LEADING HORSEMEN

Use and endorse Manchester's Condition Powders and Liniment.

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Manchester's Condiion Powders and Liniment are the best horse medicines I ever used. A. L. SLIPP Trainer and Driver. Truro, N, S.

I would advise every one to use Manchester's Condition Powders and

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HRING SEA PATROL.

e Maintained by British Warships This Season.

ngton, May 22.—Sir Julian te the British ambassador. t the state department today nunicated to Acting Secreimportant advices just re y telegraph as to the Behring braced a full list of all Canealing vessels which have for Behring Sea, together eir equipment and all necesmation to permit the Amuthorities to act intelligently n also took occasion to clear misapprehensions as to the naval vessels which are pat-Behring Sea. The admiralty London had issued positive ions for the detail of part of ific squadron for a patrol flee waters. In accordance with uctions word was sent to the officials to furnish the list to the ambassador at Wash-

on as Sir Julian received the hes today he telegraphed to for referred to the naval nd these were desired at the moment. In view of the adoffice's instructions there is ner doubt that the patrol will tained, and all uneasiness of artment on this score has been The conference with Sir was very satisfactory and put favorable aspect on the Beha question.

METHODIST UNIVERSITY

embers Added to the Board of Trustees.

nington, May 2.-The trustees American University, the big list educational institution to ted in the suburbs of Washingeld a meeting at the Arlington oday, at which over \$150,000 was ibed for building the historical nd library.

es some re-elections, the folnew members were added to pard of trustees: John Fritz, hem, Pa.; William Connell, on, Pa.; Hon. John Patton, sville, Pa.; John G. Holmes, urg, Pa.; Rev. Dr. W. H. Milnois, and John E. Herrell, ngton, D. C.

xeclutive committee was authto appoint a building committee ure competitive plans from difarchitects for the hall and lito be approved by the board of at a meeting to be called in es at a meeting to be called in arly fall. Work on the building begun as soon as the contracts

RD MAYOR'S BANQUET.

illiam Vernon Harcourt on the Government's Policy.

don, May 22.—At the lord maynquet at the Mansion house to the remarks of Sir William Verfarcourt, chancellor of the exr and leader of the house ns, were in part directed to the cy question. He said that many important interests of the counad been greatly distressed and ore so than that of husbandry, e believed that there was sympof improvement. He had of depression before, and had the country recover from them aced great reliance, he said, upe recuperative powers of ry and upon the principles of finand currency which have been nt in Great Britain for the past ears. The government, he would abide by the fiscal and ary principles which had made nited Kingdom.

AN ADMIRAL DEAD.

don, May 22.—The Times this ing allounces the death of Hon. harles Gilbert John Brydon El-K. C. B., admiral of the fleet. arles Elliot was born in 1818 is title dates from 1881. He was cle of the present Earl of Hinto. LANDING OF LOYALISTS.

The One Hundred and Twelfth Anniversary of the City.

Fleet Arrived in St. John on May 10th and Not May 18th.

Some Particulars of the Difficulties Encountered by the Fathers of the City

(No. 2.) When the spring opened, Sir Grey Carleton exerted himself to the utmost to hasten the departure of the loyalists, but the work of embarkation progressed slowly, owing partly to the scarcity of transports and partly to the time spent by the loyalists in settling their affairs and getting their few worldly possessions safely on board ship. The embarkation was naturally enough attended with some confusion but was not carried on without rule and regulations to govern it. A place of rendezvous was appointed, one or more ships of war detailed to accompan the fleet as convoy, and a deputy agent placed in charge of each vessel. manifest of the ship Union, of which Couset Wilson was master, and Fyler Dibblee, attorney-at-law of Stamford, Conn,. was the deputy agent, is still in existence. It shows that the vessel took in her complement of loyalists at Huntington, Long Island. The embarkation began on Friday, the 11th of April, and was completed on Wednesday, the 16th, in which time sixty-five men, 35 women, 107 children and two servants, making 209 persons in all, with their goods and chattels, placed on board. The Union then proceeded through Hell Gate to New York, where another week was conned in getting the transport ships together, but at length on Saturday, the 26th day of April, a fleet of some twenty vessels under the convoy of one or more British frigates, set sail from Sandy Hook light, and with their precious freight of living souls, turned sails gleaming in the sunlight and the flag of Britain floating from the masthead. The course steered at first was well out to sea, then northerly for the mouth of the Bay of Fundy. In case of fog coming on the transports rang bells and the commodore of the fleed fired a gun occasionally to keep the ships together. An old loyalist lady who kept a diary on her voyage from New York to St. John, described the queer effect produced by the disappearance of the vessels, one by one,

they were swallowed up in the fog, the weird sound of the danger bells all around her and the curiosity with which she gazed about when the fog disappeared, to see how many vessels were in sight. Sometimes when becalmed, the passengers amused themselves of expedients were employed to pass the time, but with all this the voyage was wearisome enough. The accom-modations were not of the best, and the vessels were overcrowded. The lady just referred to wrote in her diary: the day, but as it grows toward night, one child cries in one place and one in another. I think sometimes I shall go There are so many of them if they were as still as common there would a great noise amongst them. We are so thronged on board I cannot set myself about any work. It is comfort-

In addition to other discomforts, epidemics, such as measles, broke out on some of the ships. We need not wonder at the satisfaction evinced by our lady diarist when at length she penned the words: "Our captain told me just now we should be in the Bay of Fundy before morning. He says it is one day's sail after we get into the bay to St. St. John's River. Oh, how I long to see that place, though a strange land. I am so utterly tired of being on board ship, though we have as kind a cap-

able for nobody.'

tain as ever need to live.' Little did the exiles who found their fortnight's sea voyage to St. John so uncomfortable, imagine that their grand-children would one day make the journey in less than twenty-four hours, with all the comforts and lux-

ury of a palace car. Those of our readers who may be curious to learn what kind of a passage their ancestors were favored with on their first voyage to St. John will be enabled to form some idea from the following record of the weather, as kept by Benjamin Marston at Shelburne, in the month of May, 1783:

May 1st, Thursday-Wind, east May 2nd, Friday-Rain; wind, south-

May 3rd, Saturday-Fair; wind, fresh, from northwest. May 4th, Sunday-Fair; wind, fresh, from northwest. May 5th, Monday-Fair; wind, west

May 6th, Tuesday-Fair; wind, easterly, changing to southerly.

May 7th, Wednesday—Fair; wind.

May 8th, Thursday-Fair; wind, east-May 9th, Friday-Fair; wind, east-

May 10th, Saturday-Weather foggy, and at times drizzly; wind, southeast

May 11th, Sunday -Begins with plenty of rain; wind, southwesterly; changes to foggy weather. At night wind southeasterly, with frequent showers.

Evidently on their arrival, the 10th of May, the loyalists must have found the outlook gloomy enough. To their right lay the rocky peninsula covered with shrubs, scraggy spruce and cedar, so rough and forbidding that the preloyalist settlers, Messrs. Simonds Hazen and White, had not thought of applying for it, not considering worth even the "quit rents," which only amounted to half a cent per acre. The Indians occasionally encamped there; they called the place Monne

Many and pathetic are the tales handed down to us of the impressions of loyalists as they set foot upon the rugged shores of St. John. The grandmother of our ex-governor, Sir Leonard Tilley, used to relate how of many should go back to that May that upon landing she sat down morning, more than a hundred years

upon the damp moss and the first tears of the revol The lady from whose diary we have quoted, records her first impressions "I have been ashore. It is, I think, the roughest land I ever saw It beats Short Rocks in Stamford; in deed, I think that is nothing in compari son: but this is to be our city, they say." As the exiles looked out upon the rocky hill sides, through the rain which fell in torrents that first Sunday while they lay anchored in the harbor, they could not have formed a very favorable idea of the prospect be-

fore them, and their hearts must have sighed for what they had left behind. The ships were piloted to their anchoring ground, near the present Market slip, by the brothers Daniel and Jonathan Leavitt. This place, then known as the Upper Cove, had not up to that time been used as a place of anchorage—as appears from the depothe many lawsuits between James Simonds and his old partners William Hazen and James White. The words in Mr. Leavitt's deposition referred to are as follows: "And the said Jonathan Leavitt states that until the year 1783 the present anchorage place in the front of the Upper Cove was considered as unsafe and not used as an an chorage place, but that the places of anchorage were above the beach or lower ferry point, and between there and the old fort (that is, from above Rodney slip to Navy island on Carleton side of the harbor), and at Portland Point; that the former of these anchoring places was generally used by strangers and was the place into which this deponent (Leavitt) when employed as a pilot, brought vessels to anchor, and the latter (Portland Point) was chiefly used by the company's vessels, but sometimes by

The names of the vessels which anchored at Upper Cove on Sunday, the 11th of May, with their respective masters, were, so far as known, as follows The Union, Capt. Cousett Wilson; Camel, Capt. Wm. Tinker; Aurora, Capt. Jackson; Hope, Capt. Peacock; Otter, Capt. Burns; Emmett, Capt. Reed; Spring, Capt. Cadish; Bridgewater, Capt. Adnet; Favorite, Capt. Ellis; Ann, Capt. Clark; Commerce, Capt. Strong: Lord Townsend. Capt. Hogg; Sovereign, Capt. Stuart; Sally, Capt. Bell, and the Spencer, Thames, William, Cyrus, Britain, and King George, the names of whose captains have not been preserved.

The Union proved the fastest sailer in the fleet, and after leading the van for fourteen days, arrived at Partridge Island on the 10th of May, before any of her sister ships had come in sight. The late Sheriff Walter Bates and others of the Kingston settlers were among her passengers, and they always cherished the kindliest rememprances of Capt. Cousett Wilson, who neglected nothing on the voyage that could promote their comfort and welcomed them "as the father of a family." Nor, as Mr. Bates tells us, did his kindness terminate with their arrival in St. John harbor. He allowed them to remain on board ship until an exploring party had spent a fortnight in selecting a suitable place for their future settlement. During the abence of the explorers, Capt. Wilson used to say: "They are waiting for me at New York, but I can't turn you out till you have some place to go to." Walter Bates observes in his narrative (lately published by Rev. W. O. Ray-mont, in his "Kingston and the Loyalists of 1783") that they had reason to be grateful for the consideration shown to them since those who came in other ships were in some cases "pre-cipitated on shore." The remark would

But the question not unnaturally rises why was the 18th of May selectnorate the landing of the loyalists? To this it seems reasonable to reply that in all probability the first week after the arrival of the fleet was spent in clearing away the scrub and underbrush around the present Market square, pitching tents and constructing hurricane houses. The disembarkation may have begun from nany of the vessels on or about the 18th of May, continuing through the ensuing week, and so the day was fixed on as being on the whole the most appropriate. The facilities for landing were so inadequate that it was a matter of some days before all on oard, with their multifarious belongings, could be safely landed. Whale boats and gondolas were pressed into the service and it is probable that the loyalists were materially assisted in ous task by the settlers at

eem to indicate that there was no

formal or simultaneous act of landing.

Portland Point, and the soldiers of the garrison under Major Studholme. A paragraph in an old New York newspaper states that the transport Camel, Capt. William Tinker, with eight others, sailed from St. John on the 29th of May, arriving at New York on the 6th of June. Capt. Tinker reported that at the time of his departure he left the new settlers in good health and spirits. Some of the transports must have been about three weeks at St. John before returning to New York. The delay was unavoid able, for the season was very cold and backward. The following extract from Benjamin Marston's diary at Halifax under date February 16th, shows the severity of the previous winter. He writes: "These four or five days past the harbor (of Halifax) has been entirely choaked up with ice quite off to sea as far as ye eye can reach. Peo-

ple passed freely back and forth to Dartmouth. The blockade lasted a week, and it was not till Feb. 20th Marston was able to write, "This day the harbour

cleare of ice." It is said that when the Shelburne oyalists first sighted Cape Sable, about the 20th of May, they observed it to be "white with snow.

It was indeed a chilly welcome the exiles met on their arrival, and drear was the contrast between the rugged rocks before them and the meadov lands of Connecticut and New Jersey, or the fertile fields of Long Island, which they had abandoned at the call

of duty. Surely it is but natural and it is but right that as year after year the 18th of May comes round, St. John, city of the loyalists, should recall the iory of her founders, and whilst the flag of the empire floats from its satff in honor of the day, the thoughts

ago, when the good ship Union, with the same old flag streaming at her A TEMPERANCE MEETING mast-head, led up to the anchoring grounds under the shadow of Fort Howe the most noted fleet that has ever entered our harbor.

MOTHER AND DAUGHTER

The Restoration of Both to Health Brings Joy to an Alymer, Que., Home.

If there is any section in this great Dominion in which the curative pow-ers of Dr. Williams' Pink Pills have no been proved, it must be uninhabited, from all sections come the strongest endorsations from people in all ranks of society, and it is safe to assume that the discovery of this medicine has been of incalculable benefit to suffering humanity. Many in Alymer and vicinity have kind words to speak in favor of Dr. Williams' Pink Pils, and among them is Mrs. Inglee, wife of Mr. W. J. Inglee, the well known grocer. To a reporter Mr.Inglee gave the following particulars of his wife's cure. For a long time she suffered severely from pains in the back and kidney trouble, and was much weakened and run down. Having read much concerning Dr. Williams' Pink Pills it was determined to give them a trial, and after the use of a few boxes Mrs. Inglee was completely cured A couple of physicians who had known the condition of her health enquired what she had taken that improved her appearance and health so much. Being told that it was Dr. Williams' Pink Pills both frankly admitted that she could not have used anything better. Mr. Inglee also stated that his daughter, a young lady of seventeen, had been troubled a great deal for the past couple of troubles incident to girlhood. She was very pale, easily fatigued and troubled with frequent headaches.
After using several boxes of Pink Pills, the color returned to her cheeks and she rapidly regained her former strength, and now there is no healthier girl in town. Several months have of the pills, and there has been no indication of any return of the trouble. Mr. Inglee says they always keep Pink Pills in the house in case of need, and thinks every one else would do well to follow the example Dr. Williams' Pink Pills make pure, rich blood, drive out disease and cure when other medicines fail. They are sold by all dealers, but only in boxes the wrapper around which bears the

NAUTICAL KNOWLEDGE.

It Means Something When We Talk About "Learning the Ropes." Under the general name of spars are in-

imitations and substitutes—only the

genuine Pink Pills can make von well.

cluded the masts, bowsprit, yards, booms and gaffs of a ship. Each of the three masts of all but very small vessels consists of a number of sticks, one above the other. The "heel" of the topmast comes a little below the "head" of the lower mast, and is secured by a "cap," a sort of iron band, and a bar, called a "fld." Above the topmast comes the topgallant mast, and above that the royal mast.

"Vessels derive their names from the number of their masts and their rig. While all vessels are often included under the general term ships, more properly a ship has always three masts, and is square rigged; that is, she has tops and yards on all of her masts. The three masts are designated by the names fore, main and mizzen.

A bark is square rigged at her fore and main masts, but, unlike a 'hip, at her mizzen mast has no top, and only fore-and-aft salls.

A big has but two masts, both of which

A brig has but two masts, both of which are square rigged.

rope has a distinguishing name. Halyarus are ropes used to hoist yards and salls. Braces are ropes used to swing the yards around by.

To the beginner the name of ropes are apt to be very confusing. Old salts are fond of spinning a yarn about a lad who wanted to go to sea until he heard that the fore-topgallant - studding - sall-boom-tricing-lining-thimble-block-mousing was the name of about the smallest bit of rope on board ship, when he at once concluded that , such being the case, he could never expect to master the name of the largest rope, and consequently decided to become a farmer.

Why do the sailors call the right hand side port?" For the answer it is necessary to go back to the days of the Norsemen and Saxons. In the viking ships the warriors hung the "bords," or shields, on the side of the ship, above the places for their cars. The viking himself held the steer car, which was fastened to the right hand side of the stern. Thus the right hand side of the stern. Thus the right hand side of the stern that the right hand side of the stern was called the "steerbord" or starboard side; while the lower or lurking side became the larboard. Bord eventually became corrupted into port.

The flars to be hoisted at one time in sig-

given.

The highest masts of sailing vessels are from 160 to 180 feet high, and spread from 60,000 to 100,000 square feet of canvas.—Bos-

WOODSTOCK MARKETS.

(Dispatch, 21st.) Butter is down in the mouth. The farmers have been holding their old butter for better prices and now that there is so large a quantity in the county the prices are rather low. Old butter is worth 10c, and new 14c to 15c; hay, \$5.50 to\$6; oats, 38c to 40c; eggs. 8c to 10c. The maple sugar crop was small compared to other years the price stands at 10c per lb. Pota toes, 60c; beans, \$1.75 to \$2; peas, \$1.25 to \$1.35; turnips, 50c; carrots, 75c; parsnips, 60c; seed oats, 45c to 50c; beef 5c to 6c; veal, 5c; sheep, \$3 to \$4 each There is not much in the meat line brought to the market now.

FAT CATTLE & HORSES.

To Fatten Horses and Cattle, give occasionally the GRANGER CONDITION POWDER

They cure Indigestion, and the food is completely assimilated. Cure Fever, Coughs, Worms, Swellings, Stoppage of Water. &c.

In Main Street Baptist Church Last Week.

of the Prohibition Commission. Dr. Gilchrist Makes Some Startling State

ments Regarding a Sussex Man's Family.

Rev. E. J. Grant Discusses the Report

Rev E J Grant of Sussey deliver ed a temperance lecture on the 20th in the school room of Main street Baptist church. In his opening remarks Mr. Grant dealt with some of the evil effects of the liquor traffic Some persons might avere that nothing new could be said with reference to this matter, but if nothing nev could be said something new could be shown, for this traffic was getting in its deadly work every day.

Coming down to the real subject of the lecture, the report of the royal commission, the speaker characterized it as the greatest humbug ever given to the temperance people of Canada. In 1875 Mr. Grant said there was a clamor on the part of a large number of the people of this dominion for pro hibition of the liquor traffic, and the government saw very plainly that something had to be done. They asked themselves the question, what shall we do to appease these people? Well, they adopted a resolution saying that when the country is ready for prohibition we will give it to you. This quieted the temperance party for a party was again to the front de-manding prohibition. It was then that the Scott act was given to them, but the temperance people found that this was not what they required, it was not effectual In 1883 the temperance people of this dominion again asked for prohibition and to get rid of them the government gave them the Canada License act, but this was soon declared to be ultra vires by the British privy council, and so this law came to an end. In 1891 the people made still another demand upon the gov-ernment, and this great body of legislators again said what shall we do with these people and finally they resolved to appoint a royal commis And so the government of Canada has merely been humbugging the people for the last twenty years. Now with regard to the report of that commis don. I can't see how any raesonable full name, "Dr. Williams' Pink Pills for Pale People." Promptly refuse all person can read it without feeling indignant down to the bottom of his feet. The members of that commission simply said what their master, the government, expected them to say. the business, industrial and com-

Let me read you one paragraph of that report; it is as follows "The enactment of a prohibitory law for the whole dominion would in the opinion of the undersigned prejudicially effect cial interests of the country." Now, do you believe that prohibitio

would effect the business, industrial and commercial intertsts of Canada? A voice-"No!" Certainly not. There is not a man in this house who thinks anything of the kind. No body of men would,

after hearing all the evidence upon this matter, bring in such a report as that unless they were profoundly ignorant of the whole question or pro foundly prejudiced against it. I would like to give you the opinion of leading men on the result of a prohibitory law in the state in which they live Just take Maine. General Dow says: "In the old days, that is before pro-hibition, the people were poor. The A brig has but two masts, both of which are square rigged.

A schooner may have two or three masts, but carries fore-and-aft salls only.

A sloop has one mast, fore-and-aft rigged. The running rigging consists of ropes used in handling the yards and salls, and every rope has a distinguishing name. Halyards are ropes used to holst yards and salls, and every ropes used to both yards and salls.

Braces are ropes used to swing the yards and salls, should be represented by the result of the saving effected by a prohibitory liquor law." In the state of Kansas those who were opposed to prohibition said it would ruin the state but if has not done so. After the state, but it has not done so. After the first year the governor of Kansas delivered a lecture in Brooklyn tabe nacle, and on that occasion he said that during the first year the amount of taxable property in his state had increased four and a quarter million dollars. The population of the state during the same period increased by 75,000. And yet persons said Kansas would be ruined by such a law. I think we would, every one of us, be willing to be ruined in the same way. In 1881 the Toronto Globe sent two representatives down into Maine investigate as to the result of the prohibitory law. Neither one of these men were total abstainers; one was an anti-prohibitionist. He said that the selling openly of intoxicated liguor in Maine had been greatly lessen ed and that the secret sale of it had been reduced to a minimum. The other representative reported in favor of th law. And in spite of all this; in spite of the very best and highest evidence there are persons who will characterize the Maine prohibitory liquor law as a fake

> Now this royal commission went around the country taking evidence as to the desirability of prohibition. Mr. A. probably would say he did not be-lieve such a law could be made workable. Mr. B. would say it was just what the country required. They listened very patiently to those who were opposed to prohibition, but very impatiently to those who were not in favor of it. And after all this they tell us that in their opinion prohibition would prejudicially affect the business, indus trial and commercial interests of the country. Suppose there had never been such a thing as a royal commission, would you believe that of this or any other country? Why the thing They also say that the question of ompensation could not be averted that is, the manufacturers, the whole sale and retail dealers would have to be compensated for the loss they would sustain if a prohibition law were passed. Or to look at it another way, these people who have grown comparawere remarkable for anything particu lar except getting money, will have to and paupers, then the commission says we must tax them to compensate the rumseller for the loss he will sustain

Compensation indeed! Thos. Carlyle, whom you will not I think regard as a temperance crank, when questioned with reference to

sation, said: "Go to thy father, the devil. for compensation." But this the government for compensation.

I regard this report as not only ab-

surd but dishonest. They say: "In view of what has been proposed in England and other countries, the question of compensation could not be averted." Well, now, what has been proposed in England? In 1888 the Salisbury government introduced a bill containing a compensation cause, but it so aroused the people that they were forced to withdraw it. In 1890 the same government endeavored again to introduce such a bill, but were again forced to withdraw it. The memhers of that commission knew that fact as well as you do, but they very cunningly said in view of what has been proposed. I call this dishonest on the

face of it. Rev. Mr. Grant in concluding his lecture gave it as his opinion that prohibition was only a question of time the shorter the time the better for the country. The trouble was so many Christians and temperance persons would sacrifice everything for party. They say we would like to have pro hibition, but we will adhere to the party. The rum party, on the other nand, say if you don't agree to oppose prohibition we will not support you, and the government of course would listen to the latter party. The speaker said he thought the people should be given an opportunity to get well informed on this question, the boys and girls should have prohibition literature placed in their hands, and if this were done prohibition would be an assured thing in fifteen years.

Dr. Gilchrist was called upon to address the meeting briefly. After referring to the pleasure experienced in listening the speaker of the evening, doctor made one or two of the purgent observations with reference to the Scott act. We were driving the rum sellers out of the business, said, when the act was in force in old Portland. Already some had gone out of it and others were preparing to follow their example when the counci came forward as the champions of the rum sellers, and we were unable to do more. The number of fines that had been collected in Kings Co. told what the temperance people were doing there. The proprietor of the Vendome at Hampton had been fined several times and the probability was the bar would very soon be closed. Dr. Gilchrist said there is in the parish of Sussex a man who is now rich. He made money out of rum. He had no education, he had no principle, he had no pride, he had no ability, but he sold rum and made money. Today he has one son a drunken lawyer, another a drunken priest and another a drunker business man. And with all his money with all his vaunted influence, he cupies no higher position in the estimation of the public than any other man who gets money and who does not give an equivalent for it. In opposition to the regular machine

man brought out in Kings county, w have a thoroughly responsible, ten perance candidate, and we are going to elect him, too, and I think when the campaign comes on the machine will take their man out of the field altogether.

The champion of temperance, whom we took to our bosom and voted for and helped to get elected without cost ing him a cent, has failed to carry ou his promises. It took \$10,000 to secure his last two elections. Prohibition had sunk out of sight; the people were deceived, and so he had to get his election with money and with stratagem And then Mr. Foster came down to Hampton and wanted us to accept the machine man, a man who has always been at variance with the principles of temperance. He (Foster) wanted us to take this man, the whole of him the Aberdeen and all, but as much as we thought of Mr. Foster, we could not accept this machine man, and we didn"t. Our people are now out, and be in the field.

Rev. J. A. Gordon, pastor of Main street Baptist church, said he heartily endorsed what the Rev. Mr. Grant had said. What use was there, he asked, in appointing a royal commission to see if the liquor were damaging. It had cost the country \$100,000, and what

good had it done? The meeting closed with the benedic-

tion by Rev. Mr. Grant. A MULE AND HIS MORTGAGE

Last year a colored farmer in Georgia went to a white neighbor and said: "Mas'r Johnson, I give you all \$5 fer dat big legged mule," referring to an animal that had become unless because of some disease of the limbs and had been turned out to die.

"What on earth do you want of that mule?" replied the owner. "He's too weak to work and too lame to drive more than half a mile at a time." "Dat doan' make no difference to me, boss. I wants dat critter, and l

give you all \$5 for him." The offer was accepted, and the trade was made. A few weeks after the former owner met the purchase in town and asked how the big legged mule was getting on.

"Fust rate, fust rate," was the ready reply. "I done mor'gaged him for \$20. And it was found to be a fact. The negro had borrowed \$20 for 12 months at 1 per cent, a month and given a

-Chicago Record. REMARKABLE EPITAPHS. ome Peculiar Rhymes Found in an

lien upon the lame mule as security.

Old Vermont Cemetery. The village of Pownal. Vt., surely once had a poet who had missed his calling and became a marble cutter. Below are some speciment of his fawhich are still to be seen in the little emetery adjoining the town men-

Here lies in silent clay Miss Arabella Young, Who, on the 21st of May, Began to hold her tongue

Here lies the wife of Simon Stokes, Who lived and died like other folks Here I lie, and no wonder I'm dead, For a wagon wheel passed over my l

Here lies John Hill, a man of skill, His sage was five times ten, He never did good, nor never would, Had he lived as long again.

A SPANISH VICTORY.

A Disastrous Engagement for the Rebels Fought.

The President of the Revolution Among Those Killed.

The Insurgent Force Put to Flight by the Government Troops.

Havana, May 21.-A band of insurgents, pursued by troops, has burned the railroad station at Maya and two tores near Songo. An engagement disastrous

rebels was fought today in eastern Cuba in San Jose. Marti, who was proclaimed president of the revolution, was killed, and his body positively Col. Salcedo received positive information that a band of seven hundred

insurgents under the command of the well known leaders Jose Marti, Maximo Gomez, Mazzo and Burrero had taken up a line of march to pass the River Cauto, thence to proceed in the direction of Victoria de Las Tunas, with the design of marching upon Pu erto Principe.
Col. Salcedo, confident of the accur-

acy of his information, dispatched Col. Sandoval with a detachment of troops to march in pursuit of the rebel band. The strip of land between the two rivers is high, thus making a strong position. Nevertheless, Col. Sandoval attacked the camp and found his roops harassed by the scattering fire of single shots from under cover. The ight lested for an hour in this manner. At the finish the Spanish troops advanced and took the enemy's position, dividing the insurgent force in the narrow strip of land by their advance and compelling the rebels to fly in different directions.

There were twenty rebels killed and many wounded, who were left in the camp when they fled.

The arms and horses of the insurgents were taken. The Spaniards had five killed and seven wounded in the engagement.

Every time a man is in need of assistance he realzes that he has been making some awfully poor investments in friendship



See that off Horse?

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