

HOTELS.

QUEEN HOTEL, Queen Street, Fredericton, N. B.

THIS HOTEL has been refitted and furnished in the most attractive style. It is the most comfortable and convenient in the city.

Wm. Wilson, Barrister, Attorney-at-Law, Notary Public, &c.

Secretary-Treasurer York. Registrar of Companies. Agent for the London and Lancashire Insurance Co's.

RAILROADS.

CANADIAN PACIFIC RAILWAY.

New Brunswick Division. ALL RAIL SERVICES TO BE RUN ON THE SHORT LINE TO MONTREAL.

ARRANGEMENT OF TRAINS. In Effect October 12th, 1890.

LEAVE FREDERICTON. EASTERN STANDARD TIME.

6.30 A. M. - Express for St. John and intermediate points.

RETURNING TO FREDERICTON FROM ST. JOHN.

St. John, 8.30, 7.35 a.m.; 4.40, p.m. Fredericton, 8.10, a.m.; 12.10, 6.30, p.m.

LEAVE GIBSON. 6.30 A. M. - Mixed for Woodstock, and points north.

ARRIVE AT GIBSON. 8.10 P. M. - Mixed from Woodstock, and points north.

C. E. McPHERSON, H. P. TIMMERMAN, Dist. Pass. Agent.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889. On and after Monday, June 10th, 1889, the trains of this railway will run as follows.

TRAINS WILL LEAVE ST. JOHN. Day Express for Halifax and Campbellton.

Fast Express for St. John, 11.10. Fast Express for Halifax, 11.35.

Express for St. John, 11.45. Express for Halifax, 12.30.

Express from Halifax, 12.40. Express from St. John, 1.30.

Express from Halifax, 2.10. Express from St. John, 2.30.

Express from Halifax, 3.30. Express from St. John, 3.45.

Express from Halifax, 4.30. Express from St. John, 4.45.

Express from Halifax, 5.30. Express from St. John, 5.45.

Express from Halifax, 6.30. Express from St. John, 6.45.

Express from Halifax, 7.30. Express from St. John, 7.45.

Express from Halifax, 8.30. Express from St. John, 8.45.

JOHNSON'S ANODYNE LINIMENT. Established 1810. -UNLIKE ANY OTHER-. AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.

HEALTH FOR ALL! HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS. PURIFY THE BLOOD, correct all Disorders of the Liver, Stomach, Kidneys and all Complete Disorders of the Female.

THE OINTMENT. FOR SORE THROATS, BRONCHITIS, COUGHS, COLIC, Glandular Swellings, and all Skin Diseases.

Manufactured only at Professor HOLLOWAY'S Establishment, 78, NEW OXFORD STREET, LONDON.

Purchasers should look to the label on the Pots and Boxes. If the address is not 78, Oxford Street, London, they are spurious.

R. C. MACREDIE, ADAMS BROS. Plumber, Gas Fitter, TINSMITH,

WOULD inform the people of Fredericton and vicinity that he has resumed business on Queen Street, where he is prepared to fill all orders in above lines, including

OPP COUNTY COURT HOUSE, ELECTRICAL AND MECHANICAL, BELL HANGING, Speaking Tubes, &c.

STEARNSHIPS. The Steamers of the MAIL LINE TO LIVERPOOL.

From Liverpool on THURSDAYS, and from Halifax on SATURDAYS, calling at length 10 days to 12 days.

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.

ALLAN LINE. 1890, Winter Arrangement, 1891.

This Company's Lines are composed of double-decked, high-speed steamships, which are built in the most improved manner.

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.

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ARCTIC SAMSONS. Extraordinary Feats Among the Eskimo Athletes.

Though there is little doubt, perhaps, that the skill of a highly trained athlete will always prevail over the untrained strength and endurance of a savage, still, says R. W. Gilder in the New York Sun, there is something in the quality of pure brute force that commands admiration.

I have often felt this to be particularly true in the application to the denizens of the Arctic zone. The popular idea of an Eskimo is that he is a little fat man, and most people will be surprised to learn that he and his ethnological cousin, the Tchoukchits of Siberia, are probably the largest and most powerful of any people in the world.

Such was my impression of the Eskimo after nearly three years' residence with them, and I so expressed myself among my shipmates in the wardrobe of the Rogers when I returned to San Francisco to search for the Jeannette. So, too, I found, later on, the Tchoukchits to be not far behind them in strength and endurance.

While at dinner on shipboard the evening of the day of our first meeting with these people one of the officers of the Rogers, Jimmie, a splendidly developed specimen of muscular manhood and the athletic champion of his class when at Annapolis, said to me, with a tinge of sarcasm in his voice:

"I thought, first, that you said of these people, that they were 'strong'." "You are mistaken," I replied, "in supposing that I said anything of the kind concerning these people, for I never saw them until you did, but I did say the Eskimo, when in 1881, shot a very strong dog. At the same time I believe the Eskimo to be strong. Have you any reason to suppose they are not?"

He then told me that there was a big man on the quarter deck that afternoon who could not get up a seventy-five pound dumb bell, though the officer had set him an example. I replied that I did not regard that as a test, for many strong men could not handle dumb bells, which was largely a matter of practice as well as of strength.

While admitting the truth of the assertion he said he had been very much disappointed because the man was big and looked as if he might be very strong. The next night, when again at the dinner table, the same officer said to me, "I take back all I said about the strength of these people. They are certainly the strongest I ever saw."

"But they can't put up dumb bells," I said, somewhat ironically. "Oh, yes, they can though," he replied. "What cleared my head as to their strength was the fact that they were able to throw a man overboard who was much heavier than they were."

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JUAN FERNANDEZ. The Strange Curse Hanging Over Cruise's Fate.

In the south Pacific, 400 miles off the Chilean coast, lies the little island of Juan Fernandez, where romance and tragedy, those delicate usually more fond of the lands, have worked their picturesque and fateful ends, and kept the eyes of the world fixed upon this insignificant spot.

This is the historic island which Alexander Selkirk took "monarch of all the surveyor," the island which afforded the color locale of the immortal "Life and Adventures of Robinson Crusoe," the island which has attracted and now keeps as willing prisoner a restless Swiss nobleman, Alfred de Rodt, and it is the spot of earth, which alone, seems absolutely to resist the domination of man.

In the nature of things, since on Juan Fernandez no flourishing colony has ever taken root and no event of benefit either in precept or practice has transpired, one would have expected interest in the island to be confined to the few who were bound there to live or to die.

History touches Juan Fernandez at arm's length. Its discovery may reasonably be associated with the exploratory period of the Pacific. Who was the first Spanish or the first English navigator to set foot on the island? No one knows, but it is generally accepted that about 1565 a Spanish pilot named Juan Fernandez visited and gave his name to the island.

So the fertile valleys and delightful climate made an impression that he obtained from the Spaniards. He returned to his native land, but he never returned to the island. He died in his old age.

He never carried out this plan, however, and the island soon reduced to its own state of wilderness the animals he had brought. The whalby whaling, which had died in this way, and two others were killed by swallowing pieces of meat in which were concealed strips of whalebone coiled up and held tight in their frozen jaws.

At the time of his landing on the island the irregular surface and the mountains—one of which, El Yunque, rises 3,000 feet above the sea—were overgrown with the descendants of Juan Fernandez's live stock.

So that Alexander Selkirk owed his ability to live there to the fact that he had a dog, a cat, and a pig, and that he had a few chickens.

Alexander Selkirk, a native of the fishing village Largo, in Fifehire, Scotland, sailed in September, 1704, as sailing master of the ship St. George, commanded by Thomas Staines, to the coast of America.

There is little doubt in the minds of even the kindest historians that this was a buccannering voyage. That was a buccannering age.

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

While on shore Selkirk and his captain quarrelled over the matter of exchanging horses by the fear of the mutiny their example might precipitate, but Selkirk, whose disposition seemed to be to harbor malice, decided to abandon the ship and remain on the island alone.

He had his clothes and bedding a gun, a small quantity of powder and ball, a hatchet, knife and kettle and his Bible. Plenty of the necessities of life were all about him, and considering what was in his mind—for Selkirk confidently expected to be rescued by the end of the month, he was not so dejected.

Yet, unknown to himself, he was doomed to live there, with no society but cats and the kids he tamed for four years and ten months.

At last, in February, 1709, Selkirk saw the English vessel enter the bay. He immediately lighted a signal fire and was taken on board of one, the Duke, a privateer from Bristol, the pilot of which recognized in Selkirk an old friend.

On his return to his native village he enjoyed greatly for a few days the society of his friends and relatives. But it was only for a few days. Three long and solitary months on Juan Fernandez had left a lasting impress on his character.

He was happiest alone. So in the upper part of the garden attached to his father's house he formed a kind of cave, or grotto, and there he sat in solitude gazing out upon the beautiful bay of Largo, or wandered through a secluded valley called the Kio's den.

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CHINA'S GREAT WALL. The Great Work Designed by the First Emperor, who gave his Name to the Country.

The Rev. Wm. P. Sprague, of Kalgan, North China, writes as follows to the Missionary Herald: If any one doubts the existence of China's great wall, let him come with me to Kalgan, and see for himself the identical wall built by the first Emperor Chih, in 220 B. C.

Take a steamer across the Pacific to Tientsen, then a native boat up the Pei Ho river three days more, through mountains and plains to Kalgan. Before you reach the city you see a dark line along the hills, and just beyond the town, and by the time you enter our compound you see the wall stretching away over the mountains as far as the eye can reach, both east and west, with towers on all the prominent elevations.

As you find it a visit for closer inspection, you pay it a window or ridge of reddish-brown porphyry rock broken, not cut, into irregular blocks. These are so well fitted to each other that the outer surface is tolerably smooth, and has somewhat the appearance of craggy patchwork.

It is about ten feet broad at the base and fifteen feet high, the sides like a steep house roof. You may follow the wall eastward to the sea, and westward to Kanash, the northwestern province; and so doing you will have traversed the entire northern frontier of China, fifteen hundred miles.

Though you find several hundred miles of adobe sun-dried mud wall, yet other hundreds of miles are of good brick and higher than the adobe wall. By the time you have traversed the entire northern frontier of China, fifteen hundred miles.

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THE DECLINE OF THE EARRING. There is a certain pleasure in watching the decline and fall of the earring, writes a New York correspondent.

I had written "Looking Backward," I should have inserted somewhere a reminiscence of the last woman who bored holes in her flesh to permit the fastening of an ornament. The attempt to revive the earring, by having the earring hole bored in the ear, is a suggestion which is being made in the early new dispensation well-worn women. Occasionally you see a face of such a shape that hanging earrings are temptingly becoming. Nellie Hooper, the pretty daughter of Lucy Hooper, the Paris correspondent, wore large Croesus earrings set with small pearls at a recent reception, and they accentuated her piquancy, but the hanging earring as a rule, is an abomination.

Even the stud earring is less worn. Fine jewels are less often set in earrings, and many which have thus been worn are going back to the jewellers to be reset as pendants or in brooches. It is not a usual thing now to see a debutante whose ears have been pierced, and matrons often use various little artifices to conceal the traces of the needle.

"THE TALLEYRAND MEMOIRS" IN THE CENTURY. The Century magazine is running a fast press day and night in order to print the first instalment of the delayed "Talleyrand Memoirs" in its present number.

This magazine was the first to print, before its appearance in France, the life and literary remains of the great French artist, Jean Francois Millet, and the new Century is to bring to light, before they appear in any other country, the long-hidden memoirs of the most famous of French diplomats. The first article will be preceded by what is said to be a brilliant pen-portrait of Talleyrand, by Minister Whitehall Reid, who has made the selections from the most interesting chapters of the first volume.

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

THIS IS THE ENGLISH OF IT. The following examples, says the St. Louis Republic, give some samples of English, not as she spoke, but as she is pronounced: Abergvenny is pronounced Abergvenny. Beauchamp is pronounced Beecham.

Bolingbroke is pronounced Bollingbrook. Boulton is pronounced Bullon. Bulwer is pronounced Buller. Cholmondeley is pronounced Chumley. Cirencester is pronounced Sissiter. Colburn is pronounced Coburn. Colquhoun is pronounced Coburn. Cowper is pronounced Cooper. Croverton is pronounced Croverton. Hawarden is pronounced Harden. Holborn is pronounced Hoborn. Knollys is pronounced Knowles. Leicester is pronounced Lester. Majorbank is pronounced Marchbank. Marylebone is pronounced Marchbon. Salisbury is pronounced Savistry. St. Leger is pronounced Silliger. Wemyss is pronounced Weems. Taliaferro is pronounced Tolliver. Norwich is pronounced Norridge. Talbot is pronounced Torbat. Thames is pronounced Terns.

JUST AS GOOD. Perhaps; but if just as good as Putnam's, is not that a very high recommendation for the original and best made of the kind? The original is made by a certain party in the city of New York, and is sold in every part of the city.

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

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

TAKE CARE of your health.