

THE TRIP TO THE HUB.
LITTLE THINGS THAT ATTRACT ATTENTION ALONG THE ROUTE.

Sailing Up Boston Harbor in Steamers that are Known to Everybody—Lying off Eastport, and What is Seen There—St. John and Boston Coaches.

No steamers that sail into Boston harbor get a better reception, numerically, than those of the International line. Commercial wharf, certainly, does not present the lively scene witnessed at Reed's point, when the steamers arrive, which usually impresses visitors with the idea that there is a distinguished personage or a brass band on board; but this has nothing to do with it, for only the ordinary number were on hand when Miss Muller, the 865 pound "fat lady" arrived last Saturday. However, there is always a large crowd awaiting the arrival of the International steamers at Boston, and the faces on the wharf are usually familiar to the provincialists on board.

But it is not only the Americanized provincialists that are interested in the International boats. They always receive more than a passing glance as they steam into port, for the State of Maine and Cumberland are the finest steamers that run into Boston. Everybody knows them, even at a distance. They are the only side-wheel steamers entering the harbor that boast of more than one smoke stack. This is quite a distinction.

Sailing up Boston harbor one is impressed with the number of steamers of all sizes coming from and going to the different pleasure resorts and neighboring towns and cities, while at the wharves there is always more or less of a "whiteness," that tells of sidewheel boats long before one is near enough to read the names. But of all these, the big boats that run between Boston and St. John take the palm. In them from one to three hundred people make themselves at home every day, and they find it the easiest matter in the world. There is plenty of room to move about, and always lots of company, while the surroundings are as attractive as it is possible to make them. So elegantly fitted up and comfortable are the saloons that it is hard to believe that one is on the water, except he leaves the wharf with the avowed intention of keeping this fact in mind, and speculating on the probabilities of an interview with Mr. Neptune. And it is seldom other than these passengers who have any experience with his lordship, except a few over-courageous persons, who pay no attention whatever to diet, and have to take the consequences. Even in the roughest weather there is very little motion on the steamer.

There are always a number of persons on board who are well acquainted with the coast, and it is amusing to notice how quickly the information imparted by these favored ones becomes general. Between Eastport and Thatcher's Island, the general topic of conversation is the weather; and the prospects for a "good run" are discussed. But when Thatcher's Island comes in view in the early morning, all hands watch the two tall light houses until the steamer is directly opposite them, and by that time everybody on the boat knows that they are passing Thatcher's Island, and in two hours will be on terra firma.

From that time, the saloon has few attractions. Everybody is on deck, and the man who has "been there before" has his hands full. He is usually agreeable, however, and all ears are open, but when he is somewhat of a joker there are generally a number of incredulous-looking persons gazing at him through the corners of their eyes. For instance, it is hard to believe that those houses on the island are the summer resorts of certain Bostonians, but when the additional facts of their being the guests of the state is furnished, all understand that we are passing Deer Island, with its high brick buildings, extensive farm lands and men in uniform who work them for their bread.

On a Sunday morning the sail up Boston harbor is full of interest. The yachts are out in force, each and every one of them with a man hanging over the bow, and another with a small tin horn and an extraordinary amount of surplus wind; excursion steamers bound for the beaches shoot past with their decks crowded; and a diminutive steam launch lets off steam through an apology for a whistle. Alongside a large ocean tramp lies the little quarantine boat with its yellow flag, while the decks of the steamer swarm with copper colored foreigners in gaudy clothing, which invariably tells of Italy, and suggests more stalls heaped with damaged fruit; hand organs, "monks," "Comrades" and "Annie Rooney." All these and many more things of interest hold the attention, till the state house dome, the large grain elevators, the long pier at City point, and the lofty Ames and Exchange buildings force themselves upon us, and it is time to prepare for landing.

The extent of these preparations is always greatly over-estimated, and the favorite amusement of the passengers for fifteen or twenty minutes, is standing before the door like a crowd at a theatre box office, with a valise in one hand, boxes and parcels of all shapes and sizes in the other, and running into the umbrella of the "wise man" who always carries his umbrella on a fine day.

There are people who say that Boston is ahead of St. John in every way. On one point all must agree with them, and that is in regard to the coaches. The Boston cab drivers, with their dissipated looking silks hats, ornamented with numbers; and long tailed "shaver" buttoned, and much worn coats, look like stage toughs or low comedians, and without doubt present the most dilapidated appearance of any set of cabmen in the country. But they are better than those which greet the unwary traveller at St. John. In Boston he is in no danger whatever. If he says he doesn't want a cab, the driver believes him, and tries someone else. He shows no disposition to run off with a valise, or pull a passenger's arm out at the socket. Yet the Boston cabmen are hustlers, and although

THE GREAT NUMBER OF CURES EFFECTED BY

their style is somewhat different from that acquired by St. John's coachman-humorist, "Billy" McCarty, they never miss a passenger in soliciting fares. They haven't much room to spread themselves between the buildings and the wharf, where the boats lie, but I saw an enterprising cabby recently, in full uniform walk the log along the edge of the wharf in excellent time with the boat, while it was moving in, and solicit every individual who stood in the doorway on the lower deck, by singling them out with a chaotic glow that seemed closely related to his hat, to judge by its dissipated appearance.

All this, however, is only at one end of the trip. Coming to St. John, Eastport is to the passengers what Thatcher's Island is going west. When the boat is moored at Eastport everybody knows that we are four hours sail from St. John. And the arrival at Eastport is as full of interest as going into Boston. On a fine summer day the sail up between Campbell and the main land is delightful; the green fields, the rugged grandeur of the rocky coast, the bustling little town, and the information furnished by those "who know you" is always listened to with eagerness. On one point Americans never want any information, and that is as regards the identity of the steamer that leaves the wharf at Eastport.

"That's the Rose Standish," is heard on every side. "Wait until she comes near, and see if it isn't." And it undoubtedly is. The little boat that runs to Calais is remarkably well known, and as she steams alongside to receive freight from the big International boat, she is always greeted by a number of old acquaintances, who used to know her when "she run down to Nantasket beach." They all know her history, and some wonder that her name was not changed. What a number of people would be disappointed if it had been!

A blind man could steer a vessel into Eastport. There can be no mistaking the place, for its leading industry at all times makes itself strikingly apparent, or forces itself upon you, as it were. As the steamer nears the wharf, the man who wanted to know "if that was Eastport?" when we passed Lubec, felt ashamed enough to commit suicide by suffocation. Apart from its atmospheric sign board, Eastport is about as fine a little town of its size as one meets in a long journey. It has a lively appearance at all times, and on a windy day, when the dust is thick, and nearly every store keeper is out "laying" it with a hose, it presents a scene of more passing interest.

Eastport's system of watering the streets illustrates in a small way a trait in the American character, that is found to a greater extent in larger cities, and one which Canadians might imitate with profit. One notices every where the pride which the Americans take in their country and more particularly the city in which they reside. Unlike the majority of Canadians, they do not wait for, or expect, the state or municipality to do everything that is to be done, but each individual seems always willing to beautify and work for his native place, no matter in how small a degree, whenever the opportunity presents itself, and to come back to Eastport—does not wait for the city to furnish a watering cart, while the dust spoils his stock, or shuts it from the public view by locating on his plate glass windows.

Eastport is a bustling little town and those who go ashore while the steamer is taking in freight cannot help being pleased with all he sees—but I will not refer to his other senses.

The Indians in the company's warehouse, however, are a lazy looking crowd to be found in such a bustling community, and I could not help wondering how they ever managed to exert themselves sufficiently to make so many pretensions, fans, and other fancy articles, when they seemed almost too indolent to tell customers the price of them, rather preferring to puff away at old clay pipes, with remarkable indifference to business.

Leaving Eastport, the passengers get another surprise, and a pleasant one, that is it is Saturday, or any day up to Tuesday—they find Progress for sale on the boat, and when this fact is made known, the gentleman who carries the key of the wash room is in greater demand than ever.

And, by the way, the fruit and cigar department, which is located here, is a great institution, and as it is not always in full blast, there are always one or two passengers, at least, around the lower deck, who would give something to see the door open.

Before arriving in St. John, a word about the hands on the boat. They form quite a passenger list in themselves, but they all seem to be more than passengers, and to have the comforts of the travellers' always in view. Both the State of Maine and Cumberland have model stewards in Messrs. Bond and Leonard, and passengers never forget them after leaving the steamer.

Four hours from Eastport to St. John! After calculating what time that will bring the boat to its destination, and finding out whether it is local time or standard time, "or both," everybody settles down to view the scenery along the coast, or "finish my book" in the saloon. Soon Partridge island leaves in sight, the Martello tower, the breakwater, the tents at Duck Cove, the exhibition buildings, the lighthouse, and then old St. John herself. And when the smiling countenance of Agent Laechler is seen and the gangway is pushed on board, the passengers are ready to be delivered over to the tender mercies of St. John coachmen.

Questioning.
If there is a doubt in your heart today
That stretches its shadows across to me,
If you cannot look in my eyes and say,
"My truth is perfect and full and free,"
For the sake of a day that will work us woe,
I pray you put it to me so.

When you look in my eyes and kiss my face,
And hold me close to your throbbing heart,
Is there ever in it a hint or place
That tells you of the future part?
Does a doubt, as faint as an undrawn breath,
Suggest a parting that was not death?

Dear love, search deep in your heart, I pray,
That its dimmest corner shall come light;
Then look me straight in the eyes and say,
That you will love me to the last day!
The truth, as the truth seems just and right;
If your love can change—oh, love does, I know,
I pray you pity and tell me so.

the use of K. D. C. is convincing proof that
For sample package send three cent stamp to

CAN DO MORE THAN CROW
BARNYARD ROOSTERS WHO KNOW HOW TO MAKE MUSIC.

An Orchestra That Will Appear At The St. John Exhibition—Roosters That Can Do Something In The Musical Line, and the Sensation They Have Created.

About the last of February there arrived in America from Paris an amusement enterprise, which has since that time been creating a sensation in the principal cities of the United States. It is nothing more or less than an orchestra composed of ten real live roosters, of the kind that make sleep impossible about sunrise. They first made their appearance in Paris, travelled over

discussing a rooster comedian, vocalist and dancer. While the rooster orchestra played he sang the well known popular song, "Annie Rooney," graciously gesturing the while. Then the orchestra struck up a hornpipe, and the grace and agility with which he danced would put to shame the song and dance people on the vaudeville stage. This performance concluded the exhibition of the live rooster orchestra, and the universal verdict of visitors was to the effect that it is the greatest novelty that Kohl & Middleton have ever secured.

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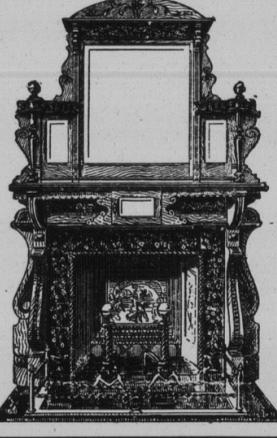
CANNED Salmon. Lobsters. Oysters. Corn. Tomatoes. Peas. Beans. Peaches. In lots of 25 Cases, at manufacturers' prices. JOSEPH FINLEY, 65, 67, and 69 Dock St.



DO YOU WANT A School Suit for your Boy. We can give you a nice pin check Tweed for \$2.25; a grey or brown Oxford for \$2.50 and \$2.75. Pieces for patching goes with every suit. If you want a Sunday Suit, we can give you some dandy's at \$3.50, \$4.00, \$4.50, \$5.00, and \$6.00. We have just got in 300 of those Suits, to fit boys from four years to fourteen; we would like to show them to you. We have Sailor Suits in three different grades.

Scovil, Fraser & Co. 47 AND 51 KING STREET. OAK HALL. OAK HALL.

ARTISTIC MANTLE PIECES.



In Wood and Slate, Open Fire Place Fixtures, Register Grates, Tile Hearths and Facings.

We are showing the finest line of above goods that we have ever had, and we invite the attention of all interested to the same, as being unexcelled in Canada for variety and excellent value.

EMERSON & FISHER, 75 to 79 Prince Wm. Street.

EARLY! PERHAPS.

But winter is not far off, a very few weeks hence you will get out your

COAL SCUTTLES.

Our Winter Stock arrived this week, and EARLY PURCHASERS have dozens to select from. We commence to show them today.

PRICES ARE REMARKABLY LOW.

T. McAVITY & SONS, 13 & 15 KING STREET, ST. JOHN, N. B.



Bargains in Safety Bicycles.

TO REDUCE OUR STOCK, WE OFFER THE FOLLOWING SPECIAL PRICES will continue until the Balance of the Stock is sold.

Table listing bicycle models and prices: BRANTFORD SAFETY, GIANTSEY, LITTLE GIANT, ROCKET, JUNIOR, PET SAFETY.

Second-hand Brantford Safeties, list \$125.00, only in use part of this season, will sell for \$90.00.

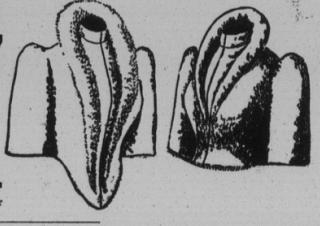
Bicycle Sundries, such as Lanterns, Bells, Victor Wrenches, Tire and Rubber Cement, Lubricating and Lamp Oil, Cycle Brush Tools, Graphite, Etc.

G. E. BURNHAM & SON, FURNITURE WAREHOUSES, ST. JOHN, N. B.

LADIES' FURS, INCLUDING SEAL GARMENTS, Shoulder Capes, Etc., Etc.

Finished up in the most approved style for the season, 1891-2. Inspection invited.

THORNE BROS. - 93 KING STREET.



MU There is musical line even band musical piece or have lost for the sun behind the that some of providing future. M able to his gard to the The foll an Americ young mus seem a long "The con genius, I success. I for his tale he was not leas, it wa that his wocient comm ing it. Th Lionnet, fo charing s words, "M relates the "penis." After he Anatole ex It was at th ers, publi two were al said: "Ah, surs Ecce think them their merit. They think taste. Do sadly, "The Nonne San Sappho, no lished. T pense and dealer." He is name "Mon Habi your voice a did suit the fully, and A the composi publisher, a "It is exp it would not After con said, "If yo your conce way, I will g francs for it Groum w with the hu had received said to Anat "How wel francs. I le joyed, and picos into a "It was ch Lionnet, "to sixty-eight y as sweetly ar TAKE Indoor am most out of and it is dou theatrical lin it deserves. forward to house next comes off I newly to