

SHAVED A DEAD MOONSHINER.
The Job Tendered a Travelling Man by the Friends of the Dead Man.

'It was in Tennessee,' said the travelling man, 'it happened on one of those back country roads which I was travelling on my way to a town where I had a fine list of customers. The night was closing in, and I was wondering how long it would take me to reach a place where I could spend the night. I knew that I was among the moonshiners, for the jug on the stump with the money under it was in evidence along the road. I had no thought of being molested in that country, where the only warfare is against the revenue officers, and no one would have suspected me of complicity with the Government.

'A slight noise startled my horse, and I leaped out of the buggy to look into the chamber of a revolver. At the same time I saw two figures, one on each side of me, and checking my horse, I tried to assume a bravado I was far from feeling as I asked:

'Well, gentlemen, what is your will with me?'

'You can imagine my surprise when a boyish voice asked:

'Kin you shave yourself?'

'I answered that I always shaved myself. Without lowering his revolver, he looked across me to his pal on the other side.

'He-uns will do Jim. Hop in an' I'll lead the horse.'

'Having made up my mind not to be dragged off in any such ignominious manner, I said:

'If you are going to shoot me I suppose I must give up my life, as I am unarmed. If it is money you want I—'

'Tell him Jim' said the one who was leading my horse.

'You won't be killed nor robbed nor nothin', if yer don't try ter give us the slip. Sht your mouth now, mister, an' you'll know more right soon.'

'We must have gone a mile before we came to a turn in the road that brought us out in front of a cabin much larger than any I had seen that day in my travel. A woman stood at the door crying.

'Hev yer foun' somechik, boys?' she asked, anxiously.

'Yep, morn, an' he'll do the job up slikt 'thout askin' much pay.'

'I wondered if I was to be compelled to murder some one. The boys were beardless mountain loafers—I had met their type often, but I never knew them to be desperadoes.

'I was shown into the cabin by the woman, one of the boys following with the revolver while the other waited to fasten the horse to a scrub oak. I saw a figure stretched on a settle, and the idea flashed into my mind that I was mistaken for a doctor.

'I am not a medical man,' I began to explain, when the woman cut me short.

'You uns'ud a been ten late ef you uns was a doctor. He passed outen afore daylight, an' it's nother kind of job we want- hev done. Yer tee, we uns is goin' tew hef the biggest luvy evah was in these yearh palks, an' we wanter hev the ole man shaved foh the first time, an' there ain't a man nowhira aroun' as shaves hisself or ennybody else.'

'The revulsion of feeling which came over me was not altogether pleasurable, for I did not fancy the idea of playing barber to a dead man, but when I looked at the cadaverous countenance and tangled gray beard of the deceased I felt a sort of professional pride in making him look more like a mortal being and less like a wolf. I had always been an abstainer from strong drink, but I filled up on crude spirits that would have killed me on an ordinary occasion, and tackled my silent customer with a feverish and hysterical alacrity. This was in part due to the close proximity of the two boys and their revolvers. But as soon as I had the old mountaineer shaved the revolvers were laid aside and I was treated with the utmost hospitality. The work itself had not been half as gruesome as I had imagined, and I had to fight a ludicrous temptation to pour some improvement over himself when alive—as I judged by the family lingo—that I wanted to ask him to look in a mirror. I declined the fee tendered me by the boy Jim, and supplied with a jug of moonshine whiskey, I was set in the right road and permitted to leave.

'I found it true that in all that community not a man had ever been shaved, and it was only in deference to a whim of the old mountaineer, expressed on his deathbed, that he was made such a curious exception. I did not mention my part in the transaction until I was far beyond that country line, for I was not sure that a precedent being set, they might not again demand my services, and another salesman has that route.—Chicago Times Herald.

Which Was Right?

'Every increase of noble enthusiasm in your living spirit shall be measured by the reflection of its light upon the work of your hands,' said the greatest of English art critics. Which of the two men in the following story, taken from a recent book 'On Southern English Roads,' possessed more of that sympathy that should characterize the true artist, may be left to readers of the Companion to judge:

An American artist was painting in com-

pany with a famous English art critic and author; and whilst the art critic sat down with delight to draw an old tumble-down chalet, whose bent roof and sunburnt wooden walls were full of subtle curves and wonderful hues, mixed with soft gray shadows, the American artist was content to sit idly by. After awhile the critic exclaimed:

'Why don't you paint that lovely old chalet? It is as beautiful as a dream in color and form!'

The American's answer was curious.

'Well, I don't see the beauty in it that you do. The roof suggests wet coming in; the walls suggest draughts and chills and misery for its inmates. The whole place suggests painful poverty. I can't paint it! I don't see any beauty in the decay that causes human suffering.'

BLOWN UP.
How the Artist Tried to Extinguish Fire in a Chimney.

A Scotch journal says that a certain well-known painter went to a seaside village to paint a picture, and put up at a small public house.

One day, while in his room, he heard a commotion, and on running down-stairs found that the chimney was on fire. Two or three men were trying to put out the flames by sweeping the soot down with brooms, but the blaze was too high to be reached in this manner.

Seeing their want of success, the painter caught up a thick mat, ran with it to the roof, and climbing up the stack chimneys placed it on the top of the one that was on fire. His idea was, of course, to obstruct the draft.

It happened that a stiff breeze was blowing, and as the mat was in danger of being blown off, the artist sat on it to hold it down. He was just comfortably seated when he found himself lifted bodily and landed upon the tiles of the roof.

What had happened? That was more than he could imagine till he went down stairs. No one knew that he had gone aloft, and when the landlord saw that sweeping down the soot was ineffectual, he tried the old-fashioned remedy of lighting a charge of gunpowder. That it was that removed the soot, but the mat and the painter. Fortunately, the painter was not badly hurt.

ANEKED CORRECTION.
He Made the Necessary Correction but was Still Wrong.

At a recent gathering of the pioneers of Spokane, Washington, some stories were told of the ancient history of the place—which dates back to the remote epoch of 1870. One of them related to the first stand made against illiteracy in the settlement.

Mr. Hyde was marshal of the town, and Mr. Gilliam was deputy-sheriff. The marshal impounded a stray bull, and put up this public notice:

'I have this day impounded one read bull. Owner will please call and pay charges and get the bull.'

The deputy-sheriff, who is said to have been an opponent of the marshal, came along and read the notice, with its misspelled word.

'It is a disgrace to the town that such illiteracy should appear in a public document,' he said. Then, exercising the authority of the county, he tore down the notice, and substituted the following in its place:

'I have this day impounded one red bull. Owner will please call, pay charges, and get the bull.'

This 'boob' ought to become a classic in the history of Spokane.

OLD WAR HORSE.
A Grand Army Man Crosses Swords With Heart Disease and Wins a Glorious Victory With the Aid of Dr. Agnew's Cure for the Heart.

Dr. Agnew's Cure for the Heart can not be over estimated, says H. M. Musselman, a well known G. A. R. man of Weisport, Pa., and he continues: 'My ailments were palpitation and fluttering of the heart. I used two bottles of your valuable cure and feel like a new man. I have taken bottles and bottles of other medicines without help. I introduce it to my friends at every opportunity possible. It is a great medicine. Inside of 30 minutes after the first dose I had relief.'

BORN.

Pictou, July 4, to wife of Rev. G. Carson, a son.

Amherst, July 6, to the wife of Arthur Leaby, a son.

Blomidon, July 4, to the wife of Joseph Green, a son.

Halifax, July 7, to the wife of Roderick McColl, a son.

Bear River, June 25, to the wife of W. W. Clarke a son.

Parbro, July 10, to the wife of F. Lawson Jenks, a son.

Buctouche, June 23, to the wife of James Johnston, a son.

Truro, June 29, to the wife of H. L. Doane, a daughter.

Amherst, July 6, to the wife of Joseph Cormier, a daughter.

Port Maitland, July 3, to the wife of Justin Ellis, a daughter.

MARRIED.

Truro, June 30, by Rev. T. A. Blackard, Wilson Bowers to Katie McKee, a daughter.

Halifax, N. W., July 8, to the wife of W. E. Castens a daughter.

Parbro, June 28, to the wife of Archibald Alexander, a son.

Buctouche, July 6, to the wife of Michael McLaughlin, a daughter.

North Sydney, June 24, to the wife of W. F. McKensie, a daughter.

Indianapolis, Ind., July 4, to the wife of F. A. Dickie a daughter.

Sag Harbor, N. Y., July 6, to the wife of Rev. G. T. Lewis, a daughter.

Tusket Wedge, June 24, to the wife of Constant Donette, a daughter.

DIED.

St. John, July 10, David Dixon 73.

Barrington, July 4, Mrs. Kenn 97.

Halifax, July 9, Thomas Mahar 66.

Mill Village, June 29, Louis Naas 66.

Middlefield, June 29, George Minard 66.

New Glasgow, July 6, Robert Brown 63.

Annapolis, June 23, Arthur A. Marshall.

Hill Grove, July 3, Mrs. Thomas Bell 69.

Wesleyville, July 7, Mrs. Proctor White 35.

Bawdon, June 23, Mrs. Samuel Meek 90.

Yarmouth, June 23, Capt. Louis Donette.

Albert, N. B., July 3, Alphonso Durning 21.

Truro, July 3, Mary E. wife of H. Tremaine.

Loch Lomond, June 26, Kenneth Morrison 70.

Dr. Blair 40.

Campobello, June 28, Mrs. Eliza Matthews 33.

Mosher River, June 20, Capt. George Fraser 72.

Canada, June 27, Mary J., wife of John Horton 82.

Kincardine, N. B., June 28, Mrs. Margaret Burns 87.

Osnow, July 3, Matilda, widow of Jas B. McNutt 76.

Tusket Wedge, June 26, Mrs. Euphrasie Pothier 99.

Harbor Bouche, June 23, Daniel Oldham Crowley, 80.

Walsfield Mass., June 23, Jeremiah Le Fave of Yarmouth.

Hyde Park Mass., July 5, John Connell of Nova Scotia, 85.

Mosher River, June 15, the infant child of Edward Safford, N. S., July 6, Mary, widow of Nathan Harris 82.

French Village, July 6, Belle, daughter of James Crocher.

Digby, July 11, Charlotte wife of H. F. Coombes of St. John 48.

Barney's River, July 4, Lauchlan, son of the late Dr. Blair 40.

Canning, June 23, Julia A., widow of Geo. M. Newcomb, 80.

Starling, Kansas, June 21, Dradford L. Mood of Yarmouth 43.

Clyde River, June 26, Rosanna, widow of Henry Sutherland 87.

Dartmouth, July 10, Martha J. daughter of the late William Foster.

Harmony N. S., July 1, Elspensa, daughter of George Crowell 19.

Mabou Coal Mines, June 17, Charles, son of Archibald McDonald 18.

Parker's Cove, June 21, Flora B., child of Mr. and Mrs. Allen Wade 8.

Sprague's Mills, Me., July 4, Annie M., daughter of James H. Kinney 23.

St. John, July 12, Esary G. son of Mr. and Mrs. Cardis Wales, 2 months.

Cardis Wales, June 11, Margaret, child of Mr. and Mrs. F. A. Cornish 8.

St. Stephen, July 2, Alice R. daughter of Mr. and Mrs. R. A. Doane, 2 months.

Inverness, U. B., June 30, Annie M., daughter of Mr. and Mrs. Alex. McLaughlin 14.

Baby's Own Tablets "FOR BABY'S SAKE"

A Mild and Effective Purgative—Regulates the Stomach and Bowels—Reduces Fever—Breaks Colds—Expels Worms—Check Diarrhoea—God While Teething—Cure Colic—Produces Sleep—As Pleasant as Candy and as Easy to Take—Harmless as Sugar—Absolutely Pure—Mother's Help and Baby's Own Powder in the Nursery.

THE DR. HOWARD MEDICINE COMPANY, BROOKVILLE, ONT.

STEAMBOATS.

1897.

The Yarmouth Steamship Co. (LIMITED).

For Boston and Halifax, Via Yarmouth.

The Shortest and Best Route between Nova Scotia and the United States. The Quickest Time, 15 to 17 Hours between Yarmouth and Boston.

4—Trips a Week—4

THE STEEL STEAMERS

BOSTON and YARMOUTH

UNTIL FURTHER NOTICE.

COMMENCING June 30th, one of the above steamers will leave Yarmouth for Boston every TUESDAY, WEDNESDAY, FRIDAY and SATURDAY evening, after arrival of the Express train from Halifax.

Returning, leave Lewis wharf, Boston, every MONDAY, TUESDAY, THURSDAY and FRIDAY at 12 noon, making close connections at Yarmouth with the Dominion Atlantic Railway to all points in Eastern Nova Scotia, and Davidson's Coach lines, and steamers for South Shore Ports on Friday morning.

Stmr. City of St. John,

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

Steamer Alpha,

Leaves St. John, for Yarmouth every TUESDAY and FRIDAY afternoon, returning, leave Yarmouth every MONDAY and THURSDAY, at 3 o'clock p. m. for St. John.

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

W. A. CHASE, J. F. SPINNEY, Agent
Secretary and Treasurer. Lewis Wharf, Boston.
Yarmouth, N. S. June, 23rd 1897.

International S. S. Co.

THREE TRIPS A WEEK

BOSTON.

COMMENCING May 31st, the Steamers of this Company will leave St. John for Eastport, Lunenburg, Portland and Boston every

Monday, Wednesday and Friday

morning, at 8:00 o'clock, standard. Returning, leave Boston every Monday, Wednesday and Friday morning at 8:45 o'clock, and Portland at 10 a. m. Connections made at Eastport with steamer for St. Andrews, Calais and St. Stephen.

Freight received daily up to 6 o'clock.

C. E. LAECHLER, Agent.

STAR LINE STEAMERS

For Fredericton

(Eastern Standard Time.)

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

A steamer of this line will leave Indiantown every Saturday night at 6:30 p. m. for Wickham and intermediate landings, returning Monday morning, leaving Wickham at 8 a. m., arriving at Indiantown at 8 a. m., until further notice; one leave. Return tickets, good for morning or afternoon boat on Monday. No return tickets less than 40c.

GEORGE F. BAIRD, Manager.

On and after Thursday, July 8th,

The Steamer Clifton

will leave Hampton for Indiantown.....

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

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

CAPT. R. G. EABLE, Manager.

HOTELS.

THE DUFFERIN.

This popular Hotel is now open for the reception of guests. The situation of the house, facing as it does on the beautiful King Square, makes it a most desirable place for visitors and business men. It is within a short distance of all parts of the city. Has every accommodation. Electric cars, from all parts of the town, pass the house every three minutes.

E. LEBOL WILLIAMS, Proprietor.

BELMONT HOTEL

ST. JOHN, N. B.

Directly opposite Union Depot. All modern improvements. Heated with hot water and lighted by electricity. Baggage to and from the station free of charge. Terms moderate.

J. SIMS, Prop.

QUEEN HOTEL,

FREDERICTON, N. B.

J. A. EDWARDS, Proprietor.

Fine sample rooms in connection. First class Livery Stable. Coaches at trains and boats.

RAILROADS.

Intercolonial Railway.

On and after MONDAY, the 7th September 1896, the trains of this Railway will run daily, Sunday excepted, as follows:

TRAINS WILL LEAVE ST. JOHN:

Express for Campbellton, Fugwash, Pictou and Halifax.....7.00
Express for Halifax.....12.30
Express for Sussex.....16.40
Express for Quebec and Montreal.....17.10
Suburban Express for Robbsey.....20.48

Passengers from St. John for Quebec and Montreal take through Sleeping Car at monoton at 20.10 o'clock.

TRAINS WILL ARRIVE AT ST. JOHN:

Express from Sussex..... 8.30
Express from Montreal and Quebec (Monday excepted).....10.30
Express from Moncton (daily).....10.40
Express from Halifax, Pictou and Campbellton.....15.30
Suburban Express from Robbsey.....21.30
Accommodation from Moncton.....24.30

The trains of the Intercolonial Railway are heated by steam from the locomotive, and those between Halifax and Montreal, via Lewis, are lighted by electricity.

All trains are run by Eastern Standard Time.

D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 3rd September, 1896.

Cheap Excursions

TO THE

CANADIAN NORTHWEST

—VIA THE—

CANADIAN PACIFIC RY.

SECOND CLASS RETURN TICKETS on sale June 28, July 8, and July 19 only, good for return within 60 days, at the following low rates, viz., to:

Deloraine and rel. " Regina & rel. " } \$30
Estevan " " Moosejaw " }
Yorkton " " " }
Jincah " " " }
Moosemin " " " } \$35
Dunsmuir " " Calgary " }

Red Deer and Edmonton and return, \$40.

The WINNIEPEG EXHIBITION will be held from July 19 to 24, and should be a great attraction to agriculturalists.

Further particulars of your nearest Ticket Agent or of D. P. A., C. P. R., St. John, N. B.

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

Dominion Atlantic Ry.

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

Royal Mail S.S. Prince Rupert,

DAILY SERVICE (Sunday excepted.)

Leave St. John at 7:00 a. m., arr Digby 9:30 a. m.
Leave Digby at 1:00 p. m., arr St. John, 3:30 p. m.

EXPRESS TRAINS

Daily (Sunday excepted.)

Leave Halifax 6:50 a. m., arr in Digby 11:55 a. m.
Leave Digby 12:05 p. m., arr Yarmouth 2:40 p. m.
Leave Halifax 8:00 a. m., arr Digby 12:40 p. m.
Leave Digby 12:45 p. m., arr Yarmouth 3:00 p. m.
Leave Yarmouth 7:15 a. m., arr Digby 9:58 a. m.
Leave Digby 10:05 a. m., arr Halifax 4:50 p. m.
Leave Yarmouth 8:30 a. m., arr Digby 10:30 a. m.
Leave Digby 10:25 a. m., arr Halifax 5:30 p. m.
Leave Annapolis 7:00 a. m., arr Digby 8:30 a. m.
Leave Digby 4:45 p. m., arr Annapolis 6:06 p. m.

Pullman Palace Buffet Parlor Cars run each way daily on express trains between Halifax and Yarmouth and Halifax and Annapolis.

Staterooms can be obtained on application to City Agent.

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

W. R. CAMPBELL, Gen. Man'gr.
K. TUBERLAND, Superintendent.

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Dominion Express Co's Money Orders

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General Express Forwarders, Shipping Agents and Custom House Brokers.

Forward Merchandise, Money and Packages of every description; collect Notes, Drafts, Accounts and Bills, with goods (C. O. D.) throughout the Dominion of Canada, the United States and Europe.

Special Messengers daily, Sunday excepted, over the Grand Trunk, Quebec and Lake St. John, Quebec Central, Canada Atlantic, Montreal and Sorel, Napanee, Tamworth and Quebec, Central Ontario and Consolidated Midland Railways, Intercolonial Railway, Northern and Western Railway, Cumberland Railway, Chatham Branch Railway, Steamship Lines to Digby and Annapolis and Charlottetown and Summerside, P. E. I., with nearly 600 agencies.

Connections made with responsible Express Companies covering the Eastern, Middle, Southern and Western States, Manitoba, the Northwest Territories and British Columbia.

Express weekly to and from Europe via Canadian Line of Mail Steamers.

Agency in Liverpool in connection with the forwarding system of Great Britain and the continent.

Shipping Agents in Liverpool, Montreal, Quebec and Fortland, Maine.

Goods in bond promptly attended to and forwarded with despatch.

Invoices required for goods from Canada, United States, and vice versa.

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THE DUFFERIN.

This popular Hotel is now open for the reception of guests. The situation of the house, facing as it does on the beautiful King Square, makes it a most desirable place for visitors and business men. It is within a short distance of all parts of the city. Has every accommodation. Electric cars, from all parts of the town, pass the house every three minutes.

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