THE HERALD.

Board of Works

VOL. II., NO. 37. FREDERICTON, N. B., SATURDAY, AUGUST 22, 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.

Registrar University of New Brunswick.

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 June 1st, 1891.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

7.10. A. M.—Express for St. John and intermediate points; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton, Woodstock, and points North.

10.40 A. M.—For Fredericton Junction, St. John and points East.

4.20 P. M.—For Fredericton Junction, St. John, St. Stephen, Houlton, Woodstock, no connection for St. John Mondays.

RETURNING TO FREDERICTON FROM

St. John, 6 25, 8.30 a. m.; 4.30, p. m. Fredericton Junction, 8.15, a.m.; 12.10, 5.55., p. m. McAdam Junction, 7.00, 10.50, a. m.; *3.30, p. m. Vanceboro, 10. 25, a. m., *2.40 p. m. St. Stephen, 5.45 7.45, a. m. St. Andrews, *7.20, a. m.

*Monday and Wednesday at 5.15 a. m.

*Sundays and Mondays excepted.

Arriving in Fredericton at 9.15 a. m., 1.20, 6.40 p.m.

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

4.45 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, 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.

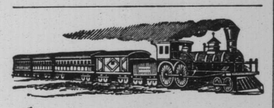
All trains are run by Eastern Standard Time.

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



CANADA EASTERN RAILWAY.

SUMMER ARRANGEMENT.

In Effect June 22nd, 1891.

TRAINS RUN ON EASTERN STANDARD TIME.

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

LEAVE FREDERICTON

8:00 p. m; Gibson, 3:05; Marysville, 3:13; Durham, 3:44; Cross Creek, 4:17; Boiestown, 5:20; Doaktown, 6:15; Upper Blackville, 6:52, Blackville, 7:25; Upper Nelson Boom, 8:05; Chatham Junction, 8:35, arrive at Chatham, 9:00.

RETURNING, LEAVE CHATHAM

7:00, a. m; Chatham Junction, 7:35; Upper Nelson Boom, 7:50; Blackville, 8:35; Upper Blackville, 9:00; Doaktown, 9:42; Boiestown, 10:25; Cross Creek, 11:35; Durham, 12:10; Marysville, 12:47; Gibson 12:57; arriving at Fredericton, 1:00 p. m.

Connections are made at Chatham Junction for all points on the I. C. Railway and Upper Provinces; at Fredericton with Canadian Pacific Railway for St. John, St. Stephen, St. Andrews, and all Western points, and River Steamers for St. John and points on St. John River; at Gibson, with Canadian Pacific Railway for Woodstock, Houlton, Grand Falls, Edmundston and Presque Isle, 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.

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,

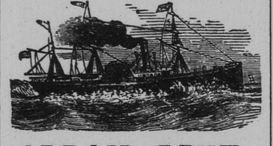
78, NEW OXFORD STREET, (late 533, OXFORD STREET), LONDON

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

13-10-88

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 some of the fastest trips on record.

Liverpool, Londonderry, Quebec and Montreal Service.

From Liverpool.		From Montreal.	From Quebec.
9 July	.....PARISIAN	25 July	26 July
16 "	.....CIRCASSIAN.....	1 Aug.	2 Aug.
23 "	..... POLYNESIAN..	8 "	9 "
30 "	.....SARDINIAN.....	15 "	16 "
6 Aug.	.....*MONGOLIAN..	26 "	.....
13 "	.....PARISIAN.....	29 "	30 Aug.
20 "	.....*NUMIDIAN.....	9 Sept.	.....
27 "	..... CIRCASSIAN.....	12 "	13 Sept.
3 Sept.	.....SARDINIAN.....	19 "	20 "
10 "	.....*MONGOLIAN..	30 "	.....
17 "	.....PARISIAN.....	3 Oct.	4 Oct.

*S. S. Mongolian and Numidian will carry cattle and only Cabin Passengers to Liverpool, and do not call at Quebec on the homeward voyage, but from Liverpool they carry all classes of passengers and call at Quebec.

Mail steamers are despatched from Montreal at daylight on day of sailing. Cabin, Intermediate, and Steerage passengers desiring to embark at Montreal can do so (without extra charge) after 8 o'clock the preceding evening. Steamers sail from Quebec at 9 a. m.

Liverpool, Queenstown, St. John's, Halifax and Baltimore Mail Service.

Liverpool to Baltimore via St. Johns and Halifax.		Halifax via St. Johns, N.F. to Liverpool.
7 July	.....NOVA SCOTIAN.....	3 Aug.
21 "	.....*CARTHAGINIAN.....	17 "
4 Aug	.....CASPIAN.....	31 "
18 "	.....NOVA SCOTIAN.....	14th Sep
1st Sep	.....*CARTHAGINIAN.....	28th "

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

NEW S. S. MONGOLIAN and NUMIDIAN.

REDUCED CABIN RATES.

As these steamers carry cattle on voyage to Liverpool, it has been decided to fix the rates at the following low figures:

CABIN ..... $40 and $45 Single
" ..... $90 and $95 Return

The cabin accommodations are first-class in every respect, and the steamer is lighted throughout by electricity.

The arrangements for carrying cattle are so complete on these steamers, that the usual objections made by passengers to sailing on Cattle boats cannot be applied.

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

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

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.

GLASGOW AND HALIFAX LINE.

Direct sailings from Glasgow to Halifax.

HIBERNIAN ..... 6th Aug
CANADIAN ..... 20 "
MANITOBAN ..... 3rd Sept.

And fortnightly thereafter.

Glasgow, Londonderry, and New York Service.

(Late State Line Steamers.)

From Glasgow.		From New York.
17 July	...STATE OF NEVADA....	6 Aug., 10 a.m
31 "	...STATE OF NEBRASKA.	20 " 9.30 a.m
14th Aug	...STATE OF CALIFORNIA	3 Sep., 9.30a.m
28 "	...STATE OF NEVADA....	17 " 2 p.m
11th Sep	..STATE OF NEBRASKA.	1 Oct., 8.30a.m

Rates of Passage New York to Glasgow.

Saloon ..... $35 to $65
" Return ..... $65 to $120

Special Railway fares from Glasgow to Liverpool, $2.50; to London, $5.00; Londonderry to Belfast, $1.30; to Dublin, $1.85. Passengers have their choice of lines and are allowed 10 days stop over at Glasgow or Londonderry if desired.

For Staterooms, Tickets, or further information apply to

WM. THOMSON CO., Agents, ST. JOHN N. B.

Aug. 4th.

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.S.S. Co's wharf, rear of Custom House, St. John, N. B.

Pine Oil.

JUST RECEIVED:

5 BARRELS Pine Oil,
2 Cases Caster Oil,
10 Barrels Southern Pitch,
1 Case Air Guns,

From New York by Steamer.

R. CHESTNUT & SONS.

JOHNSON'S ANODYNE LINIMENT

UNLIKE ANY OTHER. As much For INTERNAL as EXTERNAL use. In 1810

Originated by an Old Family Physician.

Think Of It. In use for more than Eighty Years, and still leads. *Generation after Generation* have used and blessed it. Every Traveler should have a bottle in his satchel.

Every Sufferer From Rheumatism, Sciatica, Neuralgia, Nervous Headache, Diphtheria, Coughs, Catarrh, Bronchitis, Asthma, Cholera-Morbus, Diarrhœa, Lameness, Soreness in Body or Limbs, Stiff Joints or Strains, will find in this old Anodyne relief and speedy cure.

Every Mother Should have Johnson's Anodyne Liniment in the house for Croup, Colds, Sore Throat, Tonsilitis, Colic, Cuts, Bruises, Cramps and Pains liable to occur in any family without notice. Delays may cost a life. Relieves all Summer Complaints like magic. Price, 35 cts. post-paid; 6 bottles, $2. Express paid. I. S. Johnson & Co., 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

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 STANLEIGH, 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.

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.

BE A MAN

All men can't be Apollos of strength and form, but all may have robust health and strong nerves and clear minds. Our treatment makes such men. The methods are our own exclusively, and where anything is left to build upon, the **VIGOR OF MEN** is easily, quickly, permanently restored. Weakness, Nervousness, Debility, and all the train of evils from early errors or later excesses, the result of over-work, sickness, worry, etc., forever cured. Full strength development, and tone given to every organ and portion of the body. Simple, natural methods. Immediate improvement seen. Failure impossible. 2,000 references. Book, explanations and proofs mailed (sealed) free. Address,

ERIE MEDICAL CO., BUFFALO, N.Y.

3

THE GALLANT 104TH.

Something About Their Services in the War of 1812—Lundy's Lane and Fort Erie.

[From an old Report].

Twenty years ago there were scores of the veterans of this famous regiment living in different parts of the province, but death has now claimed the majority of them for its own. The last report of the minister of militia shows that there are now surviving of the veterans of 1812 in all Canada 464 men, of whom seven are in New Brunswick, 170 in Ontario, 265 in Quebec and the remainder scattered about in different provinces and in the United States. The oldest on the list is 103 years of age and the youngest 81 years, both of them hailing from Quebec. The number of United States pensioners of the same war surviving is about the same. It is not the purpose of the present article to discuss the merits or demerits of the war of 1812, further than to say that it was an entirely unnecessary war, brought about by the United States government against the wishes of the majority of the people of that country. That the object of the campaign was really to annex Canada to the United States is now very generally conceded, but no matter what the object may have been, the war was not only an inglorious one for the United States army, but was disastrous to its people, the ground of complaint, the right of British war vessels to search American merchantmen, not even being mentioned in the treaty of peace, while American commerce received a blow that it did not recover from for a generation.

There was neither telegraphs, railways nor steamships in those days, and when war was declared the British government found it necessary to raise a large portion of the troops for the front in the British provinces. It was beyond doubt a good thing for the new provinces that this was done, as it furnished the most conclusive evidence possible that the colonists had in their sturdy and self-reliant pioneers, men true to their country's flag and traditions, who could wield the sword in the defence of their country as well as hew out for themselves homes in the forests. No truer or more courageous soldiers ever wore the livery of their king than the colonial troops who fought and defeated the American invaders at Detroit, Niagara, Lundy's Lane, and Quebec, and of all the regiments engaged in the war there was none better, and few as good, as the hardy woodsmen of New Brunswick who formed the 104th regiment of the line.

The dawn of the nineteenth century found England at war with France. Nelson had still to conquer the French fleet, which he did at Trafalgar in 1806. But even this crushing defeat did not bring about peace, and Europe remained in a turmoil of war. This state of affairs made it necessary for the loyalists in New Brunswick and Nova Scotia to have a thoroughly organized militia force to ward off an invasion should the enemy reach their shores. Among the regiments organized for this purpose was the New Brunswick Fencibles, which in 1811, when all the indications pointed to a war with the United States, were gazetted the 104th regiment. The 104th had the honor therefore of being the first colonial regiment of the line, which shows that our forefathers were no laggards in the line of duty. They had organized a regiment for their defence sixteen months before war was proclaimed, and on March 9th, 1812, the legislature appropriated from the revenues of the province $40,000 to assist His Majesty in the defence of the province. Finally, when the proclamation of war came on June 18th, the colony of New Brunswick was well prepared for defence. The people were united and enthusiastic, and fully prepared to resist the invasion of their homes and defend their country against its foes of all nationalities. Various fortifications were accepted to guard the city, and privateers were fitted out and equipped to beat off the American privateers sent out to raid the coast towns and the shipping of the infant provinces. Be it said to the credit of the New England states that the war was very unpopular with them and that, although the two countries were at war, the people on the borders of New Brunswick and Maine lived together in harmony neither molesting the other. In Western Canada it was different. The war feeling was stronger in Western New York that in any other state, and it was from its borders that the invasion was commenced. Therefore, while comparative peace reigned in the east, the war was being pursued with vigor in the west. More troops were wanted, and the 104th were called upon. The orders for the New Brunswick regiment to march overland to Quebec were received late in January, 1813, and preparations were commenced immediately for their departure. The whole city was ablaze with excitement and the order to go to the front was received with the greatest enthusiasm by the officers and men of the regiment. They did not stop to consider the weary tramp through scores of miles of woods, in the dead of winter, with no other covering at nights than the blue canopy of Heaven. Like true men and courageous soldiers, sons of Britons, they received their orders with delight, and in a few days completed their preparations for the march. These were of the simplest kind. There was no road at all and no transports could accompany them. They took only what clothing and provisions they could carry, depending on merciful Providence to provide them with food and protect them from the inclement weather during a large part of the march. On February 11th, 1813, all being in readiness for the start, the 104th marched out of barracks encouraged by the cheers of the populace assembled to see them off. Everybody who had a sleigh or sled was at hand to help the regiment along on the first stage of their journey. But before many miles had been covered the roads became impassible, and the men had to leave this pleasant means of transport, buckle on their snowshoes and start their weary tramp through the forest. Major Drummond, who was in command of the regiment, was heartily cheered on by the band of citizens who had provided the transport service as he and his brave band of followers slowly defiled into the woods and out of sight. Referring to this wonderful march a contemporary writer has said: "This march, considering the season of the year and the character of the country traversed, must take its place amongst the greatest recorded in history. It is safe to say that such a march could not have been performed by any other men but the hardy forest pioneer of Northern America. The regiment reached Quebec as compact and perfect as when it left St. John, without losing a man. Arnold lost more than three hundred on the shorter route by the Kennebec and during a mild season of the year, yet Arnold's march has been lauded as a wonderful proof of the rigor of the continental troops in 1775, while the great march of the sons of the Loyalists is scarcely ever mentioned." The departure of the 104th left St. John bare of troops for a time, but it was not long until the New Brunswick Fencibles were reformed, recruits coming in from all parts of the provinces.

On their arrival at Quebec the 104th went into barracks where they remained until the early spring, when they were again on the march towards Kingston. This was a longer march than their first tramp, but under command of Major Drummond they accomplished it without loss and reached Kingston in good form. Here they remained until the misdirected attack on Sackett's harbor, thirty-five miles from Kingston. The attack was planned by Sir George Provost, commander in chief of the forces, who proved himself a thorough coward, and just on the eve of victory ordered the men to cease firing, and moved them back to the ships. One of the Union officers in command asked to be allowed to continue the attack, but Sir George told him to obey orders was the first duty of a soldier and ordered the men back to the boats. The American troops had been driven from their posts into the woods and there can be no doubt that the day would have been with the British had the fighting been protracted for another hour. James Lucas Yeo commanded the navy in the attack and he reported the cowardly conduct of Provost to the home government and a court martial was ordered. Only four companies of the 104th were engaged, but their loss in the fight was twenty-five killed and sixty-six wounded, a total loss of ninety-one out of 250 men engaged. The total British loss in the fight was fifty killed and 211 wounded. As only about 750 men were engaged on the British side the percentage of loss was unusually high, showing beyond a shadow of a doubt that the baptism of fire the 104th received was a terrible one. The commanding officer, in his report on the engagement, says of the colonial troops:

"The detachment of the 104th regiment, under Major Moodie; Captain McPherson's company of Glengarry light infantry; two companies light infantry, and two companies of Canadian voltigeurs, commanded by Major Hammot, all of them levies of the British provinces of North America, evinced most striking proof of their loyalty, steadiness and courage."

After the affair at Sackett's harbor, which took place the 27th of May, the 104th had the honor of being present at Beaver dam, ten miles from Kingston, on June 23rd, when a large part of the American General Dearbourn's troops surrendered to the British almost without fighting. The arrival of the 104th just previous to the capitulation of the Americans was a particularly fortunate incident, as the force to which the surrender was made was too small to properly take care of the prisoners. General Dearbourn was relieved of his command by congress because of this surrender. The next and the most important engagement the 104th had yet been in was the battle of Lundy's Lane. Meantime the command of the forces had passed to General Drummond, a commander of courage and experience. The soldierly manner in which he concentrated his troops effecting junctions between the different brigades within half a mile of Lundy's lane, won for him the respect and confidence of the men, and when they entered this memorable engagement the men were in the best of spirits. The 104th distinguished themselves by their brave conduct under the heavy fire of the enemy and fought side by side with some of the best regiments of the line with equal valor. The losses on both sides were heavy, but the victory was a decisive one for the British. Both Gen. Brown, the American leader, and Gen. Drummond were severely wounded. The battle was fought during the night of July 25th, 1814. A well known writer, speaking of Lundy's Lane, says:

"From whatever point of view it is considered, it must be canceded that Lundy's Lane was one of the most remarkable battles on record. 'Nothing could be more terrible,' says a report of the action, 'nor yet more solemn, than that nocturnal combat. The desperate charges made by the troops were followed by a death-like silence, broken only by the groans of the dying and the monotonous noise of the great cataract. Hardly could one discern by the help of the fitful light of the moon, the lines of soldiery, their arms gleaming faintly to the eye of the observer. Those intervals of silence, not unaccompanied by inquietude, were soon broken by the rolling of musketry, and the measured trampling of the Americans in their renewed charging, which were yet more firmly resisted than they were determinedly made.'"

After the rout of the enemy at Lundy's Lane they retired upon Fort Erie and immediately commenced strengthening its defences. On August 3rd two companies of the 104th, with four companies of the 41st, and one of the 89th, were sent out to destroy two American batteries at Black Rock, which were outposts of Fort Erie, but the attempt failed. The assault on Fort Erie occurred ten days later. In this ever-memorable event the 104th took a prominent but fatal part, their commanding officer, Lieut. Col. Drummond, being numbered among the dead. The reasons why this assault failed are familiar to every school boy, and do not reflect credit on the American commander Garries. The bravery and determination of General Drummond and his legion of British and colonial troops in two or three subsequent engagements caused the evacuation of Fort Erie on Nov. 5th, leaving the British masters of the country. Soon after came peace, and the brave band of New Brunswickers who had gone forth to fight for their country returned to their homes, reduced in number, but proud in their consciousness of having contributed their quota toward the defeat of the enemy.

CHARLATANS AND QUACKS

Have long plied their vocation on the suffering pedals of the people. The knife has pared to the quick; caustic applications have tormented the victim of corns until the conviction shaped itself—there's no cure. Putnam's Painless Corn Extractor proves on what slender basis public opinion often rests. If you suffer from corns get the Extractor and you will be satisfied. Sold everywhere.

Dr. Emdee—"And you say you haven't touched the medicine I gave you?"

Quigley—"No; the bottle said to shake well before using."

Dr. Emdee—"What had that to do with it?"

Quigley—"I have been waiting to shake."

OYSTER PLANTING.

How the Natives are Bred on the shore of Chesapeake Bay.

When the Chesapeake oysterman has put away the tongs, and dredge, tied up his boat and balanced his books in the spring, he immediately turns his attention towards laying out new parks or rehabilitating the old ones, says the Philadelphia Times. The close of the season for oysters in the Chesapeake bay and its tributaries is from April 15 to September 15, and there is a vast amount of work to be performed ere the tongman or dredger can again hoist sail on his pungy or canoe and offer his cargo for sale in the city markets.

It has been a matter of great concern among the authorities regarding the depletion of the oyster crop in Chesapeake waters by overdredging or through other sources of apparent destruction. But the enactment of wise laws from time to time and the rigid enforcement of the same have in a measure checked the wanton annihilation of the oyster parks, and thus, while many new ones have been laid out, the old ones have had time to recuperate.

The law prohibits the taking of oysters on Sunday or at night, and during the close season not more than five bushels per day are permitted to be be taken, and no oysters in the shell are allowed to be sold outside the boundary of the state of Maryland.

A park consists of five acres of marine territory, which may be selected by any native first taking out a license for the same, at any convenient point, so as not to interfere with or obstruct navigation. The place usually selected is in the quiescent waters of some cove or creek, and if for tonging purposes, in shallow waters and upon as hard a bottom as it is possible to secure. Owing to the remarkable fecundity of the oyster two or three years is sufficient to afford a paying park. The sandy bottom is first covered with several loads of oyster shells, which are spread about evenly, to which the spat may adhere in the process of generation.

The old parks are carefully gone over with a light rake in order to remove the weeds and the accumulation of other foreign substances, and clay pipes, old shoes and pieces of chain have been taken up to which adhered from fifty to sixty young fry all the way from the size of a three-cent piece to a silver quarter. This raking also has a tendency to break up the density and compactness of the oysters and affords them greater facility to to attain their natural shapes—the elongated shell, known in oyster parlance as the "cat's tongue," deriving this abnormal shape from the fact that compression prevents its expanding properly during its growth, and many curious freaks in shape of shell are in the museums, caused by negligence and failure to relieve this density at the proper time.

The spawn of the female is reputed to produce over one million young, and it is during this period that the oyster has a very thin, dark appearance. It is said that if all the spat should mature the creeks and coves would be one vast mine of oyster shells several feet in thickness. But from the time this spat ascends to the surface until it finally increases in size and weight and settles down to the bottom again, it has to encounter many difficulties, for, floating about aimlessly on the surface like a great roll of white ribbon, a great part of it is destroyed by storm or by adhering to overhanging tree limbs, or being eaten up by fish, and even after it has found a resting place on the old parks and developed into the tiny oyster it is still pursued by its relentless enemies, the starfish and periwinkle, the latter boring through the tender shell and sucking out the oyster. In midsummer this spat may be seen drifting about far out on the waters of the Delaware and Chesapeake bays, and has frequently been the object of great curiosity among excursionists.

An old native at Roaring Point, who was preparing to go out to his park, was asked what he thought of the reports concerning the depletion of the oysters in the Chesapeake bay, removed his pipe from his mouth, and, with a smile, said:

"If the authorities enforce the law as they have been doing and the people give more intelligent attention to the cultivation of the oyster it will be very many years yet before the tongs or dredge fail to take up an oyster in these waters. Why, bless me, I've have no doubt there are beds today where this drift spat has settled that have existed for years in spots under the waters of the bay that we know nothing of."

KEEP YOUR SHOESTRINGS TIED.

The low, summer shoe once more graces the pretty foot of the summer girl, and the sound of trailing shoestrings is again heard in the land. When I walk down Fifth avenue in the wake of a young woman in trim tailor made gown or dainty combination of lace or muslin I hear the swish of strings and the tinkle of lines on the pavement rising and falling with each movement of the slim, arched foot.

As she glances uneasily and furtively about her and, when she is quite sure no one is looking, quickly stoops and re-adjusts the offending tie, my manly heart is stirred with a desire to show her how she may make that tie more lasting than friendship or even matrimony.

It was a very pretty lady who initiated me into the secret of this tie, warranted to hold. Shall I ever forget that she tied my shoe one day on the ocean sands to make the process more clear? I think I may say that had I received a thousand volts of electricity the shock would have been mild to that I experienced. She has since given me the right to tie her shoe for all time, and I have had the practice that makes perfect.

The simple mystery is this: Proceed exactly as if you were about to tie an ordinary bow knot, but before you draw it up pass the right hand loop through the knot; give a steady and simultaneous pull on both loops, and you may tread the sands of time or the ocean beach all day and waltz into the wee sma' hours of the next and that shoestring will never trip you up. In untying be sure to pull the right hand line and the string will readily unloosen, but if you pull the other you will find it as hard to unfasten as some hastily-tied matrimonial knots.—New York Herald.

"HOW TO CURE ALL SKIN DISEASES."

Simply apply "SWAYNE'S OINTMENT." No internal medicine required. Cures tetter, eczema, itch, all eruptions on the face, hands, nose, &c., leaving the skin clear, white and healthy. Its great healing and curative powers are possessed by no other remedy. Ask your druggist for SWAYNE'S OINTMENT.

IN CASE OF A DOG'S BITE.

Pasteur's American Representative Tells What You Should do.

If you are unfortunate enough to be bitten by a dog, waste no time in ending for a physician. But the wound requires instant attention, writes Dr. Paul Gibier in the August Ladies' Home Journal. First wash it immediately with clean tepid water. If this is not readily obtainable, clean water of any temperature will answer. This will do until a physician arrives. If you should be so situated that a physician cannot attend you, then act:

After flushing out the wound with clean water, apply by means of a glass dropper, a powerful antiseptic. I regard peroxide of hydrogen (medicinal) as the best compound.

Don't cauterize. In my opinion it is a needlessly painful operation, and it is very seldom accomplished soon enough to prevent the hydrophobic infection from taking place.

Having applied the antiseptic (peroxide of hydrogen) to the sore, take care not to remove the white foam that will de generated. Let it remain until it disappears, which will occur in a few minutes. This being done, a compress of absorbent cotton soaked in the peroxide of hydrogen should be laid over the sore, with an overcovering of oiled silk.

Twice every day the wound should be dressed in the same manner with the exception that the peroxide of hydrogen instead of being used full strength, should be diluted, half and half with clean water—tepid or filtered water being preferable.

The subsequent treatment depends on the condition of the dog that inflicted the wound. Don't kill the animal unless it shows evident symptoms of hydrophobia. Have it placed securely in a safe place. If, at the expiration of one week, or not more than two weeks, it has not shown any abnormal symptoms, the patient need have no fear.

If, on the contrary, the animal sickens and dies, the patient should be treated by the Pasteur method as quickly as possible. The sooner the better. At the same time the contents of the dog's stomach and a portion of the spinal marrow, in glycerine should be sent to the Pasteur Institute, No. 178 West Tenth street, New York city, where experiments may decide whether the animal died with hydrophobia or not.

Should the animal have been shot or otherwise killed, it is advisable that the patient should submit at once to the Pasteur treatment, for two reasons; first because it is harmless; second, because its efficacy has been proved beyond a doubt, over fifteen thousand persons having been inoculated since Pasteur's discovery.

In case the animal remains in good health it is unnecessary that the patient submit to inoculation.

GROWTH OF THE FACE.

During the past year investigations upon the physical growth of children have been conducted in the Worcester schools. The preliminary tables on the growth of the female face bring out some facts of considerable interest. There seem to be three distinct periods, the first ending about the seventh year, and the third beginning about the fifteenth year. A striking peculiarity is the seemingly abrupt transition from the types of one period to those of the succeeding. The sudden disappearance of the lower widths of face, and the equally sudden appearance of the types of the succeeding period, e. g., the sudden shooting up of the widths to almost adult dimensions at about the age of 8 or 9, offset by the equally sudden disappearance of the distinctively childish characteristics at the age of 11. These peculiarities also appear at the age of twelve and fourteen respectively are reached, and then a very rapid development of each individual to her proper position in the series. This Axel Key found also to be true with respect to the total height of the Swedish children observed by him.

In the second period many of the forms are already adult, and if not at their fullest development, have very nearly approached it. From the fifth to the tenth year inclusive the growth is somewhat slow, about 6.5 millimeters in all, but for the next four years, the period of adolescence, the growth is 6.2 millimeters. From the fourteenth year on there is very little advance, the maximum seemed to be reached at about 128 millimeters in the twentieth year. On comparing this growth with that of the male face some differences are noticeable. The male face is, with perhaps a single exception, larger for the same period of life, and for the same years it appears to grow more rapidly and continues to grow later in life. Massing the cases after twenty, the advance is seen to be far beyond the breadth attained at nineteen, rising to about 138 millimeters. At about nine years the two types approach very near, and it is not at all unlikely that, as found in the case of height by Bowditch in Boston and Peckham in Milwaukee, the female face may for a short period become the broader. Further investigations will be required to determine this point, the present investigation having been made on not more than twenty-five hundred persons, including both sexes.

THE MUSICAL LIZARD.

When in Switzerland, two years ago, writes a correspondent, I made the acquaintance of some lizards living in the crevices of one of the sunny walls of our garden. As I had somewhere heard that lizards have a good ear for music, I resolved to prove the fact; so one afternoon, armed with a small musical box, I wended my steps to their tomato-covered home. Before I had finished the first tune a considerable audience had collected, an audience it was a pleasure to play to, for the lizards were far more attentive than most human beings. Out peered head after head, a little on one side, in a listening attitude. I gave my little friends a musical entertainment (varied by whistling) nearly every day, and before long they got much bolder, and would venture right out of their holes and lie motionless on the broad ledge of the wall, their bright black eyes closed as a rule, but opening now and then to give me a lazy wink of enjoyment.

When you're lanquid and dull in the spring of the year,
When stomach and liver are all out of gear,
When you're stupid at morn and feverish at night,
And nothing gives relish and nothing goes right,
Don't try any nostrum, elixir, or pill,—
"Golden Medical Discovery" just fills the bill.

The surest and best of all remedies for all disorders of the liver, stomach and blood, is Dr. Pierce's Golden Medical Discovery.

REVEALED BY A DREAM.

The Body of a Man, Missing for Over Year, Discovered Through Dreams by his Wife.

The sudden death of Mrs. Ellen Short, of Jamaica, L. I., and the result of the investigation of a vision which she claimed appeared to her, have cleared up a mystery which has puzzled the resid