

THE CASE OF THE MIND

A Point of Etiquette that it Was Best to Master.

It is commonly the man of petty mind rather than the truly great man, who regards etiquette as a serious matter. Nevertheless, it occasionally happens that a point of etiquette is of real importance, and that in a trifling omission of civility which a careless man would let pass, or scarcely notice, the eye of the born commander perceives a peril that must be promptly met.

Such a man was John Nicholson—that famous Nicolson whom one frontier tribe in India, despite his vehement, and even forcible objections, persisted in worshipping as a god—and of him Lord Roberts, in his recent volume of reminiscences, narrates a characteristic anecdote.

It was just before the general outbreak of the Indian Mutiny, and an important durbur was being held at Jullundur with the object of securing to the English the loyalty of the Rajs of Kapurthala and his chief men. Already, elsewhere, some scattered efforts of the mutineers had been successful, and the faith of natives in the permanence of British rule was shaken.

At the close of the durbur, as the chiefs in order of rank were passing from the pavilion, Nicholson, who was assisting the commissioner, Mr. Lake, suddenly stopped one of them and requested him to wait till the others had gone. When the tent was cleared, only the one chief and the Englishmen remaining, Nicholson turned to Lake and remarked:

'Do you see that General Mehtab Singh has his shoes on?' 'Mr. Lake had observed that he had; but he began politely to make light of the fact, Nicholson interrupted him.

'There is no possible excuse for such an act of gross impertinence. Mehtab Singh knows perfectly well that he would not venture to step on his own father's carpet except barefooted, and he is only committed this breach of etiquette to-day because he thinks we are not in a position to resent an insult, and that he can treat us as he would not have dared to do a month ago.'

Mehtab Singh began muttering a reluctant apology, when Nicholson broke out a gain: 'If I were the last Englishman, in Jullundur, you should not come into my room with your shoes on!'

He then, with the consent of Mr. Lake, whom his words had aroused to perceive the significance of the apparently absurd question of whether a guest must go shod or unshod, ordered the offending chief to remove his shoes, and carry them in his hand as he passed out, that his friends and followers without the tent might perceive that the liberty he had taken had not passed unnoticed or unrebuked. Unwillingly enough but quite cowed by Nicholson's wrath and determination he did so; and the effect upon the natives was most useful.

HE CAUGHT THE TRAIN.

How a Stern Kansas Committee Dealt With a Technicality.

Sam Wood, whose name is written all over the State of Kansas, was one of the brightest lawyers and best newspaper men in the State. He made and wasted several fortunes before an effort to change a county seat ended in a gun fight which cost him his life. Not over scrupulous, he still had his good traits, and he had almost as many friends as enemies, even now.

One time Sam Wood went out to a new county seat and opened a law office. Presently he found a flaw in the title by which about half the town site has been conveyed to the present holders, and he picked up the link and served notice he would give quit claim deeds to every lot if the people in possession would pay him. If not, he gave notice he would begin suits in ejectment.

They were wild. They were awfully frightened. They held a meeting and appointed a committee. The committee looked into the matter and then went to Sam Wood with their reply.

'We have searched the records, Mr. Wood,' said the chairman of committee, 'and we find you are right. If you insist on trying these cases all these people must be thrown out of their homes. What sound is that, Mr. Committeeman?'

'It is the fast freight from the west,' was the reply.

'Yet it is the last freight from the West,' repeated the chairman. 'It will stop at the tank for water. You have just time, Mr. Wood, to catch that train, and I wouldn't take a return ticket if I were you.' And he began to unwind a rope he had looped up under his ulster.

the situation and looking swiftly over the utterly hopeless situation.

'This freight will carry a passenger,' said the chairman of committee calmly. 'Put the end of this rope over that awning pole, Mr. Committeeman. It will carry a passenger, and he can go as fast or as slow as he likes. We have just time.'

But Sam Wood was in the middle of the street and half block away, running for dear life. He caught the freight at the water tank; and he never returned.

SPINNING SILK FROM SPIDERS.

Science Robs the Wily Insect of Its Delicate Web for Commerce.

The prize of \$5,000, offered by the Manufacturers' Union of England to the inventor of any perfect process for utilizing the web of a common spider, has been awarded to M. Cachot, an eminent chemist of France.

The spider, unlike the silkworm, is wild and writhes. Its short mandibles are armed with fangs through which a deadly poison flows. It is a gourmand, demanding large supplies of animal food and plenty of water. It is the hardest of all insects to manage. Despite all these drawbacks, science has conquered the little fiend, and compelled it to pay tribute to genius.

M. Cachot recently invited a company of manufacturers to inspect his workings of his process. They were ushered into a damp, dimly lighted room, inhabited by hundreds of large Madagascar spiders clinging to the side walls and upon the rafter. The only food required by these curious creatures is a diet of insects, house flies and small living things of all sorts. They catch the victim, and while trying to imprison their prey, send out their most valuable webbing. It is very strong, and permits of being turned off readily.

In the centre of the room stands a frame filled with bobbins worked by a dynamo. The spider is allowed one or two turns around the fly and then the web issuing from its abdomen is caught by a delicate hook, fastened to the bobbin and wound off as fast as the spider produces it. One spider will spin in a week, sufficient web to fill a bobbin as large as a peanut. As long as it is generous in food, it will continue to create its thread until it dies. The color of the web is a pale gray, and takes all dyes readily.

For experimental purposes, a little of the thread was woven into a cloth. It yielded a fabric very silky in touch and as fine as the best of Oriental products. It is possible that the wonderfully delicate silks of the ancients were of spider web, as with all of the increased facilities and knowledge of modern times, they have never been duplicated. The robes that Cleopatra boasted she could draw through an ear-ring, were probably made of this finest of all known materials. The start has been made. The development will be watched with interest.

A TERRIBLE HEREDITY.

How Drunkenness is Transmitted From Generation to Generation.

A special study of hereditary drunkenness has been made by Professor Pellman of Bonn University, Germany. His method was to take certain individual cases, a generation or two back. He thus traced the careers of children, grandchildren and great-grandchildren in all parts of the present German Empire until he was able to present tabulated biographies of the hundreds descended from some original drunkard. Notable among the persons described by Professor Pellman is Frau Ada Jurke, who was born in 1740 and was a drunkard, a thief and a tramp for the last forty years of her life, which ended in 1800.

Her descendants numbered 834, of whom 700 were traced in local records from youth to death. On hundred and six of the 700 were born out of wedlock. There were 144 beggars and 62 more who lived from charity. Of the women, 181 led disreputable lives. There were in this family 76 convicts seven of whom were sentenced for murder. In a period of some seventy-five years this one family rolled up a bill of costs in almshouses, prisons and correctional institutions amounting to at least 5,000,000 marks or about \$1,250,000.

Lee's Periplocuity.

In his collections of 'Robert E. Lee as a College President,' published in the Outlook, S. D. McCormick cites the following instance of quiet humor of the distinguished Southern general:

He was an Episcopalian—a vestryman of Grace Church. General Pendleton his former chief of artillery, was rector, and General Smith, superintendent of the Virginia Military Institute, was also a vestryman.

The latter was not on agreeable terms with the rector, and complained to the officers of the church that the cadets, among them his own son, were deserting the church of their fathers, and that no persuasion could keep them from attending Dr. Pratt's church (Presbyterian).

The doctor had a very beautiful daughter, Grace, and while General Smith was pushing his objections to the rector, General Lee, with a twinkle in his eye, said to Smith: 'General possibly the magnet which attracts your son is not so much the doctor's eloquence as the doctor's Grace.'

Dr. Patrick Munson has discovered the germ of malaria and can produce the disease by inoculation.

He thinks that the different types of malarial diseases are due to the same parasite whose different evolutions at various stages produce different symptoms. The blood of malarial patients teems with the germs which can be obtained by pricking the finger. They are crescent shaped and ferocious and rush through the blood attacking, and often destroying, the red corpuscles with their whirling arms. Quinine is death, however, to the germs, thus corroborating the correctness of medical practice.

BORN.

- Hillboro, Sept. 4, to the wife of J. O. Oman, a son.
Truro, Aug. 22, to Mr. and Mrs. McDonald, a son.
Halifax, Aug. 19, to the wife of S. B. Frame, a son.
Hantsport, Aug. 20, to the wife of W. M. Coon, a son.
Truro, Aug. 28, to Mr. and Mrs. Geo. Strange, a son.
Amherst, Aug. 20, to the wife of Burton Wood, a son.
Truro, Aug. 20, to the wife of A. J. McDonald, a son.
Shelburne, Aug. 15, to the wife of C. Stanley Bruce, a son.
Ellershouse, Aug. 19, to the wife of Henry Williams, a son.
Bedford, Aug. 23, to the wife of Lewis Dixon, a son.
Springfield, Aug. 23, to the wife of Albert Munro, a daughter.
Richibucto, Aug. 21, to the wife of A. T. LeBlanc, a daughter.
Hantsport, Aug. 24, to the wife of Jesse Beazley, a daughter.
Hantsport, Aug. 24, to the wife of John Hazel, a daughter.
Clark's Harbor, Aug. 18, to the wife of Joseph Hopkins, a son.
Freepoint, Aug. 21, to the wife of Rev. L. J. Tingley, a daughter.
Campbellton, Aug. 20, to the wife of Victor Martin, a son.
Hantsport, Aug. 20, to the wife of John Henry Lewis, a son.
Bridgetown, Aug. 21, to the wife of Albert R. White, a son.
Moore's River, Aug. 29, to the wife of George W. Marks, a son.
Getson's Cove, Aug. 28, to the wife of James Zwickler, a son.
Noel, N. S., Aug. 24, to the wife of Rev. E. J. Ratter, a daughter.
Yarmouth, Aug. 21, to the wife of John A. Cunningham, a daughter.
Yarmouth, Aug. 20, to the wife of Mileage A. Shaw, a daughter.
Salmon River, Aug. 28, to the wife of Captain H. V. Hawkes, a daughter.
Richibucto, Aug. 18, to the wife of Auguste S. Robit, a son, twin—son and daughter.

MARRIED.

- Crow Harbor, N. S., Aug. 4, Willoughby Silver to Drucella G. Byrnes.
Hantsport, Aug. 21, by Rev. S. E. Bryan, Bibber West to Jessie Lambert.
West Pubnico, Aug. 19, by Rev. L. E. Duchesneau, Matthew Pickett to Mary Paul.
Kensville, Aug. 25, by Rev. A. P. Logan, B. H. Weston to Mrs. Henry Lydiard.
Oxford, Aug. 24, by Rev. J. L. Dawson, Charles Fletcher Stewart to Laura Peters.
Montreal, Aug. 6, by Rev. W. W. Craig, Capt. DeLoe to Miss Louisa Robson.
East Pubnico, Aug. 24, by Rev. Wm. Miller, Mr. Irad Smith to Miss Mattie Goodwin.
Greenock, Scotland, Aug. 4, by Rev. D. S. Peters, Leonard Stanford to Georgia Crowell.
Summersville, Aug. 24, by Rev. G. A. Withers, Leonard Stanford to Georgia Crowell.
Clark's Harbor, Aug. 25, by Rev. A. M. McEntich, Oscar T. Smith to Miss Ethel Murphy.
St. John, N. S., Aug. 31, by Rev. Dr. Foley, William H. Tolson to Frances E. Mahoney.
Salisbury, Aug. 26, by Rev. J. K. King, Rev. A. E. Chapman, B. A. to Elizabeth A. Parkin.
Elvira, Ohio, Aug. 28, by Rev. F. C. Aldred, James Gahan Campbell to Mrs. Maxwell Rowan.
Yarmouth, Sept. 1, by Rev. E. D. Bambrick, Mr. Charles M. Knouin to Miss Annie Toddie.
Salt Springs, Pictou, Aug. 12, by Rev. Alexander Weston, Marian McDonald to John S. Carr.
Andover, Sept. 1, by Rev. Scovill Neales assisted by Rev. J. E. Ho king, Frank F. Tinker to Margaret McKay Tobin.
Somerset, N. S., Sept. 1, by Rev. Thos. McFall, assisted by Rev. T. F. Stevenson, D. D., James B. Curry to Annie S. Lawson.
Windsor, Aug. 26, by the Ven. Archdeacon Windsor, assisted by Rev. Canon Maynard, D. D., Ernest Eugene Boreham to Margaret Grace Bossance.

DIED.

- Sussex, Aug. 21, Elvira White, 31.
Noel, N. S., Aug. 22, Joseph Hines.
Halifax, Aug. 30, Henry W. Roper, 23.
Campbellton, Sept. 1, John McKay, 23.
Upham, Aug. 28, Stephen DeBow, 31.
St. John, Aug. 31, Dennis Moynihan, 40.
Boston, Aug. 31, Jane, wife of John Barley, 63.
East Pubnico, Aug. 29, Mr. Elliott Goodwin, 80.
Boston, Sept. 1, Hester, wife of Valentine Graves.
Cambridgeport, Mass., Aug. 27, Fred M. Lawson.
Dartmouth, Aug. 20, Janet, wife of David Smith, 65.
Shelburne, Aug. 28, Maud L. wife of Trevor Gay, 71.
Portsmouth, N. H., Aug. 31, William George Cogger, 22.
Petit Rocher, Gloucester N. B., Aug. 26, Thomas Hall, 70.
Halifax, Aug. 30, Jessie, daughter of Joseph Morison, 17.
Richibucto, Aug. 29, Frederick, son of James Legood, 4.
Boston, Aug. 19, Isabella E. daughter of Daniel McKay, 82.
St. John, Sept. 5, Caroline, widow of the late James Moran, 82.
Victoria, B. C., D. Glason, formerly of Charlotte Co. N. S., 82.
Windsor, Aug. 26, Regina T. youngest daughter of Isaac Parris, 18.
St. John, Sept. 4, Gordon P., son of Mr. and Mrs. Hebr F. Sharp, 29.
Windsor, Sept. 1, Maria Clara, Co. California, Aug. 5. Aorta Grant, 38.
Hantsport, Aug. 28, Rebecca, widow of the late Elias Babcock, 85.
Woodstock, Aug. 29, Emalie, only child of Mrs. Mathilda Lander, 14.
West Dublin, Aug. 29, Elizabeth M. widow of the late Ronald Currie, 69.
Port La Tour, Aug. 28, infant child of Mr. and Mrs. Arthur W. Smith, 1 month.
St. John, Sept. 2, James, only son of the late Edward and Elizabeth Flood, 16.
St. John, Aug. 19, Maud Lorraine, infant daughter of Rev. and Mrs. E. S. Deley.
South Berwick, Aug. 15, Corey H. youngest son of Mr. and Mrs. Albert Dimock, 11.
Shag Harbor, Aug. 9, Mildred, eldest daughter of Mr. and Mrs. George Kenney, 17.
St. John, Sept. 3, Leslie May, infant child of Mr. and Mrs. William J. Cunningham.
Upper Harbour, Hants Co., Aug. 2, Henry Cole, formerly of Oakdown, Queens Co., N. S.
Boston, Aug. 29, 21 children, sons of Mr. and Mrs. James G. Gentry, of Weymouth N. S. 29.

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4—Trips a Week—4 THE STEEL STEAMERS

BOSTON and YARMOUTH UNTIL FURTHER NOTICE.

COMMENCING June 20th, one of the above steamers will leave Yarmouth for Boston every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY evening, after arrival of the Express train from Halifax.

Stmr. City of St. John,

Will leave Yarmouth every FRIDAY morning for Halifax, calling at Barrington, Shelburne, Lockeport, Liverpool and Lunenburg. Returning leaves Pictou and Black's Bay for Halifax every MONDAY Evening, for Yarmouth and intermediate ports, connecting with steamer for Boston on WEDNESDAY evening.

Steamer Alpha,

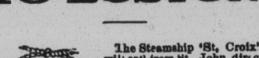
Leaves St. John, for Yarmouth every TUESDAY and FRIDAY morning. Returning, leaves Yarmouth every MONDAY and THURSDAY, at 3 o'clock p. m. for St. John.

Tickets and all information can be obtained from A. E. BAKER, President and Managing Director.

W. A. CHASE, J. F. SPINNEY, Agent Secretary and Treasurer. Lewis Wharf, Boston. Yarmouth, N. S. June, 29th 1897.

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The Steamship 'St. Croix' will sail from St. John direct to Boston every TUESDAY and SATURDAY at 4:30 p. m. Standard. Fast Express to Boston.

Steamers 'Cumberland' and 'State of Maine' will sail from St. John, for Eastport, Fortland and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 8 o'clock. Standard, due in Boston about 4 p. m. next day.

Connections made at Eastport with steamer for St. Andrews, Calais and St. Stephen.

Freight received daily up to 8 o'clock.

C. E. LAECHLER, Agent.

STAR LINE STEAMERS

For Fredericton (Eastern Standard Time.)

Mail steamers David Weston and Oliveiro leave St. John every day (except Sunday) at 8 a. m. for Fredericton and all intermediate landings, and will leave Fredericton every day (except Sunday) at 7:30 a. m. for St. John.

A steamer of this line will leave Indiantown every Saturday night at 8:30 p. m. for Wickham and intermediate landings, returning Monday morning, leaving Wickham at 5 a. m., arriving at Indiantown at 8 a. m. until further notice; one fare. Return tickets good for morning or afternoon boat on Monday. No return tickets less than 40c.

GEORGE F. BAIRD, Manager.

On and after Thursday, July 8th, The Steamer Clifton

will leave Hampton for Indiantown.....

MONDAY at 3:30 a. m. TUESDAY at 3:30 p. m. WEDNESDAY at 2 p. m. THURSDAY at 3:30 p. m. SATURDAY at 5:30 a. m.

Will leave Indiantown for Hampton Tuesday at 9 a. m., Wednesday at 8 a. m., Thursday at 9 a. m., and Saturday at 4 p. m.

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J. SIMS, Prop.

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FREDERICTON, N. B.

J. A. EDWARDS, Proprietor.

Fine sample rooms in connection. First class every table. Coaches at station and docks.

RAILROADS.

Intercolonial Railway.

On and after Monday, the 21st June, 1897, the trains of this Railway will run daily, Sunday excepted, as follows:

TRAINS WILL LEAVE ST. JOHN

Express for Campbellton, Pictou, Pictou and Halifax..... 1:30
Express for Halifax..... 1:45
Accommodation for Moncton, Pictou, St. Charles and Northville Junctions..... 1:50
Express for Sussex..... 2:00
Express for Robbsey..... 2:15
Express for Quebec, Montreal, Halifax and Sydney..... 2:30
Bulet Sleeping Cars for Montreal, Lewis, St. John and Halifax will be attached to trains leaving St. John at 2:30 o'clock, and Halifax at 2:00 o'clock.

TRAINS WILL ARRIVE AT ST. JOHN:

Accommodation from Sydney, Halifax and Moncton (Monday excepted)..... 6:00
Express from Moncton and Quebec (Monday excepted)..... 7:15
Express from Sussex..... 8:30
Accommodation from Pictou, St. Charles, Pictou and Halifax..... 12:45
Express from Halifax, Pictou and Campbellton..... 13:00
Express from Robbsey..... 13:30

All trains are run by Eastern Standard Time. D. FORTINGHAM, General Manager. Railway Office, Moncton, N. B., 16th June, 1897.

HARVEST EXCURSIONS

.....TO THE.....

Canadian Northwest.

Second Class Return Tickets Via



Will be sold to go on August 30th and Sept. 13th only, and good for return within 90 days, at the following low rates:

To Deloraine, Boston, Estevan, Blis... \$28 each.
To Regina, Moose Jaw and Yorkton... \$30 "
To Prince Albert and Calgary... \$35 "
To Red Deer and Edmonton... \$40 "
SINGLE FAIR EXCURSION TICKETS will also be sold to holders of these tickets between different points in the North West, to allow thorough examination of the country for settlement, etc. Further particulars of Ticket Agents or of D. P. A., C. P. R., St. John, N. B.

D. MCNICOLL, A. H. NOTMAN, Pass. Traffic Mgr., Dist. Pass. Agent, Montreal. St. John, N. B.

Dominion Atlantic Ry.

On and after 3rd July, 1897, the Steamship and Train service of this Railway will be as follows:

Royal Mail S.S. Prince Rupert,

DAILY SERVICE (Sunday excepted).
Lve. St. John at 7:00 a. m., arr. Digby 9:30 a. m.
Lve. Digby at 1:00 p. m., arr. St. John, 3:30 p. m.
S. S. Evangeline runs daily (Sunday excepted) between Parrboro, making connection at Kingsport with express trains.

EXPRESS TRAINS

Daily (Sunday excepted).

Lve. Halifax 5:50 a. m., arr. in Digby 11:55 a. m.
Lve. Digby 12:05 p. m., arr. Yarmouth 2:40 p. m.
Lve. Halifax 3:00 a. m., arr. Digby 12:45 p. m.
Lve. Digby 12:55 p. m., arr. Yarmouth 3:00 p. m.
Lve. Yarmouth 7:15 a. m., arr. Digby 9:58 a. m.
Lve. Digby 10:08 a. m., arr. Halifax 4:40 p. m.
Lve. Yarmouth 8:30 a. m., arr. Digby 10:20 a. m.
Lve. Digby 10:25 a. m., arr. Halifax 3:50 p. m.
Lve. Annapolis 7:00 a. m., arr. Digby 8:50 a. m.
Lve. Annapolis 4:40 p. m., arr. Annapolis 6:05 p. m.

Pullman Palace Buffet Parlor Cars run each way daily on express trains between Halifax and Yarmouth and Yarmouth and Annapolis.
Subscribers can be obtained on application to City Agent.

Close connections with trains at Digby. Tickets on sale at City Office, 114 Prince William Street, and from the Pullman on steamer, from which route-tables and all information can be obtained.

W. R. CAMPBELL, Gen. Man'gr

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