THE HERALD.

VOL. I., NO. 23. FREDERICTON, N. B., MONDAY, MAY 19, 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, City 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.

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 Stanley.

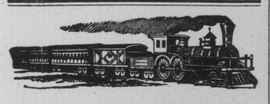
All Trains will Leave and Arrive at Fredericton Station, West End of Bridge, instead of Gibson as heretofore.

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

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

THOMAS HOBEN,
Superintendent.

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



NEW BRUNSWICK RAILWAY CO.

ALL RAIL LINE TO BOSTON, &c.

THE SHORT LINE TO MONTREAL, &c

ARRANGEMENT OF TRAINS

In Effect April 7th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

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

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

3.20 P. M.—For Fredericton Junction and St. John, Connecting at the Junction with Fast Express via "Short Line" for Montreal and the West; Houlton and Woodstock.

RETURNING TO FREDERICTON FROM

St. John, 6.15, 8.55 a. m.; 4.45, p. m. Fredericton Junction, 7.45, a. m.; 12.50, 6.25, p. m. McAdam Junction, 11.05, a. m.; 2.20, p. m. Vanceboro, 10.45, a. m., 12.10, p. m. St. Stephen, 9.00, 11.55 a. m. St. Andrews, 6.30, a. m.

Arriving in Fredericton at 8.55 a. m., 2.00, 7.20, p. m

LEAVE GIBSON.

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

ARRIVE AT GIBSON.

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

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

The New Drill Book.

INFANTRY DRILL, 1889.

PRICE 35 CENTS.

For Sale by

MCMURRAY & CO.

Bookseller And Stationer.

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 35 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.

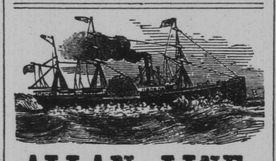
14-10-83

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. Summer Arrangements. 1890.

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

MAIL LINE TO LIVERPOOL

(Calling at Rimouski and Moville to land mails and passengers), are intended to be despatched from Liverpool on THURSDAYS and from Quebec on THURSDAYS, as follows:

From Liverpool.		From Quebec.
17th April	SARDINIAN	8th May
24th do	POLYNESIAN	15th do
1 May	PARISIAN	22nd do
15th do	CIRCASSIAN	5th June
22nd do	SARDINIAN	12th do
29th do	POLYNESIAN	19th do
5th June	PARISIAN	26th do

Halifax, St. John's, N. F., Queenstown and Liverpool Service.

From Liverpool.		From Halifax.
15th April	CASPIAN	18th May
29th do	CA THAGINIAN	
13th May	CORNAN	
27th do	CASPIAN	23rd June
10th June	CORNAN	
24th do	NOVA SCOTIAN	21st July

Rates of Passage to Liverpool.

SALOON (According to accommodation)	$50 to $80
RETURN	$100 to $150
INTERMEDIATE	$25 to $30
STEERAGE	$20

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

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

GLASGOW LINE.

Direct sailings from Glasgow to Halifax.

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.

No. 1.

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.

COOKED CODFISH.

Ask your Grocer for

COOKED SHREDDED CODFISH,

And Try It.

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.

R. C. MACREDIE, Plumber, Gas Fitter, AND TINSMITH,

WOULD inform the people of Fredericton and vicinity that he has resumed business on Queen Street,

OPP COUNTY COURT HOUSE,

where he is prepared to fill all orders in above lines, including

ELECTRICAL AND MECHANICAL

BELL HANGING,

Speaking Tubes, &c.

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

HORSES AND HORSEMEN.

OF INTEREST TO OUR READERS.

St. Elmo trotted in 2:21¼ the last day of the Washington, D.C., meeting the fastest mile in puplic so far.

The pacing mare Jennie Lind, 2:17, has a foal by the pacer Roy Wilkes, 2:12½, that is a pure-gaited trotter.

The chestnut pacing gelding Kinsman 2:17¼, has been sold to a Canadian syndicate for the reported price of $6,000.

Frank Van Ness, who was expelled by the American Trotting Association, is driving on National Association tracks.

Lou, the dam of Axtell, 2:12 has arrived at Independence, Iowa, from Lexington, where she was bred to William L. Axtell's full sister accompanied the dam.

C. H. Nelson says he would rather breed to a stallion with a record of 2:40, whose dam was a speed producer, than to one with a record of 2:30, with no speed ancestry.

A thirty-mile horse-race for $100 a side, between Ed Swift and Jimmy Davis, took place May 1st, from Glen Falls, N, Y., to Warrensburg and return. Davis won in two hours and one minute. The distance was nearly all up hill one way.

Senator Stanford, in company with Senator Walcott and Congressmen Flood and Kone, saw Suisun get a record of 2:25¼ at Washington on the third day of the meeting. Suisun is the first of Electioneer's get to enter the 2:30 list this year.

The horseman says.—The well known Provincial horseman John S. McCoy has removed from Fredericton, N. B., and settled near the one-mile house in the suburbs of St. John, where he has established the Woodside Stock farm and engaged the services of that versatile horseman and veteran trainer, Colonel George W. Dickey to help keep the training and breeding mills of the farm grinding. The lamented Captain Roland Coffin, perhaps the best reporter of yachting races and deep sea voyages, wrote an entertaining book entitled "Old Sailor's Yarns." If some gifted writer of trotting-horse lore should walk and talk with Colonel Dickey he would gather enough material in the course of a month or two to fill a book of adventures by sea and land that would tickle the palate of every-day horsemen and those who enjoy a good story on any subject. The writer during the past decade related a few of them, but the Colonel's mocking bird, sled stake, large bill and gold-guarding experience, together with "the fall" he took out of Jack Philips, at Prospect Park his Saratoga pool-selling recontre with John Morrisey, and his bluffing the bully horseman of Montana could be retouched and retold with telling force and side-splitting amusement.

STRONG MEN.

A writer in the Boston Globe says: Savants tell us that by distributing weights over a man's body in such a manner that every part or his frame will have to bear its share, he can be made to raise a weight of over 2500 pounds. The savants are right as the performance of W. B. Curtis of New York will show. December 20, 1869, Mr. Curtis, with harness, lifted 3539 pounds. As a horse is about seven times larger than a man it should be able to carry seven times the number of pounds lifted by Mr. Curtis, but the horse never was born that could accomplish such a feat.

About 1803 there lived in Kent, Eng., a man named Joyce, who exhibited such feats of strength that he was called the second Sampson. To Joyce is due the credit of having discovered many tricks in lifting and pulling against horses. He flourished for about ten years, but when his secrets became known he dropped out of sight. In the early part of the 18th century a German named Van Eckeburg attracted a good deal attention. Like most strong men of the present day he took the name of Sampson. His most extraordinary feat was the holding of a massive cannon, which he suspended from his girdle. To accomplish this he stood on a framework over the cannon, which rested on rollers, and when all was ready the supports were knocked out from under the weight, leaving it dangling in the air. In performing this feat all depends on the natural strength of the pelvis bones, which form a double arch, capable of sustaining a great weight. Eugene Sandow, a Pomeranian, born in Konigsberg, has been surprising London audiences of late by remarkable feats of chain-breaking. Bracelet chains with a resistance of 5500 pounds succumb to his muscles like pipe stems, and he juggles heavy dumbells with all the grace of a "Jap." Probably the strongest man of to-day is Louis St. Cyr, the Canadian. His feat of lifting 3533 pounds of pig iron has never been equalled. The iron was placed on a platform at Berthierville Can., Oct. 1, 1888, and St. Cyr pushed it up with his back, arms and legs until the whole weight was clear of the trestle upon which it rested. St Cyr also puts up the 545 pound dumbell from floor to shoulder, and from shoulder to arm's length, with one hand. In March, 1886, he lifted a platform upon which seven men were seated, and which also contained a barrel of flour and seven dumbells, the whole, weighing 5378 pounds. St. Cyr is about 26 years old, stands 5 feet 10½ inches in height, and weighs 323 pounds. His flesh is hard as iron. Sebastian Miller, who breaks cobble stones with his fists, lifts 1300 pounds with the health lift, and 3200 with the harness, was unable recently to lift the Fox dumbell without resorting to artificial means. The bell weighs 1030 pounds, a trophy valued at $500 was offered for the one who should raise it from the floor. John Whitman, known as "Ajax," George Hirschhorn "Young Sampson," Milo, "The Modern Hercules," Sanlo, "The Swiss Hecules," and many others attempted to raise the bell, but were unsuccessful. Finally, James W. Kennedy, an oarsman, made the attempt and succeeded. The best on record lift with the hands alone was accomplished by David L. Dowd, who some years ago had charge of a gymnasium in Springfield Mass. Dowd succeeded in raising 1442½ pounds of pigiron clear from the Springfield Opera House stage, using no artificial means whatever.

Mme. Nordica has a beautiful home just out of London, surrounded by a large garden. When she is in it she keeps house, weeds and trims her flower beds, entertains company, hunts, rides, sails and plays tennis. She has trophies from every city she has ever sung in, and the fittings of her house are filled with bric-a brac and ornaments, the gifts of admirers and friends. She has three pianos in her house, each of which she uses every day.

EARNING HIS FEE.

Cora—Oh, doctor, mamma scolded me for holding pins in my mouth. Is it really dangerous?

Sawbones—No, my dear. It's only dangerous if you swallow them.

A MONTREAL EX-PRIEST'S DISAPPEARANCE.

The details of the singular disappearance of Rev. Louis Martin, at one time a Roman Catholic clergyman but later on a professor of the French language in Montreal, are published. Everything connected with the missing man had been wrapped in mystery, now a good deal of light has been let in on the subject without shedding a great deal of lustre upon the divine in question. In plain English Professor Martin is alleged to have deserted his wife and two children, accepted money from those whom he had roundly denounced for two years past, coolly packed his trunks and left for parts unknown. To-day the following letter was unearthed which the ex-reverend received a few days prior to his departure from an old clerical friend in the French republic.

PARIS, April 27, 1890.

To My Dear Monsieur Martin,—You complain to me of my silence, but I have always replied punctually to your letters. I do so again this time to tell you always the same thing. There is but one way open before you, that of rehabilitation by seeking in exemplary conduct under the direction of any priest or "religieuse" to obtain recommendation after probation. This would have been done long since if you had followed my advice. What value could my recommendation be coming from one who lives in France, thousands of miles from you? Put yourself under the direction of any well-established priest, prove to him the sincerity of your disposition, the rest will follow of itself. You will easily find employment on the favorable references and help of the ecclesiastic you apply to. I do not understand your delay in taking this method, which is the only practical one. That God will enlighten you and give you courage, my dear Mr. Martin, I pray with all my heart.

Yours very devotedly,
G. PESNELLE, S. M.

It is quite clear from the above that the professor had been wavering in his religious convictions for some time past, and this theory is confirmed by the following official explanation, which has been given to the local papers by the Archbishop of Montreal:

The story of the disappearance of Rev. Louis Martin, as related in yesterday's newspapers, will be thoroughly explained by the following facts: For several months Mr. Martin, regretting what he believed to be the greatest error in his life, was thinking of re-entering the church which he had abandoned in an hour of weakness. He addressed himself to Monsigneur, the Cardinal Archbishop of Quebec, in the month of April last. Among other things, he said to the cardinal: "I return to the fold of the best faith in the world. I address myself to you as the prodigal son did to his father. I venture to hope, monseigneur, that your eminence will treat me as the father of the prodigal treated his repenting son." Rev. Mr. Martin was naturally placed in communication with Mgr. the Archbishop of Montreal, and persevering always in his good resolution to re-enter the pale of the church, he announced that he would finally leave Montreal forever, on Saturday evening, May 3, to go and shut himself up in a place of penance far from this country. Still he regretted having to abandon his children and the lady who had followed him for two years. Before leaving he begged monseigneur the archbishop to find a home for his children. He himself asked that some religieuse be sent to her whom he called his wife, and announce to her his departure, and to tell her that if she was willing she and her children would be looked after. The religieuses went to the house on Monday afternoon, but as Mr. Martin was not yet gone they could not fulfil the mission which he himself had asked should be confided to them. Before sending them a second time it was better that the departure of Mr. Martin should be ascertained, and that is what Sergt. Gauthier was asked to do.

It is believed that Martin has crossed the line, and as he seems of a most changeable disposition the Montreal public will not be surprised to learn that instead of shutting himself up in some monastry, Martin decides to return and again seek the family he has deserted.

TWO COPPER CENTS.

We were minted the same day, in 1835. One of us bought a paper almost as soom as we left the mint. The other went into a rich young fellow's pocket, "for luck," he said. The young fellow was on his way to Europe. The cent that bought the paper bought a cent's worth of milk for the newsboy's mother. Then the grocer paid it out to an expressman, with some silver. It got in with its betters, and was uncomfortable until it got into a barroom "till." After that it led a lowly life. For years the owner of the barroom kept it on the table when he played cards with his customers. He said it was his "lucky penny."

One night, late, a middle-aged man came in begging. Without thinking, its owner for fifteen years tossed it to the beggar with an oath. That was all he got there. The cent went into his pocket. He was poor. From that time he began to grow rich. The cent got credit for his good luck. Though unfortunate itself, it had always brought luck to others. It never left its last owner. It saw him grow from a poor to a rich man, and from a middle-aged to an old miser. The more he got the more he wanted. There was nothing short of murder he would not do for money. He robbed his best friends and they never knew it. He passed for a good man. He was the greatest, the most magnificent hypocrite that lived. This is what he used to whisper to his smooth, shining, and lucky penny.

Well, the other penny stuck to the young fellow on his way through Europe. When he came back, after happy years of wandering, he had a velvet case made for the lucky cent. The first day it left his pocket for the case he was killed in a runaway. His things went to this one and that, and the cent was shot at in a shooting gallery for a number of years. No bullet ever struck it. Everybody knew that, and everybody wanted it. So it was finally sold for $2, and lost by the gambler who bought, and found by the miser, and it went into the latter's pocket and found its twin after fifty-five years. Two nights ago the miser choked to death on a piece of hard bread. They came and placed him in a coffin. They could not close his horrible eyes until they thought of two copper cents.

So, here we are, in our coffin, divided by a nose, holding down the lids of a dead man's eyes.

SILENCE INTENSE.

There's a big blunderbus at the window;
There's a cat on the back yard fence;
There's a shot; there's a squall,
And a long caterwaul,
And then—there is silence intense.

FARMING MATTERS.

HINTS USEFUL TO THE FARMER.

Milk for Cheese Factories.

By Prof. J. W. Robertson.

FEED.

The milk of cows is a secretion or direct elaboration from their blood. Whatever interferes with the health and comfort of the animals will also affect the quality and quantity of their milk. Too much care cannot be exercised in providing feed that is cheap, succulent, easily digestible, wholesome and nutritious. The grass of early summer is too watery and weak in feeding substance to be fed alone to the greatest advantage. A judicious allowance of bran, pease and oats, oil-cake or cotton-seed meal will increase the milk supply and fortify the cow's system for the production of a larger quantity of milk during mid-summer, fall and winter. Broadcast fodder-corn, does not meet the needs of milking cows. A soiling crop of some sort or sorts should be grown, to furnish plenty of green fodder at the time when pasture may be bare from prolonged dry weather. Indian corn when grown under conditions favorable to its attainment of mature size and quality,—in rows or hills 3 feet or 3½ feet apart with from 2 to 6 seeds per foot in a row,—yields a fodder by the use of which cows are enabled to produce the largest amount of milk, butter or cheese per acre of land required for their support. Fodder corn is not a complete ration for the most economical production of the best milk. When it is supplemented by grass, bran, oil-cake, cotton-seed meal, or similar feeds, better returns for the feed consumed are realized than when it is made the exclusive diet.

WATER.

Water is nature's vehicle for carrying about most of the matter which she requires to move from place to place. The great boulders were quietly clasped in her arms and without apparent effort brought from the northern ridges to the southern parts of our Dominion. The tiniest specks of nourishing matter needed to replace the worn-out tissues of the body are likewise carried to their proper places in this wonderful omnibus. The identical water swallowed by a cow to serve as a carrying medium in her blood, for the equable distribution of the elements of nutrition throughout her whole body, is made to serve a like function in the milk which she yields. If that water be impure in the first place, it is liable to carry the impurity with it throughout its whole mission, from the drinking by the cow until after its consumption by the creature which consumes the cow's product. Water which has been contaminated by decaying animal matter is specially likely to retain its pollution. The milk from the cows which drunk such water is a menace and danger to the public health, and interferes greatly with the commercial value of all dairy products. There should be an abundant supply of pure water, easily accessible by the cows during hot weather. It should be furnished at a comfortable temperature during the cold weather of winter. Cows which are denied access to abundance of water, will not give as much milk or milk of as good quality as when plenty of water is provided with wholesome satisfying feed.

SALT.

Dairy cattle should have access to salt every day, and salt should be added to all their stable feed daily. The conclusion from a series of experiments carried on in 1886 indicate that when cows are denied salt for a period of even one week they will yield from 14½ to 17½ per cent. less milk, and that of an inferior quality. Such milk will on the average turn sour in 24 hours less time, than milk drawn from the same or similar cows which obtain a due allowance of salt, all other conditions of treatment being equal. This may apply with aptness to only the parts of the Dominion remote from the sea. From Quebec westward, as far as the Rocky mountains, cows will consume an average of 4 oz. of salt per day, while they are milking during the summer.

SHELTER.

Comfortable quarters are indispensable to the health and wellbeing of cows. Stables during the winter should have a temperature constantly within the range of from 40° to 55° Fahr. In summer-time a shade should be provided in the pasture fields, or adjacent thereto, to protect against the exhausting influence of July and August suns. In all the management of cows such conditions should be provided and such care given as will insure excellent health and apparent contentment.

MILKING.

When practicable the milking of each cow should be done by the same person, and with regularity as to time. He only that hath clean hands should be allowed to milk a cow. I say "he" because I think the men of the farm should do most of the milking, at least during the winter months. It is no more difficult to milk with dry hands than with wet. It is certainly more cleanly, and leaves the milk in a much more desirable condition for table use or manufacture. A pure atmosphere in the stable is indispensable, to prevent contamination from that source. Immediate straining will remove impurities which otherwise might be dissolved to the permanent injury of the whole product.

AERATION.

After the straining is attended to, the milk should be aerated. Too often it is poured into one large can and left there just as the cows have given it. That neglect implies three things that are very injurious to its quality for cheese making. (1) The peculiar odor which the cow imparts to the milk will be left in it until it becomes fixed in its flavor. (2) The germs of fermentation that come in the milk and from the air have the best conditions for growth and action when the milk is left undisturbed. (3) The milk will become in a degree unfit for perfect coagulation by rennet. Hence it is needful and advantageous to aerate it for three reasons:

First, because by pouring, stirring, dipping or by trickling it over an exposed surface, there is eliminated from the milk by evaporation any objectionable volatile element that may be in it.

Secondly, because as has already been stated, the milk contains germs of fermentation. A strange peculiarity about some of these microbes is that they become active only in the absence of free oxygen. When warm new milk is left undisturbed, carbonic acid gas is generated, and that furnishes the best condition for the commencement of action by these almost invisible creatures. After they get started they can keep up their decomposing work, even in the presence of oxygen. It is impracticable to perfectly coagulate such milk so as to yield a fine quality of keeping cheese. Coagulation by the use of rennet, of milk that is ripe can never be perfect, unless it be thoroughly aerated immediately after it is taken from the cow. Neglect of aeration will increase the quantity of milk required to make a pound of fine cheese.

Thirdly, because the airing seems to give vigor to the germs of fermentation that will bring about an acid condition of the milk, without producing the acid. So much is this so that it has been found impracticable to make strictly first-class Cheddar cheese from milk that has not been aerated.

THE WRECK OF CARMEL.

He Kissed His Babies a Long, a Last Farewell.

On the 27th of January of the present year an account was duely flashed over the country of the horrible wreck and burning of a train while crossing Wilson Creek near Carmel, Indiana. Among the heart-rending scenes of that awful hour, a most touching one is thus graphically wired by the press agent at Indianapolis.

When the train pulled into Sheridan for a stop, a middle-aged man, D. S. Oldham, accompanied by his wife, a handsome woman of about 30 got into the second coach. With them were three beautiful children, two little ones aged 3 and 4, and an older one aged 8. The mother and the oldest occupied the fourth seat from the rear end and the little ones were playfully jumping on the seat facing the stove in the end of the car. "By-by papa, by-by," they chorused as the father kissed them and his wife, and then left the car. Little did he think as he stepped from the platform that it was the last time these little voices would ring merrily upon his ears, or the warm lips, unsullied and innocent, press to his own kisses of love. At the window the baby faces watched him as the car pulled from the platform and it was with anything but the foreboding of the terrible disaster that the former waived his hand to the departing group.

The party was bound for Indianapolis, where they expected to spend a week with relatives, and no thought save that of the anticipated pleasure of the visit occupied the mind of mother and children alike.

After the train left Westfield, Conductor Angle came into the car and saw the little ones on the seat and paused. He remembered when his own were like these, and stepping over to them he chucked their dimpled chins and shook their hands as he would if he had found an old acquaintance and then took a seat in the middle of the car and watched the pranks of the children, who, kneeling upon the cushioned seat, watched the flitting scenery.

The next instant came a sudden jerk, the car swung and suddenly turned over, and the unconscious conductor saw no more. The mother, who from her seat had smiled upon her babies, lay close to him, also stunned, and by her side the eldest child. She knew nothing until she felt strong hands seize her and help her. She opened her eyes and in an instant realized the situation. "My God, my children, where are they?" she cried feebly and struggled superhumanly to release herself.

"We will save them," came a broken reply. "You are hurt badly and must keep quiet. Your children are all right."

As she was lifted from the already burning wreck she again lapsed into a faint and was laid upon a blanket upon the ground.

"We will save them." Brave words, but the most extraordinary heroism could not carry out their meaning. Save them? Yes. Through the window of the car a little hand stretched, limp and lifeless, but one man seized it. It was still warm. "We will save them." But the man looked through the window and there saw the impossibility to rescue.

The red hot stove loosened from its fastenings had fallen upon the babies, pinned them down with its awful weight and burned the bodies horribly, all the work of a moment, and when the promise had been made to "Save them" the little souls had gone to their Creator. The mother recovering from her fright, partly arose, but her eyes caught the burning car and again the faint of anguish overcome her. She sank back conscious only of the truth.

A higher power had saved them.

ROYAL HONORS TO STANLEY.

Mr. Stanley has had his reception at Albert hall, has paid his visit to the Queen at windsor, where he dined, lectured and slept, and has returned to London to plunge again into social dissipation. His welcome at Albert hall, under the auspices of the Royal Geographical Society, was a far more impressive ceremony than that of the week before at St. James' hall. Not less than 8,000 people came together to greet him, the Prince and Princess of Wales at their head. The social celebrities of London this time followed the royal lead, or, perhaps their own instincts and impulses. The homage offered to the great traveller was in any case of the most overwhelming kind, which Mr. Stanley nevertheless received with his usual coolness. His lecture held the audience throughout, even African geography having attractions in Mr. Stanley's vivid description. "A tale of unrivalled interest and novelty," says one leading journal, which, like the rest of the English press, is overflowing with goodwill and admiration. English ingenuity is exhausted in finding words and other means of expressing its opinion of his achievements.

It is, I think, the first time that the Geographical society has struck a special medal for such services. Mr. Stanley had the regular gold medal of the society before. This new one is unique, of British gold, moreover, and presented by the Prince of Wales in person, who gave other medals also to Messrs. Parke, Stairs, Nelson, Jephson and Bonny, Mr. Stanley's companions. They, too, were cordially greeted by the audience. There is a pretty story that when all was over the Princess of Wales sent for Mr. Stanley, shook hands with him, and gave him a flower from her bouquet.

Civic honors are now to be showered on him. London, which had already given him the freedom of the city, receives him next week in state in the Guildhall. Liverpool, Newcastle and Glasgow all propose to make him a citizen, and Edinburgh is to follow suit. Scotch susceptibilities are to be soothed on the curious ground that his first appearance as an African traveller was in order to rescue Livingstone, and that Livingstone was a Scotchman. One of the largest London clubs has organized a house dinner in his honor.

ODD ACCIDENT WITH A FLASK.

A curious accident happened in Baltimore last week, according to a special from there to the Enquirer of Cincinnati. John Deutsch, 13 years old, is employed at a basket factory, and during dinner hour, while taking a pull at his coffee flask, his tongue was drawn into the nozzle by suction, so that, try as he would, he could not get it out. It was drawn further and further in until the flask was forced into his mouth. The tongue, to make matters worse, began to swell, and after vainly trying to get it loose himself, he hurried to the hospital. Dr. Warfield, after some difficulty, released the disfigured member.

IN SIXTY-TWO DAYS

"Citizen" Train Will Make a Circuit of the Globe.

BOSTON, May 12.—Citizen George Francis Train has at last turned up.

For several weeks past anxious friends have been speculating as to his whereabouts and the likelihood of his ever finishing that much-talked-of "flying trip around the world." The "citizen," aided by a "Psycho" of at least earthquake power, reached London, Saturday, in his trip around the globe.

He started from Tacoma with $4000 in his pocket, being the proceeds of a short lecturing tour made previous to his start, chartered special trains, hired steam tugs, saddled and bridled the lightning, and has consumed only 53 days so far, and is now aboard the Eutruria bound for New York.

Citizen Train hopes to be in New York in about a week. Then he will go back to Tacoma to finish the journey by breaking all records and keep his promise to make that thriving city famous.

In a despatch from London, dated May 10,