify any steps being taken with regard to it, and so Great Britain, while waiting the developments of the future, rested contented with her stations at Bermuda, the Bahamas, Jamaica and Belize, and with the possession of the numerous smaller islands of the Lesser Antilles already here. But the Nicaragua project presents a different aspect, and at once a movement on the part of England is seen which may easily mean an attempt to prepare for the control of the approaches to the canal, and it behoves the United States to see that proper measures are taken to meet such movements. Let us also beware lest in the near future, on the American continent, be found a parallel to that masterpiece of English diplomacy, the financial transaction in Suez shares, by which a canal, built by a Frenchman with French money, after successful completion became English.

BOSTON CULTURE.

"Miss Emersonia Osgoodson will now favor the company with a recitation," announced the teacher to the friends who had assembled in the school-room to enjoy the regular Friday afternoon exercises.

Little Miss Emersonia stood forth and recited as follows:

"Coruscate, coruscate, diminutive stellar orb!
How inexplicable to me seems the stupendous problem of thy existence!
Elevated to such an immeasurable distance in the illimitable depths of space apparently in a perpendicular direction from the terraqueous planet we occupy!
Resembling in thy dazzling and unapproachable effulgence a crystallized carbon gem of unsurpassing brilliancy and impenetrability glittering in the etherial vault whose boundless immensity we endeavor to bring within the compass of the human intellectual grasp by the use of the concrete term firmanent!"

When the dear little Boston girl had finished reciting these touching lines in her rapt, soulful, Bostonian way and sat down there wasn't a dry spectacle in the school-room.

OLD NURSERY FAVORITES.

There was Tom, the son of the Piper,
Jack Sprat, and Merry King Cole,
And the three wise men of Gotham,
Who went to sea in a bowl;
The woman who rode on a broomstick,
And swept the cobwebbed sky,
And the boy who sat in the corner,
Eating his Christmas pie.

These were some of the old favorites, but they have been supplanted by the "Pansy" and "Chatterbox" stories, "Little Lord Fauntleroy," and "Five Little Peppers." The old fashioned pills and physics have been superseded, and wisely, too, by Pierce's Purgative Pellets, a mild, harmless and effective cathartic. They are pleasant to take—so gentle in their action that the most delicate child can take them, yet so effective that they will cure the most obstinate cases of constipation, stomach, liver and bowel troubles. They should be in every nursery. As a gentle laxative, only one for a dose.

"IN DARKEST ENGLAND."

By Venerable Archdeacon Farrar, D. D.

SIR,—It makes me blush for human nature when one reads the shameless insinuations that General Booth and his family are "making a good thing" out of the Salvation Army funds. His accounts are regularly published and professionally audited, for all the world to see; and "from the very beginning of the movement, not a cent of the income of the army has gone into his pockets, his support being guaranteed by his friends, entirely independent of army work. By special deed he only holds army property in trust, and could be arrested as a common felon if he appropriated a plank of timber or a cent of money." The "discarded serving men" of the army have raised the jealous cry that the army is "all Booth." The answer is that the father and mother, from the first devoted their family to the service to which they believed that God had called them, and found in the members of that family, who had grown up in infancy with the growth of the army, the courage, the ability, the devotion, the acquaintance with all the details, and the immense self-denial which the work required. Mr. Bramwell Booth, prematurely grey with work which would tire a galley slave, draws, we are told, "a salary at which many a city clerk would turn up his nose in scorn." Miss Eva Booth "spends most of her time in the third-class compartment of railway carriages and the often poisonous atmosphere of crowded meetings."

Other members of the family in other countries have

HEROICALLY FACED WORK

which does not mean ease and honor, but toil and privation, and sometimes prisons, and "stones and mud and personal insults from yelling mobs of cut-throats and infidels." Their supposed pre-eminence has not been a pre-eminence of wealth and ambition, but of necessity and sacrifice.

But besides being spoken of almost as if he were a swindler, the brave and earnest founder of this movement has been denounced as a tyrannous despot, and has been ridiculed and caricatured as "Pope Booth." It is needless to say more in reply than that, at the beginning of the work, Mr. Booth tried the agency of committees, conferences, etc., and found that no great or permanent success could be achieved without one strong centralized authority. Gradually the movement drifted into the army organization, which to many may seem grotesque and revolting, but which practically has tended to secure the immense success which has followed its adoption. But if anyone thinks that such a position as that of the general of this strange and struggling army is an enviable one, he must be very ignorant of human nature. The office involves

A SLEEPLESS ANXIETY AND A FRIGHTFUL WEIGHT OF RESPONSIBILITY.

The devoted wife whom the general has just lost said of him, with equal truth and simplicity, "I believe many still think that my husband is an ambitious, designing man, who wants virtually to be another Pope, get a great deal of power, and be at the head of the world-wide movement. I do not wonder at persons with such notions hating him. I am sure I should if I knew him to be actuated by any such motives, and no consideration could induce me to countenance or help him. But I am as sure of his integrity and singleness of eye as I am of my own, and I have no doubt about the Lord leading and inspiring him. The facts are that he left a happy and prosperous ministerial career, gave up all that is commonly regarded as valuable in life, came out without any human encouragement or guarantees, and subsequently gave himself to labor among the neglected masses, with no thought beyond that of local work in the east of London. We gave up home, income, every friend we had in the world, save my parents, with four little children under five years old, to trust only in God as truly as Abraham did when he left his native land. We had no idea of what God was going to do with us; but we both had the inward conviction (against which I struggled for four years) that he wanted to

USE US TO THE MASSES

in a way in which we could not be used in our denomination." And again in still more striking terms, "while the spirit of the army remains what it is, it would not be possible for an untrue man or double-minded man to retain the position of general forty-eight hours. People little know the tremendous strain involved in such work. An untrue man would sooner be in hell than be the general of the Salvation army. Add to this that there is not, and never can be, any pecuniary temptation to such a man, and for a long time to come at any rate plenty of public abuse, and you will see how senseless are many of the fears expressed."

All kinds of criticisms have been passed on the statistics and on the finances of the army, and it is quite possible that, where work is being done on so large a scale, there may have been uncertainties in the details of the one, and mistakes in the management of the other. As for financial objections I leave them to experts. I am no sort of judge. I think it quite possible that in the anxious task of meeting the awfully urgent needs of so vast an association, unwise expedients may in some cases have been adopted. But this does not for a moment shake my confidence in general Booth and his fellow-workers as

MEN OF ABSOLUTE INTEGRITY AND SINGLENESS OF PURPOSE.

And as for small nibblings of criticism as to the exact number of those in utter wretchedness, no variation in statistical inferences can possibly affect the patient glaring fact that, around us and beneath us, there are awful wastes of human ruin, vice and misery; and that, for their amelioration, this sect of yesterday has labored as few have labored, and with an abvious blessing on the vissible immediate result of their agressive toil such as no other religious body can easily claim. I, therefore, will do my best to aid by my sympathy, and in such other way as I can, those who with immense courage and unselfishness are willing to try a great experiment, undaunted by its proportions and its desperate difficulty. I will not be one of those who, sitting comfortable in arm-chairs, dribble their vitriol over the faces of these earnest and devoted workers. Thousands have probably been frightened away from all wish to help general Booth in his efforts by the unprecedented abuse to which he has daily been exposed. They lack the courage to face not only these

ACRES OF DAMP BLANKET,

of which respectable persons seem to have such an unlimited supply, but also the sneers and calumnies which are directed against those who have come forward, in obedience to dictate of their consciences, to help what they sincerely believe to be a noble effort. Such timid persons forget that every age in succession—Pagan, Jewish, or Christian—has stoned its prophets and murdered, or tried to murder, those who are sent unto it.

Fagot and stake were desperately sincere;
Our cooler martyrdoms are done in type.

The Hebrew prophets were imprisoned and sawn asunder by priests and mobs. The Apostles were treated as the off-scouring of all things. Huss was burnt; Savonarola hanged; Luther overwhelmed with lies; George Fox was pelted and imprisoned; Wesley was buffetted and hustled, and once had a mad bull driven into the midst of his congregation of the poor. As for Whitefield, he

Stood pilloried on Infamy's high stage,
And bore the pelting scorn of half an age.
The man that mentioned him at once dismissed
All mercy from his lips, and sneered and hissed.
His aim was mischief and his zeal pretence,
His speech rebellion against common sense;
A knave when tried on honesty's plain rule,
And when by that reason a mere fool.

But though the world has treated them with unanimous hatred and God honored them by making all bad men their enemies, we now say each of those saints of God:

Blush calumny, and write upon his tomb,
Honest eulogy will leave the room,
Thy deep repentance of thy household lies
Which aimed at him have pierced the offended skies,
And say, Blot out my sin, confessed, deplored,
Against thine image in thy saint, O Lord!

These attacks against saintly workers do not come only from the world, the flesh, and the devil; they have always come quite as fiercely from the clergy and from the nominal church. "We expected bitter opposition to the death," says Miss Booth, "from saloon-keepers, infidels, worldings, and God-haters in general; but I am sorry to have to chronicle the fact that many of the most bitter attacks against the Salvation army have been

HURLED FROM THE PULPIT,

or written by the pens of christians." Yet many, even of the high places of the church, have spoken of the poor Salvationists with warmth and kindness.

The late Bishop of Durham, in his charge at Bishop Auckland, said that "whatever may be the faults of the Salvation army, it had at least recalled to us this lost ideal of the work of the church, the universal compulsion of the souls of men."

The late Archbishop of York said:—"Even the wild march of the Salvation army stirs the church up to recognize her duty, and we would do well to learn many valuable lessons from these holy enthusiasts."

The testimony of leading Nonconformist ministers has been even mere ungrudging. "If the Salvation army were wiped out of London," said Mr. Spurgeon, "five thousand extra policemen could not fill its place in the repression of crime and disorder." Certainly, then, I am far from standing alone among the clergy or religious teachers of London in desiring that fair play should be given to the Salvation army, and ample room and verge enough to do all the good they can. But even if I did stand alone, I feel convinced that in that light of history which shines quietly on and shows all things in the slow history of their ripening. I never should have reason to feel either sorry or ashamed. Certainly it is not because of mean abuse and misrepresentation that I should be likely to change my honest opinion.

They only make me feel more sure that the cause so assailed must have in it worthy and hopeful elements, or it would not be honored with such bitter antagonism.

"Count me o'er earth's chosen heroes—they were souls that stood alone,
While the men they agonised for hurled the contumelious stone;
Stood serene, and down the future saw the golden beam incline
To the side of perfect justice, mastered by their faith divine,
By one man's plain truth to manhood, and to God supreme design.

DR RAE ON ARCTIC EXPLORATION.

At Mrs. Heweis' third "At Home" at Queen's House, Chelsea, Dr. Rae, the Arctic explorer, who conducted the last expedition in search of Sir John Franklin, gave a very interesting account of life amongst the Esquimaux, of whom he seemed to have a high opinion. He gave a vivid description of the duties and dangers of an Arctic leader's life—marching, gun in hand, at the head of his stalwart companions, and killing large game for the whole party; and his ideas of comfort in a snow hut much amused the aristocratic audience, who did not seem to relish sleeping on the snow with a single blanket, and eating pemmican, or pounded meat and fat, varied with the contents of a reindeer's stomach and a salmon. The doctor showed various interesting articles made by the Esquimaux, the cunningest of which was a very neat apparatus for spearing fish, made of cane and staghorn. There was also a case of Sir John Franklin's relics, and an Esquimaux lamp, with a moss wick and fat, which burned brightly during the lecture. When questioned about Nansen, the doctor declared roundly that he did not believe the sanguine explorer would find the current he expected to drift him across the North Pole, because he (Dr. Rae), from his intimate knowledge of those regions, was pretty sure no such open current existed, the currents running beneath the ice. The articles said to have drifted across, in his opinion, came from the adjacent coast of Greenland, and not from the other side of the Pole.

THE DAYS OF THE WEEK.

Born on a Monday,
Fair to face;
Born on a Tuesday,
Full of God's grace;
Born on a Wednesday,
Merry and glad;
Born on a Thursday,
Sour and sad;
Born on a Friday,
Godly given;
Born on a Saturday,
Work for a living;
Born on a Sunday,
Never shall want;
So there's the week
And then end on't.

TEN ORANGEMEN KILLED.

At a picnic by eating food made with impure baking powder. The Imperial Cream Tartar Baking Powder is the only save one to use. Absolutely Pure. All grocers sell it.

A SHOWER OF FISH.

Members of the Finny Tribe Fall from the Heavens in a Snow Storm.

When the hook and ladder company returned to their hall on Broad street after the fire, its attention was attracted by the peculiarly animated appearance of the street, in which the large flakes of snow were rapidly falling, says the Nashville American. Closer inspection showed countless flashing silver little forms, wriggling in the melting snow. When captain J. D. Alexander made a careful examination he found the street was alive with small fish. The men of all the houses along the street for several doors, came out and picked them up by the handful.

Some of the fish were as much as two inches long, but the most were slightly over an inch in length, all of the same size and appearance, and evidently of the same kind. Their sides were a bright silver. They had dark gold rings around their eyes and large fins, with long divided tails. They were alive when they fell and floundered in the snow in true game fish style. Several gentlemen saw the fish fall, and after the news was spread, every passer examined the traces of the wonderful shower. It was found to extend along Broad street from Vine nearly to High, the greatest number being on the south side. Others were found on Union street.

With characteristic American incredulity those who saw the fish afterward accused the fire company of having thrown them out in the street. They said eels had been found in hydrants of the engine house and then been thrown out. But the fish were scattered all over the street, above and below the engine house, and were found alive in the snow immediately after the company returned from the fire. Captain Alexander and his men had nothing to do with the miracle. One old gentleman devoutly declared that they came from heaven, and a wicked bystander suggested that it was because the gods had at last got the best of the little fishes.

Colonel Gordon and Captain H. H. Poston, president of the Tobacco Board of Trade, were eye witnesses of the phenomenon, and gathered up some of the fish in their own hands. Frank Ottenville, a grocer on the other side of Summer street, said that they were rain fish and he had seen them fall on the street of Cincinnati, three inches long. Strange stories were afloat of a sea existing in the clouds, from which these creatures had fallen. One gentleman told of an occasion in which he had seen toads and serpents fall from the sky. Assistant District Attorney Lee Brock said he had seen fish fall in Dickson county. Four hours after the fish fell a reportor found several imbedded in the snow on the street and put them in water. Two were still alive and one swam briskly from one side of the bottle to the other. They were shown to Captain Andy Meaders, who is personally acquainted with every individual south of the Ohio river. He said they bore a strong resemblance to carp, but were in all probability mullet, and came from the sea. Captain Meaders said he had seen fish fall from the sky during a heavy rain. He was a boy then, and was on a fishing trip near the fall of the Ohio. The weather was cold in the early spring, and very much like the weather yesterday. He saw the fish falling. They were young perch, and nearly two inches long.

"Each fish is said to lay a million eggs" continued Captain Meaders, "and of these some 200,000 or 300,000 are hatched. The offspring of one fish would make a very respectable shower, and it is very likely that a whirlwind would be strong enough to carry them into the clouds and lose them in the path of a driving storm."

The wind on the lower Volga, which created such havoc, swept over the Russian steppes at the rate of 136 miles an hour. Such a wind at a greater altitude must have attained a still greater velocity, and it is not a vain thing to suppose that the hurricane which brought death to the Cossack peasants caught up the brine of a sea spout on its western course and bore these luckless mariners in the spray.

Floating in a semi-fluid. rushing onward at something like 150 miles an hour, the fish made their 700 miles journey from the ocean in perfect condition, and when the great current began to lose its force as it battled with the north wind, the same influences precipitated, also, the fish. In less than half a day they had been transferred from their home in the ocean to the mud and slush of a Nashville street.

UNIVERSAL TESTIMONY

Cannot be disputed, and the case is yet to be heard from in which Putnam's Painless Corn Extractor has failed to perform a perfect cure. This with painless and rapid action and freedom from annoyance during use. The great corn and bunion cure stands unrivaled. Sure, safe, painless. Beware of frauds offered as substitutes for the great corn cure—Putnam's Painless Corn Extractor. N. C. Polson & Co., Kingston, proprietors. Use no other.

CURIOSITIES OF WEDLOCK.

The joining of the right hands in ancient times had the solemnity and validity of an oath.

Goethe said that he married to obtain respectability.

Wycherly, in his old age, married a young lady for spite.

There is a story of a man who was married because he inherited a four-post bedstead.

Under the Roman Empire marriage was simply a civil contract hence we read of men putting away their wives.

Among the Jews the rule was for a maiden to marry on the fourth, and a wndow on the fifth, day of the week—not earlier.

In Jewish marriages the woman is set on the right, but throughout Christendom her place in the ceremony is on the left.

The Russians have a story of a widow who was so inconsolable for the loss of her husband that she took another to keep her from fretting herself to death.

The custom of putting a veil upon the maid before the betrothal was done to conceal her blushes at the first touch of the man's hand, and at the closing kiss.

Kissing the bride the moment the marriage ceremonial ended, though not now prescribed by the rubric of the Western Churches, formerly was regarded as an imperative act on the part of the bridegroom.

PILES! PILES! ITCHING PILES.

SYMPTOMS—Moisture; intense itching and stinging; most at night; worse by scratching. If allowed to continue tumors form, which often bleed and ulcerate, becoming very sore. SWAYNE'S OINTMENT stops the itching and bleeding, heals ulceration, and in most cases removes the tumors. At druggists, or by mail, for 50 cents. Dr. Swayne & Son, Philadelphia.