THE HERALD.

VOL. I., NO. 38. FREDERICTON, N. B., MONDAY, SEPTEMBER 1, 1890. $1.00 PER YEAR.

Board of Works

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

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

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

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

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

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

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

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

WM. WILSON,

Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

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

Office: CARLETON STREET.

RAILROADS.

NEW BRUNSWICK Railway - Company.

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

ARRANGEMENT OF TRAINS

In Effect August 11th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.00 A. M.—Express for St. John and intermediate points; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton, Woodstock, and points North; 10.30 a. m. for Fredericton Junction, St. John and points East.

3.15 P. M.—For Fredericton Junction and St. John.

RETURNING TO FREDERICTON FROM

St. John, 6.35, 8.45 a. m.; 4.45, p. m. Fredericton Junction, 8.10, a.m.; 12.00 m., 6.25, p.m. McAdam Junction, 10 40, a. m.; 2.15, p.m. Vanceboro, 10.20, a. m., St. Stephen, 7.50, 11.25 a. m. St. Andrews, 7.35, a. m.

Arriving in Fredericton at 9.20 a. m., 1.10, 7.20 p. m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

A. J. HEATH, Gen'l Pass. and Ticket Agent. H. P. TIMMERMAN, Gen'l Supt.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

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

TRAINS WILL LEAVE ST. JOHN:

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

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

TRAINS WILL ARRIVE AT ST. JOHN:

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

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

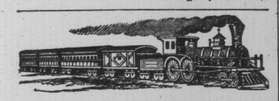
All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

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

For Tickets and other information, apply at the office of

JOHN RICHARDS, Agent, Fredericton



NORTHERN & WESTERN RAILWAY

WINTER ARRANGEMENT.

In Effect Nov. 25th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

A PASSENGER, MAIL AND EXPRESS TRAIN will leave Fredericton daily (Sunday excepted) for Chatham.

LEAVE FREDERICTON

2:40 p. m; Gibson, 2:45; Marysville, 2:55; Manzer's Siding, 3:20; Durham, 3:30; Cross Creek, 4:10; Boiestown, 5:20; Doaktown, 6:10; Upper Blackville, 7:00, Blackville, 7:25; Upper Nelson Boom, 8:00; Chatham Junction, 8:25; arrive at Chatham, 9:00.

RETURNING, LEAVE CHATHAM

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

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

All Trains will Leave and Arrive at Fredericton Station, West End of Bridge, instead of Gibson as heretofore.

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

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

THOMAS HOBEN, Superintendent.

Gibson, N. B., May 18th, 1889.

The New Drill Book.

INFANTRY DRILL, 1889.

PRICE 35 CENTS.

For Sale by

McMURRAY & CO.

Bookseller And Stationer.

Parsons' Pills

These pills were a wonderful discovery. Unlike any others. One Pill a Dose. Children take them easily. The most delicate women use them. In fact all ladies can obtain very great benefit from the use of Parsons' Pills. One box sent postpaid for 25 cts., or five boxes for $1 in stamps. 30 Pills in every box. We pay duty to Canada.

The circular around each box explains the symptoms. Also how to cure a great variety of diseases. This information alone is worth ten times the cost. A handsome illustrated pamphlet sent free contains valuable information. Send for it. Dr. I. S. Johnson & Co., 33 Custom House Street, Boston, Mass. "Best Liver Pill Known."

Make New Rich Blood!

CONSUMPTION SURELY CURED

TO THE EDITOR:

Please inform your readers that I have a positive remedy for the above named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy **FREE** to any of your readers who have consumption if they will send me their Express and Post Office Address. Respectfully, **T. A. SLOCUM, M.C., 186 West Adelaide St., TORONTO, ONTARIO.**

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

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

THE OINTMENT

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

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,

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

Manufactured only at Professor HOLLOWAY'S Establishment,

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

and are sold at 1s. 1½d., 2s. d., 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.**

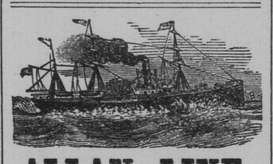
☞-10-83

I CURE FITS!

THOUSANDS OF BOTTLES GIVEN AWAY YEARLY.

When I say Cure I do not mean merely to stop them for a time, and then have them return again. I MEAN A RADICAL CURE. I have made the disease of **Fits, Epilepsy or Falling Sickness** a life-long study. I **warrant** my remedy to **Cure** the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a **Free Bottle** of my **Infallible Remedy.** Give Express and Post Office. It costs you nothing for a trial, and it will cure you. Address—**H. G. ROOT, M.C., Branch Office, 186 WEST ADELAIDE STREET, TORONTO.**

STEAMSHIPS.



ALLAN LINE.

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

1890. Summer Arrangements. 1890.

This Company's Lines are composed of double-engined, Clyde-built IRON STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made *the fastest time on record.*

The Steamers of the

MAIL LINE TO LIVERPOOL

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

From Liverpool.		From Quebec.
24th July	.....CIRCASSIAN.....	14th Aug
31st, do	.....SARDINIAN.....	21st do
7th Aug	.....POLYNESIAN.....	28th do
14th do	.....PARISIAN.....	4th Sep
28th do	.....CIRCASSIAN.....	18th do
4th Sep	.....SARDINIAN.....	25th do
11th do	.....POLYNESIAN.....	2nd Oct
18th do	.....PARISIAN.....	9th do
2nd Oct	.....CIRCASSIAN.....	23rd do
9th do	.....SARDINIAN.....	30th do
16th do	.....POLYNESIAN.....	6th Nov
23rd do	.....PARISIAN.....	13th do

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

From Liverpool.		From Halifax.
8th July	.....CASPIAN.....	4th Aug
22nd do	.....*CARTHAGINIAN	18th do
5th Aug	.....NOVA SCOTIAN.	1st Sept
19th do	.....CASPIAN.....	15th do
2nd Sept	.....*CARTHAGINIAN	29th do

*The Carthaginian will carry only Cabin passengers from Halifax.

Rates of Passage to Liverpool.

SALOON (According to accommodation) $45 to $80
RETURN ..... $95 to $150

Children, in saloon, between 2 and 12 years, half fare; under 2 years, free.

Clergymen and their families are allowed reduction of ten per cent. from these rates.

INTERMEDIATE $30
STEERAGE $18

Rates of Passage to St. John's, N. F.

Saloon, $20; Intermediate, $15; Steerage, $6.

GLASGOW LINE.

Direct sailings from Glasgow to Halifax.

No cattle of any description carried on Allan Mail Steamers.

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

For Staterooms, Tickets, or further information apply to

WM. THOMSON & Co., Agents, ST. JOHN N. B.

No. 5.

INTERNATIONAL S. S. CO.

SUMMER ARRANGEMENT.

Three Trips a Week.

FOR BOSTON.

ON and after MONDAY, May, 5th, the Steamers of this Company will leave St. John, for Eastport, Portland, and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 7.25 Standard.

Wednesday's Steamer will not touch at Portland.

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

Connections at Eastport with steamer ROSE STANDISH, for Saint Andrews, Calais and St. Stephen. Freight received daily up to 5 p. m.

Special Notice—On and after Aug. 16th, and up to and including Sept. 13th, a Steamer will leave St. John for Boston direct, every SATURDAY EVENING, at 6.25 Standard time.

C. E. LAECHLER, Agent, Reed's Point Wharf, St John, N. B.

COOKED CODFISH.

Ask your Grocer for

COOKED SHREDDED CODFISH,

And Try It.

ADAMS BROS.

FUNERAL

—AND—

FURNISHING - UNDERTAKERS,

OPP. QUEEN HOTEL,

FREDERICTON.

Caskets, Coffins, Robes, Mountings, &c.

and everything required in the Undertaking Business kept in stock.

☞ *Special Prices for Country Orders.*

Orders in the City or Country attended to with promptness.

Residence over Warerooms.

ADAMS BROS.

SPECIAL NOTICE.

IT IS ONLY A SHORT WHILE SINCE

LUCY & CO.

started their present undertaking, and they can now with pride boast of having one of the best

Boot, Shoe,

—AND—

READY-MADE CLOTHING

Business in the City. This has been accomplished in the short space of eighteen months, and it shows what pluck and perseverance will do when backed by fair dealing and close attention to the wants of the people. Their goods are bought and sold for CASH, and this is the real secret of their success.

They wish to call the attention of Christmas buyers to the fact that Presents bought at their Store are not only ornamental, but also useful to those who receive them. Respectfully,

LUCY & CO.

Their stock is now complete and they are receiving NEW GOODS every week.

R. C. MACREDIE,

Plumber, Gas Fitter,

AND

TINSMITH,

WOULD inform the people of Fredericton and vicinity that he has resumed business on Queen Street,

OPP COUNTY COURT HOUSE,

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

ELECTRICAL AND MECHANICAL

BELL HANGING,

Speaking Tubes, &c.

C. C. GILL,

PAINTER,

House and Sign Decorator.

Tinting in OIL or WATER COLOR.
PAPERING and GRAINING.
EXPRESSES and WAGONS Painted at Short Notice.

SHOP AND RESIDENCE:

59 Brunswick Street.

LEPERS OF TRACADIE.

SOME HARROWING SIGHTS IN THE LAZARETTO OF N. B.

How the Government and Sisters of Charity Smooth the Doomed Patients' Death.

One has not to go to far Molokai to witness that awful blight of the flesh, leprosy. In Tracadie, N. B., that out of the wayspot in New Brunswick, on the shores of the great ocean, I saw sights that are calculated to make the soul sick indeed. Here are literally immured a score or more of wretches touched with a foulness, which, for no fault of their own, excludes them forever from the world. It is trne they are treated with more consideration than the lepers of Scriptural times who dwelt in the open sepulchres about Jerusalem, subsisting on the fragments that accidental charity dropped on the grounds in the wilderness. There is not heard from them that terrible cry as of a lost soul in the Dantean hell "Unclean! Unclean!" No, the lot of these unfortunates is made as endurable as the ghastly malady of which they are the victims will permit.

THE LAZARETTO.

The Dominion government has erected a commodious hospital on the banks of the Tracadie River, overlooking the gulf into which the slender streamlet falls. It would be difficult to find anywhere a lovelier combination of "streamlet and hill" than this. Would that one could forget the hopeless fate of these fellows. But alas! they are "the world forgetting, by the world forgot." All that makes life worth enduring has been withdrawn from them.

Nevertheless it is pleasant to know that their lot is more endurable than it was years ago. When the Lazaretto was estabed about forty-five years ago, the poor creatures were lassoed like beasts, drawn by ropes and beaten with long poles to force them toward the lazaretto. No one would touch them. They were torn from the bosom of their families, although in many cases they were the sole support of wife and children. The cottages which then constituted the hospital were filthy and uncared for. Males and females were cast together, and the contamination of immortality was added to the other horrors. Their food was laid down on the ground, to be eaten where and when they chose. To the people in the surrounding country the name "lazaretto" was clothed with all the horrors of Gehena. Little wonder, then, that when a member of a family was attacked with the loathsome diseaae his relatives took every precaution to conceal his condition. It may well be supposed that this secrecy tended to spread the disease.

SELF-SACRIFICING SAMARITANS.

The condition of the lazaretto at length became a public scandal; so much so that in 1868 it reached the ears of Sister St. John (Miss Viger), of the Hotel Dieu, Montreal. She volunteered to go and care for these poor outcasts. Others volunteers were asked for and every Sister in the house tendered her services. Seven were chosen, carefully instructed in the treatment of leprosy, and then they started a mission compared with which the task of cleaning the Augean stables was a light one. They found the lazaretto a veritable abode of the damned. But the Sisters cheerfully set to work and in a very few years everything was transformed. The goverment of New Brunswick, glad to have the scandal removed, provided all necessary funds for meeting the expenses of the institution. From being a loathsome charnel house it was transformed into a home.

SMOOTHING THEIR PATH TO DEATH.

The inmates and the house itself are kept scrupulously clean. Hired attendants do all the manual work. The inmates have no tasks imposed on them. Their path to death is smoothed and relieved of cares. They have a small farm with which they may do what they choose. They have boats in which they may fish and trawl or simply idle away the summer days.

As to the origin of the disease, some find it in the deterioration caused by generations of intermarriage. The county of Gloucester, which is the seat of the disease, is settled by Acadian French and shut out to a large extent from the outside world by their different tongue. The little community married and intermarried until nearly everybody was related to everybody else. One story is that 140 years ago a barque from the coast of Syria was wrecked in the Gulf of St. Lawrence, just off the shores of Gloucester county. The rescued sailors stayed for some considerable time with the Acadians, and from them the latter contracted the first case of leprosy. Another version has it that a stranger hailing from Quebec was afflicted with the horror and left it as a leagcy to his entertainers, while still another story is that the disease was contracted through some of the people eating putrid fish.

THE SCOURGE.

The disease is called leprosy, although it is probable that it is in many repsects different from the leprosy which whitened the skin and rotted the bones of the Hebrews of old. But this is undoubtedly a malady of the same nature. It has been called by medical men Greek elephantiasis. A recent authority thus describes its symptoms:

"The first indication of the disease is the appearance of tiny tubercles on the skin, and especially on the face. These increase from the size of a pin head to that of a hazle nut. The nose and lips become thickened and swollen, so that the mouth is distorted and the features unrecognizable. The eyes droop, and eyelashes and eyebrows and sometimes the hair drops out. After a time the tubercles break, ulcerate and discharge, the disease eveu attacking the cartilage, and bone, and piece by piece joints and flesh fall off until death gives the sufferer freedom from his terrible lot."

The average duration of the disease from the time the first symtoms are discovered until death ensues is about ten or twelve years.

MAY NOT BF INCURABLE.

The lazaretto was taken in charge of by the Dominion goverment in 1869, and Dr. Smith was placed in charge, who keeps a sharp lookout for infected persons.

In a conversation I had with the doctor he said:

"I am not yet satisfied that the disease is incurable. I discharged one man from the hospital some years ago and he has had no return of the symptoms. Last year I discharged a girl who had been admitted to the lazaretto just as soon as the first symptoms of infection developed themselves. Still though these two are apparently free from the malady, I do not regard the cases as permanently cured, and I still hold them under close surveillance. Of late the disease has been dying out in Tracadie, its original seat; but out of the five new cases taken in last year one was from Cape Breton and four from the parishes which adjoin Tracadie—viz: Shippegan and Caraquet. I have traced a new focus to the bisease, situated between Shippegan and Caraquet, and from this centre I have traced it to other settlements."

The act which gives the doctor authority to segregate patients does not apply to the new hot-beds of the disease but he feels that as soon as he possesses that power he will be able to stamp it out entirely.

A CLEVER DIAMOND THIEF

A carriage drew up in front of a jewelry store in Vienna a lady dressed in black alighted and asked to be shown an assortment of diamond rings, from which she selected one worth seventy-five florins. An hour later a stylish looking gentleman called at the same shop and asked to see the proprietor, whom he addressed as follows:

"Sir, my name is Baron Von S.—, and I have come on a delicate errand. An hour ago a young lady dressed in mourning purchased a diamond ring from you, but at the same time she purloined another valuable ring."

The jeweler started in amazement, and the young gentleman produced the ring from his pocket, saying:

"Allow me to return it to you with the request that you will keep the matter to yourself. The lady is my sister, and since the death of her husband she has been suffering from mental aberration. At every shop she goes to she tries to pocket unobserved any small article that takes her fancy. I suffer mortal agony whenever she contrives to leave the house. In conclusion I would entreat you in case she comes again and attempts to take anything not to frighten the poor creature. I will make good the damage."

The jeweler promised entire secrecy. Two days afterward the lady in black called again, and asked to see a number of diamond rings, but did not make any purchase this time. The jeweler kept a sharp watch on his fair customer, but did not perceive anything unusual. However, when she had gone a diamond cross of very great value was found to be missing. The jeweler waited in vain for the baron to make his appearance and return the stolen property. No wonder, a baron of that name never existed.

HOT SUMMERS OF LONG AGO.

A German writer, dealing with certain prognostications of great summer heat, goes back for precedents. In 627, he says, the springs were dried up and men fainted with the heat. In 879 it was impossible to work in the open fields. In the year 993 the nuts on the trees were "roasted" as if in a baker's oven. In 1000 the rivers in France dried up and the stench from the dead fish and other matter brought a pestilence into the land. The heat in the year 1014 dried up the rivers and the brooks in Alsace-Lorraine. The Rhine was dried up in the year 1132. In the 1152 the heat was so great that eggs could be cooked in the sand.

In 1227 it is recorded that many men and animals came by their death through the intense heat. In the year 1303 the waters of the Rhine and the Danube were partially dried up, and people passed over on foot. The crops were burned up in the year 1394, and in 1538 the Seine and the Loire were as dry land. In 1556 a great drought swept through Europe. In 1614, in France, and even in Switzerland, the brooks and the ditches were dried up. Not less hot were the years 1646, 1679 and 1701.

In the year 1715, from the month of March till October, not a drop of rain fell, the temperature rose to 38 degrees Reaumur, and in favored places the fruit trees blossomed a second time, Extraordinarily hot were the years 1724, 1747, 1756 and 1811. The summer of 1815 was so hot (the thermometer standing at 40 degrees Reaumur) that the places of amusement had to be closed.

WAS COLUMBUS A JEW?

Jews figure prominently in the history of the discovery of America. The plans and calculations of Columbus' expedition were largely the work of two Hebrew astronomers and mathematicians. Two Jews were also employed as interpreters by Columbus, and one of them, Luiz de Torres, was the first European to set foot in the New World. When Columbus sighted the island of San Salvador he imagined that he was approaching a portion of the East Asiatic coast, and he sent Torres, who was engaged for his knowledge of the Arabic, ashore to make enquiries of the natives. It was probably this Torres who was the Madrid Jew to whom Columbus bequeathed half a mark of silver in his will. Another curious fact, says the Jewish World, is that it has curiously suggested—by Mr. Delitzch, we believe—that Columbus himself was a Jew or of Jewish birth. The name of Chistopher was frequently adopted by converts, while the surname, Colon, belonged to a distinguished family of Jewish scholars. Chrisopher's father, Diego, bore originally the Jewish name Jacob, which sounds surprisingly like Shem Kadose. Perhaps, during the coming celebrations, some jewish scholars in Italy will make enquiry into the validity of this daring suggestion.

FRANK LESLIE'S MONTHLY

FOR SEPTEMBER, 1890.

The citizen soldier has the place of honor in Frank Leslie's Popular Monthly for September, the frontispiece of which is a fine equestrinn portrait of Colonel Daniel Appleton, Seventh Regiment, N. G. S. N. Y. The paper, by Lieutenant A. C. Sharpe, U. S. A., on "The National Guard of the United States," is the most concise, comprehensive and interesting illnstrated magazine article on this subject ever published. William Hosea Ballou gives a graphic description of "The Great Cotton Belt." Captain J. S. Payne's thrilling article, "Campaigning with Crook," embodies a tribute to the great Indian-fighter, and is a valuable contribution to contemporary history. Other timely and beautifully illustrated articles, such as Florence and the Beatrice-Dante Festival" "The Green Vaults of Dresden," by Mrs. Schuyler Van Rensselaer; "The Adirondacks as they Are," by Frederic G. Mather and "Some Poisonous Plants," by Dr. L. Fletcher, are among the main attractions of this specially interesting number. There are, as usual, short stories, poems, literary and descriptive essays, in abundance.

Irate Patron—You advertise to cure consumption, don't you?

Dr. Quack—Yes, sir. I never fail when my insrtructions are followed.

Irate Patron—My son took your medicine for a year, and died an hour after the last dose.

Dr. Quack—My instructions were not followed. I told him to take it two years.

BRAZILIAN WOMEN.

Society in Brazil is divided into three distinct classes—the aristocrats, the middle and the lower classes. The ladies of the upper class are undeniable beautiful. They have raven black hair, white teeth and perfect forms; and if it were not for the enormous amount of plaster-of-paris enamel with which they cover their faces they might have lovely, creamy complexions. But their wondrous eyes are the chief and never-ending charm—large, dark, lustrous and full of expression, throwing more meaning into a single glance than an hour's conversation could possibly convey; for, though attractive and captivating in their simplicity and grace, they may not be able to write a single sentence correctly—for the education of women is not considered essential to their happiness. They learn embroidery and music indifferently, and spend their lives in rocking-chairs and hammocks, never reading a book of any description.

The girls are very fond of their dolls, taking them wherever they go, even to church; and never give up playing with them until they are married, which is generally between the ages of twelve and sixteen years, thus early assuming the important and responsible duties of life. Young mothers, little more than twenty, with four or five small children, are no uncommon sight.

Brazilian ladies never go out, even in the daytime, without the family or a servant; they seldom go out at all. They do not have gentlemen visitors, and if a young man who has been associated with a girl in childhood, or who by some accident is allowed to visit the family, becomes a lover, he is immediately ejected from the house and the courtship proceeds from the balcony to the street. If notes are exchanged it is done secretly, never through the mail. Often a gentleman sees a lady for the first time on a balcony, at the opera or at church and falls in love with her. A courtship like the above ensues; they become engaged, frequently without knowing more of each other than they can learn from inquiry; know nothing of each other's minds, tastes, character or dispositions. I was told of a gentleman who thus courted a girl for eight long years and left her three months after marriage.

If a Brazilian girl should walk with a gentleman not her relative in the daytime, it would ruin her.

If the lover desire an engagement to the ball or opera, or a promenade with his senora, he must first propose at headquarters, then seek her pleasure, and, if she accord, the whole family goes along.

Among the lower classes there are plenty of women who go about the streets with bare, brown feet thrust in small Turkish slippers whose heels clatter along the dusty pavement in the most slipshod style. These women lead simple, purposeless lives, going to mass every morning, where they may be seen kneeling throughout the entire service, as no seats are provided in their churches. In the evening they are found sitting in groups on the ground, their nude children around them, smoking their long-stemmed pipes and gossiping with their neighbors or the passers-by. Their dress generally consists of one garment, a loose hanging skirt with straps over the shoulders, and reaching but little below the knee. Their arms and necks are always bare, and it makes not the slightest difference whether strangers are present or not. They seem perfectly happy and contented with their lives, and are always ready to chat with anyone they may happen to meet.

PRAIRIE PHILOSOPHY.

The distance from the Atlantic to the Pacific is almost as great as from London to St. Petersburg; and from Niagara to the city of Mexico as far as from London to Siberia, yet the American railway journeys are accomplished with far fewer changes of carriages than is the case in Europe. Instead of village after village, town after town, nation after nation, the traveller across the prairies of Canada knows that the vast plains through which he travels during a railway-car residence of several days, are a portion of one great nation; a young Frankenstein conjured into being by civilization, but without the terror of its prototype.

And yet (so freakish is prairie philosophy) the great globe itself becomes small again when its people are considered. Wilkie Collins and many others have remarked that the world is not so great but that we meet the same faces over and over again. Every traveller knows this to be true. Once in the jungle of Gujerath, I and another, chance met, were the only travellers at a dark bungalow. On comparing notes about the old country, as Britishers always do in such cases, we discovered we were near relatives, who had not met since childhood.

Fourteen years afterwards, I accidentally met in the city of Mexico, a person who proved to be equally related to the two of us, but unknown to either. I have travelled on many occasions on the great ocean steamships in both hemispheres, and never once without meeting an old schoolmate, or an old friend, or an acquaintance of one sort or another. In almost every city I have visited, there have been similar rencontres, and the great Lone Land has not proved an exception, "Comme au sein du grand ocean, un bois flottant en rencontre un autre, ainsi les etres se rencontrent un moment sur la terre" was written a very long time ago. After all, this is not surprising. There are very few persons on the face of the earth all things considered; and when the large portion that a man cannot meet (say the dwellers in the interior of Africa and such places) is substracted from them, there are so few left, and these in such a limited space, that all our orbits must intersect somewhere.

The whole population of the globe could stand shoulder to shoulder on the Isle of Wight.

The vast territories of Canada too, have been so easily overcome by the surveyor, that their limits seem not far apart. Americans are proud of planning their cities in blocks so arranged and numbered, that, given the number of the house and the street sought, no inquires are necessary to go directly to it from any other part of the city. But imagine an empire stretching from the latitude of Constantinopole to the ice fields of the Arctic seas, blocked out. Imagine Europe so mapped out, that a person could find his way direct from Paris to a hut in Russia without once enquiring his way. Yet such is the case in Canada.—Westminister Review, London, July.

Dashaway—"Where did you stay in Newport?"

Travers—"I had myself arrested and went right to gaol."

Dashaway—"What did you do that for?"

Travers—"It was the cheapest place I could find."

WENT DOWN TO DEATH.

A horrible accident occurred at Reading, Pa., Aug. 23rd. shortly before 11 o'clock on the Mount Penn Gravity Railwoy, a mountain route encircling Mount Penn 800 feet above the city of Reading. The road was opened five months ago and has been doing good business ever since. The cars were taken from a point on ths outskirts of the city to the top of the mountain, a distance of five miles. On returning the cars were allowed to go down the mountain by gravity, by way of another route, to the point of starting. In the afternoon a car containing about 18 passengers was taken from the station to the top of the mountain. This consumed about 30 minutes. On the top of the mountain there is a high stone tower where the passengers were allowed to aiight and enjoy the scenery for 30 miles around.

There are different stories as to the cause of the accident, but it appears that when the tower was reached the point where the gravity portion of the road commences, the engine was detached and the car ran away while the passengers were still on beard. The distance to the point of starting is five miles, and it is estimated that this was covered by the runaway car in three minutes, the car attaining a fearful speed estimated at 80 miles an hour. It remained on the track to the foot of the plane going around all the curves, while the passengers shrieked in their fright and several jumped off.

When the car reached the station at the foot of the plane it jumped off the track and rolled down a 50-foot embankment, where it landed upside down with the passengers imprisoned inside. The greatest excitement prevailed and soon a large crowd gathered. Doctors and the ambulance were sent for and the dead and injured removed. Four were taken out dead.

Norman B. Wisher of Reading, who was standing at the foot of the plane when the car came crashing down the mountain says he first heard a distant roar as of thunder, and looking up saw the car coming down the mountain—but sticking to the track—at the rate of about a mile in 45 seconds. He had barely time to recover himself when the car like a lightning flash dashed past the station and down the embankment 50 feet below. Mr. Wisher was the first on the ground. He says he found the car turned upside down the passengers all thrown into a confused mass, and that with the assistance of others who arrived he helped to carry out the dead and injured. There were about a dozen of the latter with broken limbs and battered heads, their clothing being covered with blood. Mr. Wisher said as the car fell the united shrieks of twenty voices added terror to the scene.

HE CAPTURED TWO ASSASSINS.

James P. Ciles, an ex-deputy marshal, has captured the remaining two men who assassinated James T. Middeton near Harlan Court House, Ky. Ciles was with Middleton when murdered. Middleton was one of the wealthiest men in that section, and, Giles says, was killed for an old quarrel over lands.

Giles and Middleton were riding quietly along when they saw something unusal by the roadside. This proved to be a screen of boughs, from which a moment later a shot came. Middleton dropped over dead, but Giles escaped. Suspicion centered on the members of the Howard gang, and on Wednesday a posse captured William McGraw, Enos Scott and James Howard, and they were held on the evidence presented.

That night, as Giles was returning from Harlan, he stopped at a negro saloon to collect a debt. There he found Granville Fee and Wilson Scott, both heavily armed. Scott was under indictment for a murder commited six months ago, and Fee was suspected of taking part in killing of Middleton. He made himself at home with the men. Scott was lying on a bed with his Winchester beside him. Giles, in a jocular way, offered him a drink, and as Scott turned the bottle to his lips, Giles seized the Winchester and covered both the men. He then made the negro bind them with a rope, and through a blinding rain led them over the mountain to a magistrate, who held them under bonds.

AND NOW THE BAHAMAS.

Sir Ambrose Shea is here endeavoring to obtain steam communication between Canada and the Bamhamas. He tells a glowing story of the purchasing power of the colonists and there increasing exports. Their whole trade is now practically with the United States, and their sole communication is with New York. Sir Ambrose thinks Canada could supply the Bahamas with nearly everything they require, while the Dominion would obtain its supply of fibre there. This trade could be opened up by naming Nassau as a port of call by the subsidised steamers running to the West Indies. Sir Ambrose will go to Ottawa to urge this upon the Government. He is most enthusiastic over the success and prospects of the fibre industry, which he declares will, in the future, command the cream of the world's market. The Governor is also very anxious to lay a cable between Florida and Nassau. Asked as to the advisability or probability of England ceding the Bahamas to the United States for the greater comity of the two nations, Sir Ambrose said it was not a living question, and declared that the people of the Bahamas were the most loyal in the empire.

A LITTLE BOY'S SHREWDNESS.

Charles S. is a very bright boy and never at any loss for an excuse. He is also something of a naturalist. Walking along with a young lady one day he heard a tree toad suddenly begin its shrill chirp. "It will rain within twenty-four hours," he announced, oracularly. "That is a sure sign—never known to fail." His prediction was received in good faith, but after twenty-four hours of remarkably pleasant weather he was taken to task about his prediction. "Oh, well," he replied instantiy, in an injured tone, "the tree toad lied. I am not responsible for his morals." Another time, having been requested to perform some little service he came to receive his reward. His father offered him his choice between a silver dime and an old fashioned copper cent. "I have always been taught to take the smallest piece," he remarked, gravely, pocketing the dime.

A body servant, newly engaged, presented to his master a pair of boots, the leg of one of which was much longer than the other. "How come it, Patrick, that these boots are not of the same length?" "I raly don't know, sir; but what bothers me most is that the pair downstairs are in the same fix."

The silver question—got change for a quarter?

OCEAN GREYHOUNDS.

Cost of a Record Breaker—Variety of Provisions Consumed.

The cost of a single round trip across the Atlantic and back of one of the great ocean steamships must be from $20,000 to $50,000, says a New York despatch to the Philadephia Press, the last figure being often too small for such a boat as the "Teutonic," the "City of New York," or the "Columbia." The former vessel turned into smoke full $7500 worth of coal on her last passage to New York or about $1200 each day. If she had been going to Liverpool, instead of from that city, the American coal that would have been used up in getting the same amount of power would have cost about $10,000. Steamship men claim that she must have burnt $10,000 worth of Welsh coal anyhow, and are not inclined to accept any lower estimate. The "Columbia" on her record-beating journey across the ocean, averaged 345 tons daily, or twenty tons more than the "Teutonic's" officers say she consumed, while the Inman officers admit that the "City of New York" burned 350 tons of coal a day in her last voyage. The coal bill, of course, is the biggest item of expense in fitting out a crack steamer for a trip across the Atlantic, though

THE "FEED BILL."

as the pursers call it, makes a good second. Every hour taken of the record means a decrease in this important item, too, for it is estimated that four pounds of meat are consumed per minute on a voyage with an average summer passenger list. On some steamers the "feed bill" exceeds the coal bill, but not on the greyhouds that make the journey in six days or better. All the boats are provisioned for a fifteen days trip, so that, in the event of an accident, the bill of fare will not be slighted. The steward makes his purchases after scanning the passenger list the day before sailing. The slaughter houses along the Hudson get the order for meat thirty-six hours before the vessel sails, and they go to work at once killing the cattle. A full passenger list would compel the steward to put into the refrigerators about eighty thousand pounds of fresh beef and half that amounnt of mutton, 500 pounds of corn beef, 600 fowls, 250 chickens 80 turkeys, 50 brace grouse, 1500 pounds of fish, 2600 pounds of ham, and 500 of bacon. Besides these there are proportional amounts of other kinds of meat, so that nothing will be missing from the table that could be found on the menu of any first-class hotel on land. The meat disposed of, the