

SAILING IN AIR CURRENTS.
What an Old Hand at Blowing Says of the Proposed Venture of Andree.

Andree the Swedish scientist, was to have sailed in his balloon from Spitzbergen on July 1, and if all his plans have been successfully carried through and his hopes realized, the Swedish flag is now floating at the North Pole. Andree expected to travel the distance between Spitzbergen Pole within two or three days at least, though he was prepared for a trip of as many months, if necessary.

Whatever may be the result of Andree's venture, there is at least one man in this city who declares his belief that Andree will not only not discover the Pole, but that he will not even make a start. The gentleman who holds these pessimistic views is Prof. Samuel A. King, who has probably made more balloon ascensions than any other man in this country. Mr. King contests with becoming modesty that he may not know quite as much about the science of aeronautics as Andree does, but he thinks that by virtue of his forty-six years' experience he should be credited with knowing just a thing or two.

'Andree may know his business pretty thoroughly,' says the professor, 'but I confess that I would be afraid to take the trip with as little preparation as he seems to have made. In the first place, he has not yet experimented with his balloon to determine just what it is capable of doing. He proposes to use a series of drag ropes to aid him in controlling his airship. Now, a drag rope is a rather eccentric thing, and if Andree once allows his ropes to get the better of him he will be done. There is no rectifying a mishap of that sort. It will be an awful thing to be cast adrift in such a country as that. It is almost certain death. I do not believe he will ever make the start, for in waiting for a favorable wind he is likely to waste all the gas at his disposal.'

'But mind you,' continued the veteran, pointing an impressive finger at his interviewer, 'I have great faith in the capabilities of the balloon. I believe that it is only with the balloon that aerial navigation for any great distance can be accomplished. Before all things else, the air currents must be studied, and it was for this experimentation that I proposed many years ago to attempt a journey across the Atlantic Ocean. I am still ready to take that trip, if I can only secure the \$20,000 necessary to fit out a balloon of proper size and furnished with the necessary appliances for sustained flight.'

'Over the Atlantic Ocean the air currents might be advantageously studied, and with a balloon which could be kept in the air for a long period one would be able to find currents blowing in any direction he might wish to follow. I believe that after such an experimental trip I could prove it possible, for instance, to start from Philadelphia and travel direct to any desired terminus in South Africa. There is a great future before the airship, but the flying machine has none. The whole idea of the flying machine is wrong. It is designed to battle with the elements, while on the other hand the balloon and the winds are allies.'

'Upon another occasion I made an ascension from Nashville. We started from the centre of the town, and Capitol Hill was black with people watching us. The balloon in rising floated in the direction of the hill, and passed over its brow. Then we struck a current blowing exactly in the opposite direction, and we travelled with it for possibly a dozen miles. A prominent citizen of Nashville was with me, and I said to him:

'I'm going back now to where we started from.' He thought I was joking, but I called his attention to the fact that the first current we had struck had carried us toward Capitol Hill, and I knew I could strike that current again. I brought the balloon down gradually until, sure enough, we began to move back.

'I think it will be interesting to cite a few of my experiences in the upper air to show what remarkable things can be accomplished, even in a small way, by the utilization of varying currents. One of my longest voyages was made from Buffalo as a starting point, with Salem, N. J., as a terminus. Leaving Buffalo, we sailed over the Alleghenies and down along the course of the Susquehanna River to Harve de Grace. We could have stayed up much longer, but when we came over Harve de Grace we found the waters of the ocean, Chesapeake Bay, and Delaware Bay upon three sides of us. I dropped the balloon a short distance and ran into an air current at right angles to the one we had been following. This wind carried us over the Delaware Bay and we finally came down at Salem, in southern New Jersey, to Nashville. In a very little while we passed over the brow of Capitol Hill, and, strangely enough, we were becalmed there, so that for ten minutes or so we hung over the hill and conversed with the people. Presently another wind struck us, and we were off to the north.

'I had even a more remarkable experience at Akron, O., upon another occasion. I had engaged to give two ascensions from the county fair grounds. I got my balloon off in good shape, and away I sailed to the east. We covered eleven miles in that direction, and then I decided to go back. I had passed through an east wind on the

ascend, and I simply dropped back into it. It carried me back to the fair grounds, and I landed upon the exact spot from which I had started. I made my balloon secure and used the same gas for the second ascension, two days later.'

KANSAS TWISTERS.

A Few Little Anecdotes Told by a Truthful Witness.

'I've heard so many incredible stories about the cyclone and its eccentricities,' said the solemn looking man to a party of tourists he had joined in the sleeping car, 'that I've been to Kansas making some personal investigations in the interest of science.

'I find that many reports from that section have been grossly exaggerated. Nothing occurs there that is not in accord with our understanding of these terrific outbursts of nature. For instance the tornado, often mistaken for the cyclone, has a rotary motion. I have known it to dip low enough to bore a well and then bound once more to the region of the clouds. This wonderful phenomenon was an accomplished fact in far less time than it takes me to tell of it.

'An extensive farmer here heard the roar of an approaching storm and just had time to get his team from his reaper to a place of safety. The wind caught the reaper and sent it round and round the immense tract, till the grain was all cut.'

'But didn't it blow away?'
'Not at all. That would have destroyed our theory. The circular whirl of the irresistible power swept the grain to the center of the field and into an immense stack such as human hands could not have piled.

'One of the strangest and best authenticated incidents I learned of occurred where a cyclone struck the base of a mountain and went burrowing through it. A few feet in the twister encountered a solid granite formation. It was two weeks later when the tunnel was completed and the terrific wind resumed its devastating way on the other side. The tunnel was promptly appropriated by a railroad company.'

A PIONEER'S STORY.

Following an Attack of La Grippe He Suffered Day and Night for Four Years—A Well Known Clergyman Endorses His Statements.

Among the residents of Kingsville, Ont., whose name is held in higher esteem than Mr. Jas. Lovelace, who is known not only in the town, but to many throughout Essex county. When a correspondent of the Record called upon him and asked him to verify certain statements as to his cure from a painful malady after several years of suffering, he cheerfully did so. Mr. Lovelace said:—'Four years ago I had a bad attack of la grippe, which left me with a severe pain in the pit of stomach. After trying household remedies and getting no relief, I consulted a doctor, but after a long treatment which did not help me, I became discouraged and concluded there was no relief for me. Night and day for four years that pain never left me. At times it was so bad that I had to give up work. I had frequently read of Dr. Williams' Pink Pills and perhaps as much out of curiosity as with any hope that they would help me, I bought a box. I followed the directions carefully, and by the time the box was finished I was surprised to find that I was getting relief. I could not understand how, after all the medicine I had previously tried had failed, this one box of Dr. Williams' Pink Pills should help me. I now cheerfully continued their use, and by the time I had taken five boxes every trace of pain had left me and I felt as well as ever I had in my life. To-day I am content as a dollar and believe there is no man of my age in Essex county who can stand a harder day's work.

Rev. R. D. Herrington, Baptist minister at Kingsville, says:—'Having known Mr. James Lovelace for the past thirty years, I believe the above statements made by him to be strictly true. I might also say that I have been greatly benefited myself by the use of Dr. Williams' Pink Pills.'

BORN.

Halifax, July 16, to the wife of W. B. Thomas a son.
Nappan, July 10, to the wife of Clarence McKay a son.
Windsor, July 10, to the wife of W. W. Robson, a son.
Digby, July 15, to the wife of J. A. Van Tassel, a son.
Campbellton, July 14, to the wife of Wm. S. Fraser a son.
Bear River, July 15, to the wife of Allan Rice a daughter.
Kentville, July 13, to the wife of John J. Loyd, a daughter.
Lunenburg, July 5, to the wife of P. H. Ross a daughter.
Windsor, June 21, to the wife of James O'Brien, a daughter.
Parsonsboro, July 13, to the wife of Capt. Wm. Gates a daughter.
Quebec, July 10, to the wife of John G. Kirker, a daughter.
Fort Lawrence, July 9, to the wife of Mr. Atkinson, a daughter.
Bridgewater, July 10, to the wife of W. E. Manning a daughter.
Bristol, N. S., July 10, to the wife of Wm. Sheppard a daughter.
Hemlock, N. S., July 9, to the wife of Cornelius A. Wall, a son.

Deaver Brook N. S., June 20, to the wife of C. J. Cressman a daughter.
Argyle Head, June 27, to the wife of Thaddeus Nicholson, a daughter.

MARRIED.

Southampton, July 1, Fred Rector to Annie J. Rowland.
Amherst, July 15, by Rev. D. McGregor, Charles McKensie to Maud Ward.
Boston, N. B., July 7, by Rev. H. Harrison, W. F. D. Jarvis to Janet S. Murray.
Caledonia, July 8, by Rev. F. G. Francis, James B. McLeod to Maggie Martin.
Digby, July 6, by Rev. B. H. Thomas, Daniel Robinson to Mrs. Anna Wilda.
Kingston, N. B., July 14, by Rev. H. A. Meek, Henry Pickett to Grace L. Orr.
Dartmouth, July 13, by Rev. Dr. Morrison, George W. Arnold to Minnie Patterson.
Liverpool, N. S., July 3, by Rev. J. E. Donkin, A. C. Bait to Miss F. Armstrong.
Amherst, July 12, by Rev. D. McGregor, James McGovern to Laura Carmichael.
Antigonish, June 29, by Rev. J. C. Chisholm, Richard Lyle to Anna Murray.
Greenfield, July 14, by Rev. R. B. Mack, James D. Murray to Hattie M. Johnson.
Brooklyn, N. S., June 30, by Rev. A. Daniel, Frederick Black to Blanche Falk.
Acadia Mines, July 14, by Rev. J. A. McKensie, Solomon Daniels to Eddie Purdy.
Dorchester, July 14, by the Rev. C. C. Burgess, West North to Bertha McKay.
Oued S. Venlo to Bertha McKay.
Brookfield, N. S., July 2, by Rev. E. C. Baker, Robert McKay to Catherine Morrison.
Greenfield, N. S., June 28, by Rev. F. E. Bishop, John F. Dowell to Druc N. Smith.
Halifax, July 16, by Rev. John McMillan, Joseph Muirhead to Florence McDonald.
Salisbury, July 14, by the Rev. C. C. Burgess, Henry B. Bower to Annie Blenis.
Strathlone, C. B., July 6, by Rev. J. M. McLean, Wm. P. McLeod to Annie Stewart.
Quebec, N. B., July 14, by Rev. F. X. Coleridge, Patrick Boyle to Maggie McDougall.
Bridgewater, July 8, by Rev. A. H. C. More, Allen Wynacht to Lucretia Weagle.
Big Bras d'Or, July 10, by Rev. D. Drummond, Sarah B. Hallett to Irene B. Mackenzie.
Centerville, N. B., July 14, by Rev. J. A. Cahill, Sanford S. Hallett to Eleanor Hawkins.
Baddeck, July 3, by the Rev. D. McDougal, Robert McKay to Catherine Morrison.
Scranton, Pa., June 29, by Rev. J. M. Carr, Rev. J. A. McIntosh to Sarah K. Archibald of N. S.
Upper Wicklow, N. B., July 7, by Rev. G. A. Gilchrist, Richard Demarchant to Emeline D'Este.

DIED.

Truro, July 9, James Smith, 59.
Truro, July 9, James Smith, 59.
Windsor, July 14, James Birse, 56.
Pictou, June 11, Thomas B. Cole 16.
St. John, July 17, John Hamilton, 79.
Fort Lorne, June 13, Arle Johnson 79.
Pictou, July 8, Mrs. Ada Matheson 82.
Chester, July 6, Edward G. Butler, 73.
Bath Me., June 13, Salomea O'Neal, 81.
Antigonish, July 6, John McMillan, 47.
New Glasgow, July 13, William Ross, 33.
Pictou Island, July 8, D. L. McCallum, 51.
Bridgewater, July 11, Robert Bourne, 45.
Halifax, July 14, John Stanley Pellan 33.
Ayles, N. S., June 29, Debra Eiderick, 77.
Carleton Place, July 6, William C. Clark 43.
Kingsport, July 8, Mrs. John A. Loomer, 68.
Moncton, July 16, Mrs. A. H. Newman, 66.
Burlington, N. S., July 14, Esron Sanford, 36.
Bangor, July 12, Minnie McBride of N. B., 23.
Springfield, Guysboro, July 7, Isaac Smith, 57.
Moses River, June 20, Capt. George Fraser, 72.
New York, July 11, Addie, wife of James Miller.
Parsonsboro, July 13, Irene, wife of Oscar Parker, 19.
Sprague's Mills, Me., July 4, Annie M. Kinney, 23.
Middle Musquodoubt, July 9, Mrs. Christina Leck.
Halifax, July 7, Letitia wife of Andrew Dickie, 37.
Smith's Cove, Halifax Co., July 2, D. S. Gilroy, 27.
Richibucto, July 9, Capt. Richard MacLaughlin, 44.
West New Glasgow, July 13, J. Northrup Cameron 58.
Halifax, July 16, Mrs. Margaret Gordon Nickerson 21.
Halifax, July 7, Elizabeth widow of John B. Smith 86.
Halifax, July 12, Catherine widow of John Bell, 84.
Mill Cove, June 28, Richard son of Deacon Cameron, 20.
Village, July 12, Letitia, wife of Edward Sponage, 59.
Chatham, July 9, Isabel K. wife of Rev. Dr. N. McKay.
New Bedford Mass., Henry Gough of Liverpool, 53.
Cariboo Mines, July 4, Margaret, wife of Daniel McLean 54.
Victoria, B. C., July 4, Amor DeCosmos of Windward.
Lakeville, N. B., July 8, Sarah E. wife of George B. Ashe, 52.
Moss Glen, N. B., July 17, Margaret wife of Geo. Aldren, 62.
Rockland, July 13, Margaret, widow of Capt. Bradford Page 61.
Antigonish, July 8, Elizabeth, widow of Thomas Chisholm, 73.
Westville, July 12, Christy A. wife of James H. McDonald, 45.
Shubenacadie, July 1, Agnes, daughter of the late Thomas Blake R. N.
Kempt Road, C. B., June 29, Margaret wife of Donald McDonald, 93.
Kentville, July 2, Margaret, daughter of Mr. and Mrs. Robert Morrison, 7.
St. Croix, July 8, Maggie, daughter of Mr. and Mrs. John D. Munro, 17.
Lake Porter, July 14, Georgina R. child of Mr. and Mrs. F. Brown 3 months.
Benton, E. I., July 17, James E. Ellis for some time a resident of St. John, 44.
Halifax, July 7, Jessie Mann, daughter of Mr. and Mrs. Isaac McCulloch, 22.
Middle Stewiacke, June 27, Frank A. son of Mr. and Mrs. Wm. Winston, 11.
Fennell, N. S., July 11, Mabel E. only daughter of Mr. and Mrs. T. B. Smith 5.
Beach Meadows, Queen Co., N. S., July 7, Elizabeth, widow of John A. Handier, 92.
Steam Mill Village, July 6, Bessie G. July 11, Robert G. twin children of Mr. and Mrs. William Gould.

STEAMBOATS.

1897. 1897.

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(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.

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THE STEEL STEAMERS

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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.

Stmr. City of St. John,

Will leave Yarmouth every FRIDAY morning for Halifax, calling at Barrington, Shelburne, Lockeport, Liverpool and Lunenburg. Returning leaves Pictou 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, leaves Yarmouth every MONDAY and THURSDAY, at 3 o'clock p. m. for St. John.

Tickets and all information can be obtained from President and Managing Director.

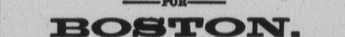
W. A. CHASE, J. F. SPINNEY, Agent Secretary and Treasurer.

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 mornings, at 8:00 o'clock, standard. Returning, leave Boston every Monday, Wednesday and Friday mornings at 8:45 o'clock, and Portland at 9 p. m. Connections made at Eastport with steamer for St. Andrews, Calais and St. Stephen. Freight received daily up to 5 o'clock.

C. E. LAECHLER, Agent.

STAR LINE STEAMERS

For Fredericton

(Eastern Standard Time.)

Mail steamers David Weston and Olive 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.

Monday, Wednesday and Friday mornings, at 8:00 o'clock, standard. Returning, leave Boston every Monday, Wednesday and Friday mornings at 8:45 o'clock, and Portland at 9 p. m. Connections made at Eastport with steamer for St. Andrews, Calais and St. Stephen. Freight received daily up to 5 o'clock.

C. E. LAECHLER, Agent.

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. EARLE, Manager.

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THE DUFFERIN.

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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 21st June, 1897, the trains of the Intercolonial Railway will run daily, Sunday excepted, as follows.

TRAINS WILL LEAVE ST. JOHN

Express for Campbellton, Pictou, Fictou and Halifax..... 11.40
Express for Halifax..... 12.35
Accommodation for Moncton, Point du Chene and Sarnia..... 12.40
Express for Sussex..... 12.55
Express for Robbsey..... 13.30
Express for Quebec, Montreal, Halifax and Sydney..... 22.30

TRAINS WILL ARRIVE AT ST. JOHN:

Accommodation from Sydney, Halifax and Moncton (Monday excepted)..... 6.05
Express from Montreal and Quebec (Monday excepted)..... 7.15
Express from Sussex..... 8.10
Accommodation from Point du Chene..... 12.40
Express from Halifax..... 12.55
Express from Halifax, Fictou and Campbellton..... 12.55
Express from Robbsey..... 22.30

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., 16th June, 1897.

CANADIAN PACIFIC RY.

SHORT LINE

TO ALL

Points West.

Fast express will leave St. John N. B., at 4.10 P. Week days.—For Sherbrooke, Montreal, Ottawa, Toronto, and all points West, North West and on the Pacific Coast. Canadian Pacific sleeper, First and second class Coaches through to Montreal; Dining Car to Brockville, Ont. For tickets, Sleeping Car accommodations and all other information apply at Company's offices, Cluette corner, or at station.

D. MCNICOLL, Pass. Traffic Mgr., Montreal.

A. H. NOTMAN, Dist. Pass. Agent, St. John, N. B.

Dominion Atlantic R'y.

Train 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).
Lve. St. John at 7:00 a. m., arr. Digby 9:30 a. m.
Lve. Digby at 1:00 p. m., arr. St. John, 3:30 p. m.
S. S. Kvanvigine runs daily (Sunday excepted) between Parsonsboro, making connection at Kingsport with express trains.

EXPRESS TRAINS

Daily (Sunday excepted).

Lve. Halifax 5:50 a. m., arr. in Digby 11:55 a. m.
Lve. Digby 12:05 p. m., arr. Yarmouth 2:40 p. m.
Lve. Halifax 8:00 a. m., arr. Digby 12:46 p. m.
Lve. Digby 12:56 p. m., arr. Yarmouth 3:00 p. m.
Lve. Yarmouth 7:15 a. m., arr. Digby 9:58 a. m.
Lve. Digby 10:05 a. m., arr. Halifax 4:40 p. m.
Lve. Yarmouth 8:30 a. m., arr. Digby 10:20 a. m.
Lve. Digby 10:25 a. m., arr. Halifax 8:30 p. m.
Lve. Annapolis 7:00 a. m., arr. Digby 8:20 a. m.
Lve. Digby 4:45 p. m., arr. Annapolis 6:05 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 time-tables and all information can be obtained.

W. R. CAMPBELL, Gen. Man'gr.

K. SUTHERLAND, Superintendent.

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

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Goods in bond promptly attended to and forwarded with dispatch.

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

J. B. STONE, Asst. Supt.

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BABY'S OWN TABLETS.

Agentle and effectual purgative for infants and small children; replaces all noxious and griping drugs—no drug.

'I walked the floor night and day with my baby; tried every remedy I could see of, but received no benefit until we tried Baby's Own Tablets; the relief came like magic.'—Mrs. B. Oildon, Brockville.

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