THE HERALD.

VOL. II., NO. 24. FREDERICTON, N. B., SATURDAY, MAY 23, 1891. $1.00 PER YEAR.

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

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

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

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

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

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

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

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

WM. WILSON,

Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

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

Office: CARLETON STREET.

RAILROADS.

CANADIAN PACIFIC RAILWAY.

New Brunswick Division.

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

ARRANGEMENT OF TRAINS

In Effect October 12th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

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

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

RETURNING TO FREDERICTON FROM

St. John, 6.30, 7.35 a. m.; 4.40, p. m. Fredericton Junction, 8.10, a.m.; 12.10., 6.25, p. m. McAdam Junction, 10.47, a. m.; 2.15, p.m. Vanceboro, 10.25, a. m., 12.45 p. m. St. Stephen, 7.45, 10.15 a. m. St. Andrews, 6.55, a. m.

Arriving in Fredericton at 9.20 a. m., 1.20, 7.20 p.m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

C. E. McPHERSON, Dist. Pass. Agent. H. P. TIMMERMAN, Gen'l Supt.

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 889

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

TRAINS WILL LEAVE ST. JOHN:

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

A parlor car runs each way daily on express rains 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 leeping car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN:

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

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

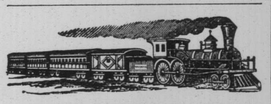
All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

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

For Tickets and other nformation, apply at the office of

JOHN RICHARDS, Agent, Fredericton



CANADA EASTERN RAILWAY.

WINTER ARRANGEMENT.

In Effect Dec 1st, 1890.

TRAINS RUN ON EASTERN STANDARD TIME.

AN EXPRESS TRAIN will leave Fredericton daily (Sunday excepted) for Chatham.

LEAVE FREDERICTON

7:10 a. m; Gibson, 7:20; Marysville, 7:30; Durham, 8:10; Cross Creek, 8:50; Boiestown, 10:10; Doaktown, 11:25; Upper Blackville, 12:30, p. m.; Blackville, 1:10; Upper Nelson Boom, 2:10; Chatham Junction, 3:12; arrive at Chatham, 3:40.

RETURNING, LEAVE CHATHAM

:15, a. m.; Chatham Junction, 8:00; Upper Nelson Boom, 8:15; Blackville, 9:05; Upper Blackville, 9:40; Doaktown, 11:00; Boiestown, 11:50; Cross Creek, 1:05, p. m.; Durham, 1:45; Marysville, 2:22; Gibson, 2:32; arriving at Fredericton, 2:35.

Connections are made at Chatham Junction with the C. Railway for all points East and West, and at Gibson with the C. P. Railway for all Western points and St. John, and at Cross Creek with Stage for Stanley.

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

THOMAS HOBEN, Superintendent.

COOKED CODFISH.

Ask your Grocer for

COOKED SHREDDED CODFISH,

And Try It.

Per S. S. Nova Scotian.

1 1-2 TONS assorted sizes of CABLE CHAIN, from 3-16 to 7-16 of an inch. Just received at

R. CHESTNUT & SONS.

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 [illegible] 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 al 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.

13-10-83

STEAMSHIPS.

ALLAN LINE.

1891. Summer Arrangement. 1891.

This Company's Lines are composed of double-engined, Clyde-built 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

QUEBEC AND LIVERPOOL LINE

Are intended to be despatched from Liverpool on THURSDAYS from Montreal on WEDNESDAYS and from Quebec on THURSDAYS, as follows:

From Liverpool.		From Quebec.
16 April	SARDINIAN	7 May
23 "	*MONGOLIAN	14 "
30 "	PARISIAN	21 "
7 May	CIRCASSIAN	28 "
14 "	POLYNESIAN	4 June
21 "	SARDINIAN	11 "
28 "	*MONGOLIAN	18 "
4 June	PARISIAN	25 "

And weekly thereafter.

*S. S. Mongolian will carry cattle. Only Cabin passengers carried on voyage to Liverpool.

Halifax, St. Johns, N.F., Queenstown and Liverpool Service.

From Liverpool.		From Halifax.
14 April	NOVA SCOTIAN	11 May
28 "	*CARTHAGINIAN	25 "
12 May	CASPIAN	8 June
26 "	NOVA SCOTIAN	28 "

And fortnightly thereafter.

*The Carthaginian will carry only Cabin passengers from Halifax.

Rates of Passage to Liverpool.

SALOON (According to accommodation) $50 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 a reduction of ten per cent. from these rates.

INTERMEDIATE $30
STEERAGE $20

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

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

GLASGOW AND HALIFAX LINE.

Direct sailings from Glasgow to Halifax.

HIBERNIAN ..... 13th May
CANADIAN ..... 20th May

And fortnightly thereafter.

Glasgow, Londonderry and New York Service.

(Late State Line Steamers.)

From Glasgow.		From New York.
24 April	STATE OF NEVADA	14 May
1 May	*ASSYRIAN	21 "
8 "	STATE OF NEBRASKA	28 "
15 "	*SIBERIAN	4 June
22 "	STATE OF GEORGIA	11 "

And weekly thereafter.

Steamers marked with a *will not carry passengers from New York.

Reduced rates on railroads are allowed Allan Line passengers.

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.

May 7

NEW YORK STEAMSHIP CO.

THE REGULAR LINE.

THE IRON STEAMSHIP,

VALENCIA,

1600 tons, (Capt. F. C. MILLER), will leave

COMPANY'S WHARF, Rear of Custom House,

ST. JOHN FOR NEW YORK

via Eastport, Me., Rockland, Me., and Cottage City, Mass., every

FRIDAY AT 3 P. M.

(Standard Time.) Returning, steamer will leave

Pier 40, East River, Foot of Pike Street, New York, EVERY TUESDAY at 5 p. m.,

For Cottage City, Mass., Rockland, Me., Eastport, Me., and St. John, N. B.

Freight on through bills of lading to and from all points south and west of New York, and from New York to all points in the Maritime Provinces.

CHEAPEST FARES AND LOWEST RATES.

Shippers and importers save time and money by ordering goods forwarded by the New York Steamship Company.

Through Tickets for sale at all Stations on the Intercolonial Railway.

For further information address

N. L. NEWCOMB, General Manager, 63 Broadway, New York

Or FRANK ROWAN, Agent, N.Y.N.S. Co's wharf, rear of Custom House, St. John, N. B.

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.

Scales. Scales.

JUST RECEIVED:

26 BOXES Scales, Counter, Platform, Grocers, Family and Butter Scales.

R. CHESTNUT & SONS.

PARSONS' PILLS

Make New, Rich Blood!

These pills were a wonderful discovery. No others like them in the world. Will positively cure or relieve all manner of disease. The information around each box is worth ten times the cost of a box of pills. Find out about them, and you will always be thankful. ONE PILL A DOSE. They expel all impurities from the blood. Delicate women find great benefit from using them. Illustrated pamphlet free. Sold everywhere, or sent by mail for 25 cts. in stamps; five boxes $1.00. DR. I. S. JOHNSON & CO., 22 Custom House St., Boston, Mass.

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.

GILLETT'S

PURE POWDERED 100%

LYE

PUREST, STRONGEST, BEST.

Ready for use in any quantity. For making Soap Softening Water, Disinfecting, and a hundred other uses. A can equals 20 pounds Sal Soda.

Sold by All Grocers and Druggists.

E. W. GILLETT, Toronto

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.

SHOVELS and SPADES.

Just received from the factory.

30 DOZEN Steel Shovels and Spades. for sale low by

R. CHESTNUT & SONS.

POINTS ON ROAD MAKING.

Practical Hints for the Constructors of Improved Highways.

The following practical points have been gathered from the essays on road making and maintenance which were awarded prizes on honorable mention in the recent competition under the auspices of the university of Pennsylvania.

In locating highways in hilly countries it will generally be found advantageous to follow along water courses—a practice which is very often adopted in the case of railways.

In going from a valley over a hill care should be taken to avoid running down hill if possible. The advantage of having a road run close to quarries from which good road metal can be obtained should also be kept in view.

Money spent in securing a good, firm, dry roadbed will save a vast amount of trouble in attempting to maintain a good surface and keep it clean.

Culverts to carry the drainage across a road should, if possible, be made of stone, as timber does not last long, and the caving in of wooden culverts is a common cause of accidents. In all cases they should be made larger than sufficient to discharge the greatest known or estimated quantity of water which has to pass through them, and their slope should be not less than 1 in 120.

The slopes of all cuttings or banks should be sown with grass seed, so as to prevent their being washed away by rain and damaged by frost. If the cost be not too great, the surface soil should be reserved and spread over the side slopes.

In general, trees should not be allowed on the north and east sides of roads, so as to allow the sun and wind to dry them as much as possible; this precaution is especially necessary in damp or level places.

No sods or vegetable refuse should be used in grading up the crown of the road or in filling in ruts, but the earth chosen for that purpose should be as gravelly as possible.

Stones less than one inch in diameter will not stand the pounding of traffic. They will break up and hinder the other stones from binding properly; while stones which will not pass through a two and a half inch ring make a rough road, and do not bind well, being very liable to tilt up under the wheels.

No road scraping should on any account be put on the new stone, as it will prevent it from binding, and the result will be a yielding and uneven surface.

The best time to apply the stone is during wet weather in the spring and fall.

Captain D. Torrey estimates the extra cost of bad roads in wear and tear of vehicles and harness at one cent per mile per vehicle over what it would be on proper roads.

The principal advantages of good roads are that larger loads can be carried with greater speed, that farmers can market their produce at whatever time they can get the best prices, without being dependent on the weather, and that they can also use the roads in wet weather during the winter and spring, when they cannot plow, thus utilizing their horses when they would otherwise be idle.

The continued jolting of heavy vehicles over rough and badly kept roads strains the horses in such a manner as to shorten their lives, and to develop in them such diseases as often render them unfit for heavy work.

Engineering News of Feb. 22, 1890, publishes a statement made by Captain Brown, manager of Hollywood truck farm, in Virginia, to the affect that a pair of horses can draw fifty-five barrels of products over the roads on that farm, which are in excellent condition, whereas on the ordinary country roads they can only draw twelve barrels.

From tables we learn that a team can draw four times as much on a telford road and allied systems than on common earth roads in good condition. This shows the enormous waste of time and draught caused by the present system. In a paper on "Road Drainage," by Thomas MacClanahan, of Monmouth, Ills., the estimate is made that for one-fourth of a year a good load can be hauled for another fourth two-thirds as much, and for the remainder of the year only half a load, or only two-thirds of a load on an average throughout the year.

Wherever practicable no road should have a grade much exceeding one in forty-four, or 120 feet to the mile. On such a slope a horse can draw only three-fourths as much as on level ground. It is safe to trot a horse down hill on macadamized road of this grade. On a slope of one in twenty-four, or 220 feet to the mile, a horse can draw only half a load, while on a slope of one in ten, or 528 feet to the mile, only one-fourth as much as on level ground; such grades should therefore be avoided if possible.

The average cost to maintain one mile of macadam road is ten dollars per year, while ordinary dirt roads cost from thirty dollars to ninety dollars per year for each mile.

CRUELTY TO ANIMALS.

According to the last report of the American humane association there are 250 societies in the United States and Canada. Statistics of the work done by 50 of these show that 18,393 complaints cruelty to childern were made, 4,303 prosecutions instituted, and 4,117 convictions obtained; while relief was given to 20,250 children. There were also 19,139 complaints of cruelty to animals, 1,291 prosecutions, and 1,189 convictions; and 38,542 animals were relieved. If the 200 societies that failed to report did nearly as well as these, the sum of the pain and misery of helpless creatures in this part of the world has been very greatly diminished and the association is to be congratulated. On the cover of the report is the picture of a horse, with this bit of history: "Nine years ago this horse was valued at over $200, and because he ran away, the owner, for revenge, shut him up in his barn and has never permitted him to leave his stall. Strangers were excluded from entering the barn. D. G. Whitehead, agent of the Milwaukee humane society, found this once beautiful sorrel horse, with fine bony head, large hazel eyes, and intelligence like a man, covered with bed-sores, the hoofs grown long and rocker-shaped. When the animal was untied for the first time in nine years he hobbled out into the sunshine to nibble the green grass, and showed his gratitude by a low whinny. The owner of this cruelly treated animal was only fined $25 and costs."

"My wife cured me of a very severe colic in five minutes with Johnson's Anodyne Liniment."

5,000,000 RUBLES FOR A THRONE.

A Politician Who Holds the Keys of Power over a King.

If the prince is playing king in Bulgaria because he loves the sense of power,—and it is exceedingly difficult to believe that he can have any other motive,—it is still true that Stamboloff is manager and holds the box office, and that he is likely to change the "star" whenever it pleases his fancy, provided, of course, the Bulgarian audiences still come to the play. In other words, provided the various factions struggling to get control do no not break up the theatre and throw the company and the properties into the street.

It is also equally true that M. Stefan Stamboloff is today by far the most commanding personality in his country. Never a soldier, and always a politician, with only three years schooling at Odessa, he became when hardly grown, a Russian correspondent, and for sometime thereafter a Russian agent. Rising rapidly by his own force of character, he was appointed a regent by Alexander when he abdicated, and now when only thirty-six years of age occupies more of the nervous attention of the governments of eastern Europe than any one man west of the Bosphorus.

Stamboloff's plan for governing was simple and to the point. It called for five millions of rubles and a king. Who this king might be, or where he should hail from, was a matter of detail. Anybody but a Russian or a Turk would do. And so numerous offers were made in a confidential way to various gentlemen who thought they had an especial, divine gift for reighning, and who lacked the opportunity only because of the depleted condition of their bank accounts. At last a fond and ambitious mother and an obliging son with an almost unlimited reserve fund—unlimited for the ordinary needs of life—took the bait.

It was not, however, a harmonious family arrangement, for it was well known that the young prince's uncle, the Duke of Saxe-Coburg, did what he could to prevent the final agreement; he being an older and wiser diplomat, and having had a large and varied experience in the ups and downs or several sea saw governments. Among other things, the duke boldly stated that it was only a question of money with the Bulgarian regents, and that Ferdinand would leave the throne when his guldens were gone, as Alexander had left, to whom the Bulgarian government now owed three millions of francs. The duke's prophecy is not yet fulfilled. If, however, the statement of reliable Bulgarians is to be taken, a very considerable portion of Ferdinand's private estate (variously estimated at from one half to all of it) has already been absorbed.

BRUIN HELD THE BUTCHER.

How an Intelligent Travelling Bear Caught a Thief.

An organ grinder who was travalling through the country accompanied by a tame bear which he had trained to dance, stopped before a farmer's house late one afternoon, and after amusing the family with his performances obtained permission to stay all night. The bear was placed in the barn for safe keeping. During the night the family were alarmed by a terrible noise in the barn. Some one was screaming and shouting "murder! help!" and apparently engaged in a struggle for life.

The farmer hastened to the spot, followed by the organ grinder and other inmates of the house, and found the tame bear with a man in his embrace, hugging him tightly, while the poor fellow struggled frantically to escape.

The bear was muzzled and could do the man no serious injury, though he was far from being comfortably situated. From examination it proved to be a dishonest butcher, who had come to the barn to steal a fine calf. In the darkness he had stumbled over bruin, who had seized him and held him fast.

The organ grinder learning how matters stood called out "hug him Jack," and the bear, enjoying the sport, continued to squeeze him unmercifully, until the farmer thought he had been sufficiently punished, when he was released. The story soon spread abroad and the butcher left the town to escape the ridicule to which it subjected him.

WILL FIND ITS LEVEL.

The Latest Device for Avoiding the Penalties of a Prohibitory Law.

An ingenious Minneapolis man has invented and placed on sale what he calls a "spirit level," and with it he proposes to stamp out prohibition in Iowa and the Dakotas. The "spirit level" is the invention of Gebhard Laube. He secured his patent September 9, 1890, and it bears the number 436,005. On the side of the box bearing this announcement is printed a rule six inches long, the length of the box. On the reverse side is a calendar of the twelve months. On one of the narrow sides is this: "Any person infringing on this patent will be prosecuted to the fullest extent of the law." On the reverse is the announcement that so and so, Minneapolis, Minn., are "proprietors and sole manufacturers." The ends of the box are sealed, but a gentle punch breaks the paper, and there is revealed on one end a round hole that will receive a lead pencil and on the other end when broken open appears a cork. The thirsty purchaser who pulls gently on this brings to view a long vial filled with brandy or old rye or anything that may be desired, provided the assortment of "spirit levels" in stock is large enough. Holes in the sides admit to view an air bubble which verily makes the affair a spirit level, albeit not a very accurate one. A Hennepin avenue saloon is doing a land-office business in "levels." A large pile of the little boxes can be seen in a local job printing office, where the wrappers are being printed.

The people at the World's Dispensary of Buffalo, N. Y., have a stock-taking time once a year and what do you think they do? Count the number of bottles that've been returned by the men and women who say that Dr. Pierce's Golden Medical Discovery or Dr. Pierce's Favorite Prescription didn't do what they said it would do.

And how many do you think they have to count? One in ten? *Not one in five hundred!*

Here are two remedies—one the "Golden Medical Discovery," for regulating and invigorating the liver and purifying the blood; the other, the hope of weakly womanhood; they've been sold for years, sold by the million bottles; sold under a *positive guarantee*, and not one in five hundred can say: "It was not the medicine for me!" And—is there any reason why you should be the one? And—supposing you are, what do you lose? *Absolutely nothing!*

WHERE THEY COME FROM.

Some People Would not buy Them if They Knew how They are Obtained.

"Where do you suppose these wolf-skins come from that make such pretty gray rugs, which only cost about $3 a piece, although the fur is so handsome?" said Prof. Otis T. Mason the other day. "So many people would not buy them if they knew, I fancy. They are obtained from animals by the northern Indians, particularly in the Hudson bay region, and by the Eskimos. These savages possess a fiendish ingenuity in their methods of capturing game, and in their way of applying it for killing wolves is sufficiently horrible to discourgeme with this particular sort of pelfry.

"It is beautifully simple. They take a flat piece of flint a foot or so long and chipped to extreme sharpness at the edges. This they fasten to a wooden stake, which they drive into the ground firmly, so as to leave the blade of flint projecting above the surface. Then they cover the blade all over with a good-sized hunk of fat from a seal or other such animal, which quickly freezes. Now the wolf-catching apparatus is complete, so the person who sets the trap has only to come back in a day or two and gather in his prey without trouble.

"The wolf has a mastering appetite for blood, and it is of this weakness that the hunter takes the advantage. A little while after the trap described has been set, along comes the wolf. He is hungry, and he likes the hunk of frozen rat. Ah, it is good! So he licks it some more, and as it is thawed by the warmth of his tongue it tastes better and better. Presently his tongue comes into contact with the sharp edge of the flint and is cut. He tastes the blood, not knowing that it is his own, and the flavor sets him wild. Eagerly he licks it and licks it, lacerating his mouth and becoming more frenzied in his desire for his own life fluid.

"Meanwhile other wolves have come up and have begun to lick at the fat, cutting their own tongues and becoming in their turn wild at the taste. So presently the bait is surrounded by a pack of ravenous and crazy creatures, which soon turn upon one another and fall to devouring each other, until the merciless flint is in the centre of a struggling mass of ferocious combatants. It is like the struggle that followed the planting of the dragon's teeth of old, only that none of those who participate lives long after the fight is over, the last survivor bleeding to death. At his leisure the hunter appears upon the scene and skins the dead beasts for market. The pelts cost him nothing, save the trouble of removing them and the value of the hunk of fat; the stake and the flint blade is ready to be set again for victims. That is the reason why gray wolf rugs only cost $3 each, with three skins to a rug.

"But that is only one of the diabolical devices employed for such purposes by these natives. The hunter takes a long strip of whalebone from the head of a whale he has killed, just such as is used to stiffen corsets. He doubles it up into the shape of the letter M, and fasten it compactly in that form with bindings of the sinew. This he encloses neatly in a wad of fat, and leaves it on the ice to freeze. Pretty soon along comes a great white bear, sniffs at the delicate morsel so happily thrown in his way, and bolts it without further consideration. The fat quickly melts into his warm stomach, and the sinew bindings are consumed by the action of the digestive fluids, so that before long the strip of whalebone is released from its bent shape and springs out at its full length across Mr. Bear's stomach, and he dies within a few hours of lock jaws in frightful agonies. Next day the noble pot hunter comes along and possesses himself of a big white robe, large enough to cover a small room and worth several dollars at first hand, or two or three gallons of bad wiskey.

"Nothing better illustrates the superiority, of man as an animal over his competitors in the struggle for existence than the ease with which he is able to destroy by device the biggest and the most formidable of the creatures he encounters. There are no savages so low in human scale as not to find ready means for capturing and killing the largest and most dangerous beasts. The time is not recorded in annals of the world when the natives of the land inhabited by the elephant and crocodile did not take the former with a loop set for him to put his foot into and the latter with a baited stick sharpened at both ends. Unhesitatingly does the Polynesian attack the man-eating shark in his own element, diving beneath it and stabbing it in the belly with a knife. There is nothing which man is afraid of or will not try to catch. In the primitive traditions of most races you will find accounts of the tricks employed by their ancestors for snaring the sun, moon and the stars."

EDUCATION.

A Detroit father has undertaken a little educational venture with his own children, and he is trying to make them give up slang, the use of ambiguous terms of speech, and other peculiarities affected by the youth of the day. Yesterday he asked his 14-year-old daughter where a certain book was.

"I haven't an idea, papa!" answered the young lady.

"I didn't ask you for ideas," said the father sternly, "just answer that question. Where is that book?"

"On the top shelf in the book case," recited the girl, like a parrot.

"Can you reach it?"

"Yes, sir."

There was a long silence, the father waiting impatiently for the book. At last he asked:

"Nell, why don't you bring it?"

"Bring what, sir?"

"The book I wanted."

"You did not say you wanted me to get it," said the daughter in a demure voice, "you asked me if I could reach it."

"Nellie," said the father, as a smile made his mustache tremble, "get that book like a good girl and bring it here to me."

"Now you're talking sense, pop; I'll have the book in a jiffy," and she whisked off after it, while the father sighed over the degeneracy of the times.—Detroit Free Press.

PILES! PILES! ITCHING PILES.

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

STRANGER THAN FICTION.

Born as a Savage and Sold as a Slave, an African Becomes a Bishop.

Bishop Crowther was born about eighty years ago on the Benue river, the largest tributary of the Niger. He was a little savage boy, and none of his people had ever seen white men, when, in 1821, Mohammedan slave traders attacked the little settlement where the lad lived. Among their captives was his mother and her three children, including the boy Adjai, who was to become the future bishop of the Niger. His father, who belonged to the Egba tribe, died in defence of his home.

The little boy was separated from his captive mother and two younger sisters, and it was many years before he saw them again. In a few months Adjai became the property in succession of four masters, having been sold from one to another for tobacco and rum. The great fear that haunted him through all these changes was that he might be sold to the dreaded white men, the Portuguese slave dealers on the coast. His terror of this fate was so great that he once tried to throw himself into a river, and on several occasions attempted to strangle himself with his belt.

The fate he feared, however, overtook him, for he found himself at last confined in a stifling slave shed on the coast, with iron fetters around his neck and a chain fastening him to his comrades in misery. One night he was taken on board a slave ship with a cargo of 187 others, and was soon on his way to Cuba or Brazil. But help was at hand. The British war-ship Mermidon saw the slaver as she started on her journey, and went in pursuit.

The slaver was captured, and Adjai and his fellow slaves were taken on board the war-ship, and on June 17, 1822, they were landed at Sierra Leone, the home of the free. The story of the poor little boys' fright as he was taken on board the man-of-war has often been told. He thought he saw the flesh of his comrades, whom he missed, hanging up in pieces to dry, and he was horrified to see objects which he mistook for their heads lying in order on the deck. They were joints of pork and cannon balls. The boy was taken to Bathurst, where his education began. He was a bright student, and finally took an extensive educational course in England, where he graduated from the college at Islington.

TO SAVE THE EYES.

A Series of Good Suggestions for the Proper Use of Visual Organs.

1. Never read by a dim light. It is a common habit for children and even grown people to read between daylight and dark, or in the darkened corner of a room. The strain thus produced is often sufficient to impair a healthy eye, and surely will weaken one that is diseased.

2. Never read or write with the light shining directly in the eye. The light should either be covered by a shade or be placed above and behind the reader, shining over the left shoulder if the person is right handed. In this way the page will be illuminated, and the bright rays ef the light will not enter the eye and so irritate it.

3. Do not read lying down. It is an unnatural position, for it requires an extra strain on the muscles of the eyes, and favors congestion of these organs.

4. Do not read or write with the head bent far forward. It is a common practice for young people, to lay the book on a table, bend over it, and, with face close to the page, continue reading or writing for a long time. This position causes an increased flow of blood to the eyes and head, producing symptoms of weakness and increasing any existing near-sightedness.

5. Avoid reading on the cars, or when riding in a carriage. The strain made necessary in the endeavor to overcome the unsteadiness of the page, and to see distinctly, is often sufficient to cause a great injury to the eye.

6. Avoid bringing the book too near the eyes. Hold it as far as the print is distinct and clear—about fourteen to sixteen inches; but do not carry it so far away that it is an effort to see clearly. When the book is brought too close to the face an undue strain is required both upon those muscles which adjust the vision at different distances, and also upon those which turn the eyes inward. As a result, marked symptoms of weakness in reading will in time be noticed.

7. Never read or continue the use of the eyes after they begin to tire, or the head commences to ache. These are certain indications that you are doing too much, and that rest is necessary.

A HORSE BATTLE.

The herds of horses on a western ranch, roaming over so large a space, rarely encounter one another. When they do, the mares evince only the smallest amount of curiosity, but join and graze. Different it is with the stallions. With but a moment's preparation, they rush wildly at one another like mad bulls, neighing in what seems the mockery of a neigh, and with head in air and tail curving proudly, they rush and plunge and rear, kicking and biting, stamping one on the other until the ground and horses are covered with blood, and exhaustion of one forces a surrender and retreat. As I have said, the fickle mares march off with the conqueror at their head, while the defeated lags wearily behind. One of the most terrible battles that probably ever took place between ranch stallions occurred near the home ranch of the Little Missouri horse farm in the spring of 1888, at the time when the several bunches or droves of horses were being driven in from the ranges an account of stock and for the branding of the young colts. It happened by the merest chance that three droves came in together with the stallions leading. Naturally the three joined, and at once arose the question of leadership. This could only be settled by a battle, and before the herders could begin to form any plan for separating them, the three stallions were engaged in fiercest battle. As described by those who saw it, this battle was so savage and so bloody that it seemed certain that at least one of the combatants must be killed. It lasted a little more than twenty minutes, and when the "smoke of battle" drifted away and the fight was done, a big gray Percheron called Napoleon was seen to be the victor, and he it was that, with uplifted head and proudly curved tail, led the company of mares and colts to the pasture, while the two defeated ones marched together like whipped curs, dejectedly in the rear. In this instane, although the fight was an unusually desperate one, and all three horses were badly cut and torn, none of the three suffered more than temporary discomfort.

HIS REVENGE.

A Story of Love, Jealousy and Death on Thompson Street.

PRELUDE.

Drip! drip! drip!

It was the sound of falling gore.

A man wounded nigh unto death lay on a rude cot, while his life blood was slowly ebbing away.

But he did not die.

He had sworn to be avenged, and the damns stopped the flow of blood.

Night and darkness hung like a pall over Thompson street. The dimly burning lamps cast weird shadows everywhere, and the darkness, shrinking back for a moment, would return, blacker and more dense than before.

It was a gala night on the street.

White Razor Jim, the Terror of Crackaloo alley, was abroad.

A ball, the society event of the season, was in progress. White Razor Jim and 'Manda Baxter, the black belle of the street, led the german.

JEALOUSY.

From a dark corner of the dance hall a pair of red, venomous looking eyes glared at Jim and 'Manda.

The eyes belonged to Rattlesnake Bill.

Bill loved 'Manda, but feared his hated rival, White Razor Jim.

For a moment 'Manda was left alone, and Bill hastened to her side. He only had time to whisper in her ear one word, "Beware!"

DEFEAT.

The warning was repeated to White Razor Jim, and the Terror of Crackaloo alley went razoring for Bill.

He found him.

Bill was removed to the loft, and then came the gore dripping scene described in the prelude to this story.

"On with the dance!" shouted White Razor Jim, as he wiped Bill's blood off the razor.

"On with the dance!" screamed 'Manda, the heartless coquette.

The dance went on.

Next day Jim and 'Manda fled from Thompson street. They went rapidly from bad to worse, and finally settled in Hoboken.

Rattlesnake Bill recovered from his wounds and then he disappeared. Some said it was Rattlesnake Bill, others that it was his ghost.

AVENGED.

Three years have elapsed.

White Razor Jim has come back to stamp again on his old stamping ground in Thompson street. It is midnight, and he is walking down Crackaloo alley alone.

No, he is not alone. A dark shadow follows close behind.

The avenger is on his trail.

"One! two! three!" Three times a sharp razor gleamed in the darkness, and then White Razor Jim, the Terror of Crackaloo alley, sank to the ground to rise no more.

The shadow dipped a rabbitt's foot in the blood of the Terror, then slunk away in the darkness.

Rattlesnake Bill was avenged.—New York evening Sun.

LOOKIN' AFTER PETE.

Just at the top of a long hill, as we had stopped the horse to breathe, a farmer came up. He was at least sixty-five years old, being very gray and wrinkled, and he was so decrepit that he had to use a staff