Board of Works

THE HERALD.

VOL. I., NO. 13. FREDERICTON, N. B., MONDAY, MARCH 10, 1890. $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,

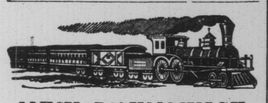
Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

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

Office: CARLETON STREET.

RAILROADS.



NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

THE SHORT LINE TO MONTREAL, &c.

ARRANGEMENT OF TRAINS

In Effect December 30th, 1889.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

7.00 A. M.—Express for St. John and intermediate points.
10.00 A. M.—For Fredericton Junction, St. John, and points East; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton and Woodstock.
2.55 P. M.—For Fredericton Junction and St. John, Connecting at the Junction with Fast Express via "Short Line" for Montreal and the West.

RETURNING TO FREDERICTON FROM

St. John, 9.40, 11.20 a.m.; 4.10, p.m. Fredericton Junction, 11.35, a.m.; 1.17, 5.37, p.m. McAdam Junction, 11.10, a.m.; 2.00, p.m. Vanceboro, 10.45, a.m., 12.25, p.m. St. Stephen, 8.50 a.m. St. Andrews, 8.05, a.m.

Arriving in Fredericton at 12.45, 2.10, 6.40, p.m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

A. J. HEATH, Gen'l Pass. and Ticket Agent. F. W. CRAM, Gen'l Manager

INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

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

TRAINS WILL LEAVE ST. JOHN:

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

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

TRAINS WILL ARRIVE AT ST. JOHN:

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

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

All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

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

For Tickets and other information, apply at the office of

JOHN RICHARDS, Agent, Fredericton

NORTHERN & WESTERN RAILWAY.

WINTER ARRANGEMENT.

In Effect Nov. 25th, 1889.

TRAINS RUN ON EASTERN STANDARD TIME.

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

LEAVE FREDERICTON

2:40 p.m.; Gibson, 2:45; Marysville, 2:55; Manzer's Siding, 3:20; Durham, 3:30; Cross Creek, 4:10; Boiestown, 5:20; Doaktown, 6:10; Upper Blackville, 7:00, Blackville, 7:25; Upper Nelson Boom, 8:00; Chatham Junction, 8:25; arrive at Chatham, 9.00.

RETURNING, LEAVE CHATHAM

6:30, a.m.; Chatham Junction, 7:00; Upper Nelson Boom, 7.15; Blackville, 8:05; Upper Blackville, 8:35; Doaktown, 9:25; Boiestown, 10:20; Cross Creek, 11:30; Durham, 12:10, p.m.; Marysville, 12:45; Gibson, 12:55, arriving at Fredericton, 1:00.

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

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

THOMAS HOBEN, Superintendent.

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

NORTHERN AND WESTERN RAILWAY.

ON AND AFTER

MONDAY, October 1st,

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

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

THOS. HOBEN, Superintendent

JOHNSON'S ANODYNE LINIMENT

Established 1810.

—UNLIKE ANY OTHER.—

Positively Cures Diphtheria, Croup, Asthma, Bronchitis, Colds, Tonsilitis, Hoarseness, Coughs, Whooping Cough, Catarrh, Influenza, Cholera Morbus, Diarrhœa, Rheumatism, Neuralgia, Toothache, Nervous Headache, Sciatica, Lame Back, Soreness in Body or Limbs, Stiff Joints and Strains.

AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.

It is marvelous how many different complaints it will cure. Its strong point lies in the fact that it acts quickly. Healing all Cuts, Burns and Bruises like Magic. Relieving all manner of Cramps and Chills.

ORIGINATED BY AN OLD FAMILY PHYSICIAN.

All who buy direct from us, and request it, shall receive a certificate that the money shall be refunded if not satisfied. Retail price by mail 25 cts.; 6 bottles, $2.00. Express and duty prepaid to any part of United States or Canada. ☞ Valuable pamphlet sent free. I. S. JOHNSON & CO., Boston, Mass.

GENERATION AFTER GENERATION HAVE USED AND BLESSED IT.

CONSUMPTION SURELY CURED

TO THE EDITOR:

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

T. A. SLOCUM, M.C., 186 West Adelaide St., TORONTO, ONTARIO.

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

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

THE OINTMENT

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

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,

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

Manufactured only at Professor HOLLOWAY'S Establishment,

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

and are sold at 1s. 1½d., 2s. d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot and may be had of all Medicine Venders throughout the World.

☞ Purchasers should look to the label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

1.10.88

I CURE FITS!

THOUSANDS OF BOTTLES GIVEN AWAY YEARLY.

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

STEAMSHIPS.

ALLAN LINE.

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

1890. Winter Arrangements, 1890.

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

The Steamers of the

WEEKLY MAIL LINE,

Sailing from Liverpool on THURSDAYS, and from Halifax on SATURDAYS, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are intended to be despatched as follows:

LIVERPOOL AND HALIFAX.

From Liverpool.	Steamships.	From Halifax.
16th Jan	POLYNESIAN	8th Feb
23rd do	PERUVIAN	15th do
30th do	NOVA SCOTIAN	22nd do
6th Feb	CASPIAN	8th Mar
27th do	SARDINIAN	22nd do
6th Mar	PERUVIAN	29th do
13th do	PARISIAN	5th Apl
27th do	POLYNESIAN	19th do
10th Apl	CIRCASSIAN	3rd May

A considerable reduction has been made in the ocean rates during the winter months, the rates of Cabin passage now being $50 and $60, according to accommodation, from Halifax, and the Intermediate and Steerage, $25 and $20 respectively.

Glasgow and Philadelphia Line (via Halifax.)

Steamships.	From Glasgow.
MANITOBAN	7th Feb
PRUSSIAN	21st do
NESTORIAN	7th Mar
———	21st do
———	4th Apl

These Steamers call at Halifax en route to Philadelphia, and do not carry Passengers on voyage to Europe.

Rates of Passage to Liverpool.

SALOON (According to accommodation) $50 to $60
RETURN ..... $100 to $110
INTERMEDIATE $25
STEERAGE $20

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

Saloon, $20; Intermediate, $15; Steerage, $5.

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.

INTERNATIONAL S. S. CO.

FALL ARRANGEMENT.

Four Trips a Week.

FOR BOSTON.

ON and after MONDAY, Aug. 12th, the Steamers of this Company will leave St. John, for Eastport, Portland, and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 7.25 Standard.

Returning will leave Boston same days at 8.30 a.m., standard, and Portland at 5.30 p.m., for Eastport and St. John.

In addition to above, a Steamer will leave every SATURDAY EVENING, at 6.25 Standard, for Boston direct; also, a Steamer leaves Boston same evening for St. John direct, until Sept. 14th.

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

H. W. CHISHOLM, Agent, Reed's Point Wharf, St John, N. B.

New Victoria Hotel,

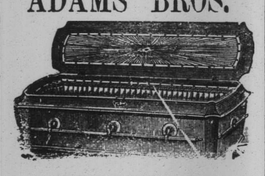
248 TO 252 PRINCE WM. STREET,

SAINT JOHN, N. B.

J. L. McCOSKERY, Prop.

One minute's walk from Steamboat Landing. Street Cars for and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes. 50-88.

ADAMS BROS.



FUNERAL —AND— FURNISHING - UNDERTAKERS,

OPP. QUEEN HOTEL,

FREDERICTON.

Caskets, Coffins, Robes, Mountings, &c.

and everything required in the Undertaking Business kept in stock.

☞ *Special Prices for Country Orders.*

Orders in the City or Country attended to with promptness.
Residence over Warerooms.

ADAMS BROS.

SPECIAL NOTICE.

IT IS ONLY A SHORT WHILE SINCE

LUCY & CO.

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

Boot, Shoe, —AND— READY-MADE CLOTHING

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

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

LUCY & CO.

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

Prof. Loisette's MEMORY

DISCOVERY AND TRAINING METHOD

In spite of adulterated imitations which miss the theory, and practical results of the Original, in spite of the grossest misrepresentations by envious would-be competitors, and in spite of "base attempts to rob" him of the fruit of his labors, (all of which demonstrate the undoubted superiority and popularity of his teaching), Prof. Loisette's Art of Never Forgetting is recognized to-day in both Hemispheres as marking an Epoch in Memory Culture. His Prospectus (sent post free) gives opinions of people in all parts of the globe who have actually studied his System by correspondence, showing that his System is *used only while being studied, not afterwards;* that *any book can be learned in a single reading, mind-wandering cured, &c.* For Prospectus, Terms and Testimonials address

Prof. A. LOISETTE, 237 Fifth Avenue, N. Y

IMPERIAL CREAM TARTAR BAKING POWDER

TRADE MARK

PUREST, STRONGEST, BEST,

CONTAINS NO ALUM, AMMONIA, LIME, PHOSPHATES, or any injurious materials.

E. W. GILLETT, TORONTO, ONT. CHICAGO, ILL.

Manf'r of the CELEBRATED ROYAL YEAST CAKES.

HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

Track, Park and Road.

Even now in the second month of the year the oracles and prophets are pronouncing upon the season that is still many weeks away, and the prospective doings of more than one crack performer are being retailed everywhere. From the far-off Pacific coast there come tidings of the hopes and expectations of the master of Palo Alto that Sunol will be the new sovereign of the turf before 1890 has gone, and that the fleet stallion chosen as the godson of the farm will sustain the name he bears by setting a new mark for performing sires. Mr. Hobart, too, has faith in Stamboul's power to go faster than ever, and will place him in training and probably send him East with a view to fresh triumphs.

On this side of the mountains predictions are as plentiful regarding the stars of the Eastern firmament. The syndicate of gentlemen that owns Axtell are one and all loyal to this youthful monarch, and Budd Doble himself, who paid the metropolis a visit last week, expresses more confidence in the colt's ability than he is wont to do regarding the choice ones that have been in his hands. Chicago has also a most enthusiastic owner in George Middleton, who is exceedingly sanguine about his grey gelding Jack, and expects that nothing slower than 2:10 will make his limit this year. Trainer Goldsmith like wise makes a forecast for Gene Smith and places his next season's performance a 2:12. Even Guy in new hands should have a fighting chance to show that he is faster than his record. Those who remember the black meteor when Dunbar showed him to pole with Clingstone and make a public performance in 2:17 some five years ago and have noted his career since, will admit that the gelding's natural powers have been more handicapped than helped by the vagaries of his owner and the changes in his tutors. While we accord due meed of praise to the horse that trains on in the care of a master reinsman, our sympathy is more with one that contrives in spite of bad usage to do sensational things.

Again Maud S. herself is reported to be in contemplated return to active service for one year at least, and the gossips searching for a driver fit to prepare the queen regnant point to John Turner, and like the prophet of sacred lore announce: "Thou art the man." The hero of Ambler Park maintains his usual diplomatic silence, not even designing to imitate Tallyrand and use words to conceal his thoughts. Other wiseacres, reasoning from analogy, think that Charles Marvin will be Mr. Bonner's selection, because he will drive Sunol for him. And so the shuttlecock of speculation is driven to and fro by zealots and busy-bodies of every class, and the interregnum is thus whiled away in scientific guessing or idle dreams of great events to come. "Who knows?" is a terse Spanish phrase to express doubt, so we say "quien sabe" to all the prophets.

VANISHED GOLD.

A great money mystery that cannot be solved has developed out at Kokomo, Ind. Stories of fiction narrating the descent from luxury, love and beauty to a life of miserly wretchedness and strange worship of riches are outdone by the reality, all on account of a small, frail, wealthy woman—an ex baroness who died a little over two months ago with piles of gold around her. But at her death the gold vanished. It cannot be found, 15,000 or perhaps 20,000 bright shining dollars have taken wings, been hidden away or scattered, and what became of the dust is now only conjecture. Just prior to her death it was in her house in boxes by her side—the accumulations of years from rents, from bonds, from leases from sales, etc. It was neither loaned, paid out for expenses or put in bank vaults. Toward the latter institution the owner exercised a peculiar prejudice.

The maiden name of this woman was Christina Hatermel, and she was the relict of Walter Hooper, who lived for many years on Washington street, up to within four years ago, when he died. On the 4th of last october the widow died of lockjaw in horrible agony. In splitting a piece of woods he ran a rusty nail in her foot, and in about two weeks was a corpse. Her queer little figure has become familiar to Kokomo people for the last quarter of century, as she trudged up and down the streets carrying a peculiar old fashioned basket, which would often be filled with nothing more valuable than pieces of old, paper, sticks, etc, for she acted as a sort of a street scavenger. Though her brick dwelling was quite large, yet she occupied but one room and the rest was given to cobwebs or filled with an indescribable collection of rattle-traps. Here she lived all alone and seldom ventured out except on business, to collect rents, etc., the rents and other debts being paid in to her in gold, as she had decided objections to paper money. She had two large tin boxes and in these she kept her gold.

Shortly after the widow's decease the house was searched and ransacked from top to bottom and two boxes were found one of which was empty, and the contents of the other valueless. Christina Hooper's early life reads like fiction. She was born in the kingdom of Saxony 65 years ago, during the reign of Xavier the Just, a daughter of the bourgeois, but by her beauty and attractions found a suitor in Baron Jacob Schlingling and they were wed. The Schlingling castle still stands on the Elbe. This titled lady lived in the castle and rode in a coach emblazoned with heraldic arms. The baron fell ill and started for America but died at sea, and there being no heir, the property reverted to next of kin. So Christina reached the new world a little richer than the ordinary emigrant, but her course of life at once changed, and when she married Walter Hooper, in 1860, she was a confirmed miser. The rest of her life she cheated herself out of comforts and necessaries for the gold that has so soon vanished.

A COLLISION AT SEA.

The collision between the steamer Claymore and the ship Coriolanus occurred last Monday four hundred miles west of Fastnet The weather was clear, but a heavy sea was running. The Coriolanus was tacking and the Claymore attempted to cross her bows but failed, and the Coriolanus struck her amidships, cutting into her engine room. The ship's bows were crushed to the keel, and her bowsprit and foremast were carried away. The crews of both vessels became panic-stricken and rushed for the boats, which were immediately lowered. Many left the vessels without boots or coats. The steamer Queensmore, which was five miles distant, saw the collision and hastened to the rescue. She stood by the Claymore until she sank. The report that the Coriolanus also sank was erroneous, as she was seen by the steamer Britannic on Wednesday.

A DANGEROUS JOKE.

A few months ago a person hardly dared say they had La Grippe for fear of ridicule. And now that one half of our population have had it, the other half are in mortal terror for fear they too will have it. We cannot wonder; for no epidemic scourge has ever visited this country and left such a trail of death and sorrow behind. The best loved members of families from state circles down to the humblest station in life have gone.

It has been the relapses and after dangers from La Grippe that have been so appalling. The death rate in many larger cities has exceeded 100 a week from the "grip" alone; and the end is not yet. Physicians are learning to fear, (much more than the epidemic itself,) the serious and fatal extension of the inflammation downward to the throat and bronchial tubes, causing croupous and catarrhal pneumonia, true sequences of the malady; which terminate in death or produce severe laryngitis, bronchitis, asthma and a form of catarrh which contributes largely to chronic diseases of the ear, nose and throat, causing loss of hearing, smell and taste. Those physicians who have been most successful with the epidemic say, the surest treatment has been with tonic and anodyne remedies. The medicines most relied upon have been Quinine, Antipyrine, Salicilate of Soda, Johnson's Anodyne Liniment, etc. A prominent Boston paper announced in January last that more persons had successfully used the last named medicine than all the others combined. That seems reasonable for the effects from La Grippe cause severe inflammation, and it is a well known fact that for nearly eighty years no remedy has taken the place of Johnson's Anodyne Liniment for every form of inflammation, internal or external. Therein lies its great value as a household Anodyne, namely the fact that it is and can be used more internally than any other way. At any rate if one has any symptoms of the after dangers of the "grip" we advise them to get a bottle of the Anodyne at once, or send to the sole manufacturers, I. S. Johnson & Co., Boston, Mass., for full particulars which they send free, and which may save you a big doctor's bill.

PROVIDE FOR AN EMERGENCY.

The experience of most farmers last year was that their pastures became very short before the summer was over. This was due to drought and the chances are that two such seasons will not follow each other; but it is well to be prepared for any emergency. Moreover the indications are that a great deal of damage has been done to the grass land by the ice which has lain on the fields, so that even if the season is favorable otherwise it is possible that pasturage may not come up to the average. In view of this, in fact under any circumstances, it is good farming to provide some green crop for the milch cattle at least. Several crops will be found very satisfactory for this purpose. Among them are fodder, corn, peas, oats and vetches, the last three mixed together. Vetches and oats mixed are as good a summer fodder as can be desired, and if the ground is rich, the quantity which can be grown on a small area is surprising. So it is with corn. On suitable soil the yield is enormous. In the County of Kings, where milk is sold in the St. John market, all the farmers raise green feed and find it very profitable. In other parts of the province dairy farmers do likewise. It is not too early for farmers in all sections to begin to think about this matter. As a general rule pastures are inferior in this province, that is inferior for milking stock though they may be good enough for young animals and are admirably adopted to sheep; but as a rule they are not fit to carry cows kept for dairy purposes and enable them to give a profitable flow of milk the season through. Therefore it is urged upon all who keep cows to guard against a shortage in good feed. It can easily be done. After the other crops is in a small area can be prepared and planted, and it will come along fast enough to be ready for use when it is most wanted. It is particularly desirable that this practice should become more common now that the introduction of improved breeds of stock is becoming so general. Much disappointment will be avoided if it is remembered that to get the best results from pure bred stock — the results that make them valuable—great care must be given to the subject of feeding.

A "SLICK 'UN" CAUGHT.

"I'm a slick 'un," Telegraph Operator Taylor heard those words addressed to him by a stranger last night while he was receiving a message at the railway station. He paid no attention to the remark until he completed the massage, which read as follows:

"To the sheriff—Hicks & Cephart's bank at the Valley Falls robbed this evening of $3,000. Robber unknown. Description as follows: Blonde hair and moustache, light blue eyes, five feet eleven, medium weight."

The operator looked up and nearly lost his breath when he saw standing before him the man described in the despatch. He did not reveal the fact of the recognition, but merely agreed with the stranger that he was a "slick un." The stranger asked where he could put up for the night. The operator directed him to an hotel, where the "slick 'un" took a room, requesting to be called in the morning in time for the train, Police officers were notified by the operator of the stranger's arrival. They went to the hall, and the stranger was called out of his room and arrested. He attempted to get at his weapons, but the officers were too quick and he was shot dead. The coroner's jury returned a verdict exonerating the officers. The outlaw was searched and the stolen money recovered.

STEAMSHIP LOST AND 200 LIVES.

A despatch received at London on March 1st states that the British steamer Quetta, which sailed from Australian ports for London, has been lost at sea. The number of persons drowned is not definitely known, but the despatch says that a fearful number perished. The Quette was a vessel of 2,254 tons burthen. The Quetta had 27 first-class passengers and a crew numbering 112. She also had mails for England. The managers of the line to which the steamer belonged say they do not believe the report that she has been lost.

The report of the loss of the British steamer Quetta is confirmed at Lloyd's. Advices received there state that 200 lives were lost. The steamer struck a rock not shown on the chart at nine o'clock at night near Somerset in the Torres straits northern extremity of Australia and sank in three minutes.

A despatch from Brisbane, Queensland, says the Quetta had 280 souls on board, of whom 116 were saved, including the captain and several officers.

Passing away time—Handing over your watch to a footpad.

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

Steaming Food.

Steaming food is not cooking it, unless it is steamed much more thoroughly than it is usually is. We observe that some writers make no distinction whatever between steaming and cooking. Steaming, as it is commonly done, simply softens the food. It is a valuable process with fodders. Clover hay, if steamed, makes a much better food for swine than it does when fed dry. But there are chemical changes that result from cooking, and which are valuable. We sometimes find people who are unfavorable to cooking food for animals. They affirm that, that they have tried it, and that the results were not commensurate with the expense and trouble. Upon inquiry we find that they have not cooked at all—only steamed. For milch cows either steaming or cooking is an excelient method for maintaining or increasing the flow of milk. This can be easily tested. Feed cooked or steamed food every day in the week except one day. On that day feed dry food, and see if there is not a very perceptible difference in the flow of milk.

WILL PROTECT THE FARMER.

The U. S. House Ways and Means Sub-Committee, to which had been intrusted the task of revising the tariff schedule as to agricultural products, will present its report to the full committee within a day or two. It will contain welcome news for the farmers, and will demonstrate that the Republican in Congress propose to fulfill the promise made to American agriculturists that their interests shall be protected. It is understood that an increase in the duty upon several cereals largely imported from Canadian and other foreign ports will be asked for.

An increase of the tariff on hay from $2 to $4 per ton will be advised. Other changes recommended will be the raising of the duty on peas from 10 per cent. the present rate, to 20 per cent.; beans in the same ratio, potatoes from fifteen cents to twenty cents per bushel, barley from 10 per cent. to 20 per cent., dressed poultry from 10 per cent. to 20 per cent., and straw at least $2 per ton.

Eggs now come in free. Twenty-five million dozen are yearly exported to this country from Canada, Scotland and other foreign countries. These are sold here in the aggregate for about $3,000,000. American farmers say their hens lay more eggs now than the people can consume. Foreign goods run theirs out of the market. They, therefore, ask relief. The tariff changes outlined above will be among the great surprises in the bill, which is to be submitted to the House within the next ten days.

THE PROFIT IN EGGS.

By this I do not mean by selling them at what many call fancy prices, from one to three dollars per sitting, says a correspondent of Poultry Monthly, but selling at market prices. Now, to begin with, I wish to say a few words in regard to procuring them, for if we do not get them we surely cannot except a profit from them. So, in the first place, we must procure the breed or breeds best adapted to our wants. I am asked the question over and over again, what breed would you advise us to keep on the farm for eggs and general usefulness? I might be expected to jump at the matter in a hurry, and say, by all means keep Leghorns, for they are regular egg machines. But let us consider the matter a little first.

As a rule, under or ordinary care, the Leuhorn will commence laying about the first of October, will lay two months, when the cold weather generally shuts them off, until about the first of March, when they begin and lay quite steadily until about the middle of July, when they begin to moult. Thus in the twelve months we get eggs, say seven.

The Plymouth Rock bullets will begin laying about the first of November, if spring hatched, and will usually lay reasonably well all winter. When warm weather comes they increase the number for about two months, when they become broody, and will hatch and rear a brood, which usually occupies two months, when they will begin laying again; thus in the year we have them laying about eight months; perhaps not quite so many to the month as the Leghorns, but more during the high prices of winter, with the addition of a fine brood of young ones.

From about the first of July to the first of October we pack our eggs to sell in winter when prices are better, for by this scheme we more than double the summer price of eggs. Yes, we will tell you how we pack them; that will not take long, and we will not charge you anything for the recipe either. At the great egg show at the city of Birmingham, England, about two years ago, eggs were taken from their packing, having been put up a year before and out of over twenty five different recipes those taken from common salt were the nicest and took the prize as such. We get a barrel of nice fresh salt, the drier the better, and have it handy to our packing vessel or barrel. We usually get small barrels, about half size, but a layer of salt on the bottom about two inches deep, and then place the eggs down in this, in circles, small end down, just far enough apart to not touch, until the bottom is covered; then covers these up with salt nicely, putting enough over them to prevent the next layer from pressing down on them. Put in the next layer in the same manner, and so on until the barrel if full. Cover with salt about two inches deep and keep them in cool, dry cellar; take them out next winter when the price suits you, wash and wipe them, and they are ready for market. Gather the eggs fresh every day, and pack them at least every three days, and you will be pleased with the results. In this way you can make a nice thing out of your eggs.

FOR WOMAN'S WELFARE.

Cardinal Manning was interviewed yesterday on the labour question, with especial reference to woman's work. He said:—"I think the time has come for strenuous and proper efforts to be made to protect the working women and to insure to them equal fairness in the matter of their hours of work and their wages as the men now obtain. The time is, perhaps, not far off when the sight of young, ill-fed girls acquiring permanent injuries through long hours of toil, breaking their backs bending over machinery in ill-ventilated rooms, will be regarded as an act of barbarity and will be punished as such.

"America, which loves to call itself 'the land of the free,' is renowned for its gallantry and for its kindness to woman, so let us hope that the great new world will lead the crusade against every one who overworks, underpays or illtreats in any way the prototypes of his own mother and sisters."

THE BORDER LINE.

Do any of our young people ever query how the dividing line between the United States and Dominion of Canada is marked, writes M. Louise Ford in the February Wide Awake, and how travelers in those wild regions north west of the Great Lakes can tell when they step from the domains of Uncle Sam into those of Queen Victoria?

For many years the question of boundary between the United States and the possessions of Great Britain was discussed and at last, the Convention of London held in 1818, the forty-ninth parallel of north latitude was decided upon. A parallel of latitude, however, being an imaginary line, is a very poor guide to a traveler, so the next thing to do was to mark that line so that all who pass that way should know where it was located. Accordingly the country in that vicinity was surveyed, and monuments were set up at even mile intervals, the British placing one between every two of ours. These extend from the Lake of the Woods to the Rocky Mountains.

Where the line enters forests the timber is cut down, and the ground cleared a rod wide; where it crosses small lakes stone cairns have been built, sometimes being eighteen feet under water and eight above; in other places earth mounds seven by fourteen feet have been built.

The most of these monuments which we see are iron. It was found that the most solid wooden posts were not proof against the ravages of the Indians, prairie fires and the weather, so that nothing but iron would do.

These pillars are hollow iron castings fitted over solid cedar posts and well bolted through, and are sunk four feet in the ground.

They are eight feet high, eight inches square at base and four at top, and upon opposite sides facing north and south are the inscriptions cast in letters two inches high: 'Convention of London' and 'October 20, 1818.'

The pillars weigh two hundred and eighty-five pounds each and were made at Detroit, Michigan. So you see the border line is very distinctly marked all the way from the lakes to the summit of the Rocky Mountains.

WOES OF A DENTIST.

"A man might as well be a hangman as a dentist, as far as expecting any gratitude for his services," remarked an aggrieved member of that unappreciated profession. "I have worked for hours over a back filling in a woman's month, where I had to nearly dislocate my neck and tie my backbone into a bowknot, and at the end, if I ventured to straighten up with a sigh of relief, I have been rewarded with a stony glare of indignant condemnation.

"A woman will stand more pain than a man, for a woman has an inborn instinct of showing herself to the bost advantage," he continued. "A rubber dam or a mouth stretched to its utmost capacity is not conducive to personal beauty, and therefore a woman will not add the further disfigurement of lack of courage.

"I had rather a funny experience the other day with an old darky who wanted a tooth pulled. His face was elaborately tied up in red flannel, and his expression was the embodiment of woe. The tooth was a hard on to handle, and just as I give it the final yank he gave a prolonged howl and fairly shot himself through the open window onto the shed roof, still howling, and finally dropped from it to the ground all doubled up like a black rubber ball. All this, instead of hurting him, served to help his case for he picked himself up and walked off apparently sound in wind and limb, and quite regardless of the fact that he had not paid me.

"I had a man once give me more than I wanted for pulling his tooth. He was a big, strapping fellow, and I thought the tooth would never come. The forceps slipped off three times, but the fourth time I clinched it. The man never moved nor made a sound until the tooth came out, when he doubled up his first and landed a blow on my chest that slapped me up against the wall as flat as a lump of putty. Then he took his hat and stalked out without waiting to see whether I ever got my breath again or not."

STRANGE FREAK OF AN INSANE WOMAN.

Mrs. Catharine Wolf, the young wife of Jno. Wolf, a well known German of Morgan's, Monticello, N. Y., county, stole up behind her husband, a few days ago. and felled him to the ground with a club. "God has ordered me to kill you, John!" she exclaimed. Wolf, though stunned, was able to prevent his wife, who had evidently become suddenly insane, from carrying out her purpose, and succeeded in quieting her. She gave no further evidence of derangement, and her husband supposed that the insanity was a temporary fit and thought no more about it.

Thursday last he went home from his work. His wife, and their youngest child, aged two years, were missing. He searched the premises but could not find the missing woman or child. He then alarmed the neighbors, and an organized search was made for Mrs. Wolf. It was kept up through the day and all night Thursday night, but no trace of the unfortunate woman could be found. Late Friday forenoon a person not belonging to the searching party was passing through a lonely part of the woods, five miles from Morgan's Village and discovered a womam sitting on a big rock in the middle of the creek. The water was quite deep between the shore and the rock. The discoverer of the woman recognized her as Mrs. Wolf, and being unable to get answer from her in response to his calls, he waded out to the rock and carried her ashore. The poor woman's mind was entirely gone, and she was nearly dead from exposure. Mrs. Wolf is a handsome woman, twentyfive years old. She will be sent to an asylum. No trace of the child has been discovered.

SHE ADORED CATS.

Mrs. Mary F. Rand died a year ago leaving $75,000, which she devised to humane societies in Rochester, and missionary societies in New York. Her will is contested by relatives on the ground that she was insane, and in support of this assertion it is proposed to show that she believed in the immortality of cats. She devoted the latter years of her life to the care of four elegant specimens of the Persian feline.

Not very long ago somebody told this story of the late William R. Travers, with the assurance that it had never been in print. Mr. Travers was riding in a street car which was so crowded that he took his little boy on his knee. A lady entered, big, blonde, belligerent, she stood for some time, then thundered out at the top of her voice. "Are there no gentlemen in this car?" "G-g-g-et up my son," stammered Travers, "andgi-gi-give the lady your seat."

TOPICS OF THE TIME.

A new prophet has come to light. It is one Father Bermardo Claudi who died forty years ago. He told a nun, who now tells the world that the wrath of the Almighty would be poured out upon the world in 1890 and the excellent nun sees in La Grippe the first evidence of fulfilment.

This prophecy business has been somewhat overdone in recent years. Most people will recall the much talked of prophecy of dark days, which were to fall upon the land in 1870 or thereabouts. Thoughout Quebec belief in this catastrophe was all but universal and the precautions taken against it in some cases were grotesque in the extreme.

Up in Madawaska, Maine, a shrewd merchant thought he saw some money in the fears of the people, and he made overtures to Monsieur le Cure to induce him to bless his whole stock of parafine in order to be able to represent it as possessed of sufficient virtue to give light during the foretold darkness; for a part of the prophecy was that ordinary lights would have no illuminating power. The good priest indignantly refused to have any part in such a business.

It is more than strange how the people continue to take stock in prophecies. There is Zadkiel the famous London astrologer. His annual prognostications are rediculously indefinite; yet vague as they are it is rare that anything happens which can be said to be a fulfilment of them. But he has a sufficient number of believers to make it worth his while to keep on from year to year. If he comes within a gunshot of foretel