(Continued from first Page.) time his son came in. His face covered with whiskers, but he could not read, and also defended ignorance by the arguments of his father. The old man told me he would not tell a lie about it, there was no Bible in the house, nor had there been for many a year. The old woman he said could read. I packed up my books and laid a Bible on the table, telling the mother I could not get either husband or her son to buy her a Bible, and I was going to give her one. She dedeclined to take it, and I had to urge her cussion in the press and among the by many arguments to receive the book.

I told her she ought to buy it if she could, terest in the matter is chiefly due to but if she could not buy it she must have
it, for it was the word of God to her. At
this stage the son said he would buy a
book, and they all stopped eating. The families in one day I found destitute of the into which the Special ran, was be-

Bible and supplied them all.

Since I entered the County of Lunen-known at every railway station as burg, ou the 2nd August last, I have found twenty-three families destitute of the Word of Life. All these I have sup. It was also known to the public that plied except three, and these I will attend three men were killed by the collito when I get my next supply of Bibles.

A. B. FLETCHER.

"I have been using Northrop & Lyman's it. But what the public further deRemalsion of Cod Liver Oil and Hypophosphites of Lime and Sole for Chronical and had a right to know, if it hosphites of Lime and Soda for Chi nitis with the best results. I be-Having tested the different kinds, I un nesitatingly give it the preference when prescribing for my consumptive patients, or for Throat and Lung affections.

General Business.

## JUST RECEIVED.

10 BARRELS Malaga Grapes.

1 MIXED CAR

CANADIAN APPLES.

ONIONS. CHEESE, ETC. ETC.

BOTTOM PRICES

JUST RECEIVED

## Commercial House.

CHATHAM, N. B. Trimming Silks, Satins and Velvets.

Plain and Watered Buttons, Linings, Moire Ribbons, Berlin Wools, Fingerings and Fancy Goods, Working Canvas, Splints,

Cardboards, Gloves, Corsets. Hair Braids Switches, Hosiery, Etc.,

Etc.

have got another engine when we reac Bathurst if there was one to be got."

BUTTRICK'S NEW YORK FASHION FOR SEPTEMBER.

W B. HOWARD.

Dick's Powders. Kendall's Spavin Cure.

Leeming's Essences, By special arrangement a supply of NORT

RMULSION OF COD LIVER OIL will be received from the manufacturers ever month during the winter, thereby a suring its FRESHNESS and PURITY

FIRST LOT JUST RECEIVED, TWO Pleasant Worm Syrup,

**Burdock Blood Bitters.** HOP BITTERS. and all the Patent Medicines "MEDICAL HALL." J. D. B. F. Mackenzie.

Executors' Notice. A LL persons having any just claims against the Estate of Francis J. Letson, Esquire, labe of Chatham, deceased, are requested to render the same, duly attested to A. H. Johnson of Chatham, Barrister at Law, within three months from date and all persons indeuted to the said Estate are requested to make immediate payment to him.

18ABELLA JANE LETSON, EXECUTRIX.

ANDREW H. JOHNSON EXECUTORS

Double Sleigh.

COAL! COAL!! the b

Consignments by Rail, Barly orders are necessary in order that

Satisfactorily filled.

ANGUS ULLOCK.

Miramichi Advance.

R., says,-CHATHAM. - - DECEMBER 7, 1889 "I came down on the express the night of the accident, from Bathurst, as far as Red Pine; knew at Bathurst that the ex-The fatal Intercolonial Railway

press engine was not ateaming well, but Olive remarked that M Ginty would now be able to make time as he had cleaned his fire. I had, however, given orders to have another engine waiting at Newcastle so did not change the order." accident, which cocurred at Beaver The direct evidence showing that

the Express was behind time is abun-

Pullman says,—
"The Express arrived behind time at Bathurst and left there behind time." McGINTY driver of the Evnress savs book, and they all stopped eating. The som bought the Child's Companion, and a younger boy bought the Cottager and Articolom. And the mether paid me thirty cents on the Bible (the price of the Bible was fifty cents but the old man would not break a ten dollar bill.) Here were five into which the Special rap, was here.

MCGINTY, driver of the Express says,—"Left Campbellton 15 or 20 minutes behind time—lost time all the way to Bathurst—engine would not steam when I endeavored to rush her, and after we left Bathurst we continued to lose time public as soon as the accident was announced that the Express train, into which the Special rap, was here. Chas. B. Humphrey, brakeman on the

Express says,—
"We were late leaving Bathurst.—I think about an hour. We lost time after leaving Charlo, until we reached Bathurst." OLIVE, conductor of Express train says: "We left Campbellton at 8 o'clock on three men were killed by the collision between the trains and that it the Express had not been behind time the Special would not have run into

PATTERSON, asst. trackmaster says,-

continent was in operation on the not to be so, but it is another illus-Intercolonial and it was plain that tration of the fact that official testimen in such a position are required to the special train? and expected to do. So far as the McNurr. Conductor of the special

accident is concerned the mere deter- says,accident is concerned the mere determining of where the blame lay is of small account, but as it may affect the future in such matters it is of great importance. The mishap was great importance. The mishap was the fact that neither McNutt nor

ascertained and determined to grapple all the precautions which prudence required were taken by those who miles an hour, though his knowledge them from detecting it, be promptly the pominal leader. verdict of the ceroner's jury, as will be realised by anyone who reads it in

It is important, in considering the says,next to and only a few minutes be-

flicting testimony concerning the per- or 15 minutes to get up steam."

who ought to be good judges of says,who ought to be good judges of engines and who rode on or behind 103 as she was moving towards the fatal spot on that day and night, contradict each other. Hear them,—

MCGINTY, driver of the Express engine, says,—

"If we had proper steam to have carried our train the working train would not have overtaken us. My engine is not an engine of the says,—

"If we had proper steam to have carried our train the working train would not have overtaken us. My engine is not an engine is engine is engine is not an engine is not an engine is engine is not an engine is engine in engin "It we had proper steam to have carried our train the working train would not have overtaken us. My engine is not an engine usually used for expresses. She is usually used for freight. \* \* \* \* I don't know what was wrong with my

"We remained 10 or 15 minutes and started again at about an ordinary rate."

OLIVE, Conductor of the Express, says,—
"The engine did not steam well, in con-\*The engine did not steam wen, in consequence of which, we lost some time. \*

\* I did not know what state the engine was in when we started. All I know is that after we had come about 18 M'GINTY, Driver of Express, says,-

miles the engine began to lose steam. \*

\* \* It would have been better to engine of the working train, coming tender first, ran into the tail end of our train."

\* \* We had only just started and were going at the rate of two or three miles an hour."

dence given at the inquest, taken to given at the inquest, taken to have decided otherwise, as he organised his inquisition in the Paymaster's car at the station and made the affair

PATTERSON, Asst. Trackmaster, savs.

When I rode to ked Fine she was capable of running on the schedule time. \* \*

\* \* This engine is as powerful as any engine on the road. I think express engines run about 35 miles per hour. The customary rate of speed at which engine 103, or similar engines, is run is about 20 miles per hour. With steamship goods this engine, or the like of it, can run 30 miles per hour. "Had proceeded about two train lengths when I felt a shock of another train run-STEVENS, Locomotive Inspector, says. "The engine started again as fast as engines usually do, or could do, on an up grade with that train. We ran about 100 yards when the wrecking train ran into miles per hour.

To Juror Harper—I could not say what was wrong with the engine that night, nor could I suggest any reason except that it was snowing and that the coal which was wet and quite fine at the bottom of the

The above shows that the expres train men were on the alert, each Thus, we have the man who drove doing what was required of him the engine and the Conductor of the under the circumstances. It was the train agreeing that it did not work duty of the men on the Special to be well, while the man responsible for even more on the alert. Running, its good condition attributed its bad as they were, closely behind a train behaviour to the quality of the coal. with an inferior engine—or even beprove that he was not responsible was snowing and so thick that they and, in fact, was all right in a matter could not see." Let us examine the ing on Thursday last says,—

McGINTY, driver of the express, says,— "We could have taken no other pre-cautions to protect our train than I under-stood our conductor did." Humphrey, brakeman of the express,

"I called out to our driver to go faster but he could not hear me. I also made

viz,—that the Special was being run the Minister of Railways to cause a out.

the special was run. HUMPHREY, brakeman of Express.

ed that the railway management have reconciled with the supposition that the supposition that the railway management have reconciled with the supposition that the supposition th with the causes, the Intercolonial all the precautions which prudence and the safety of the lives at risk Railway will suffer in its traffic and

to him, is not equally good. He ter is one that rises above the plane TRICES. another column, is worth nothing so far as the public are concerned, and it is disappointing to find that it was not considered necessary at the innot considered necessary at the inquest to seek information outside of the officials of the road. It ought to have been ascertained how it came that Conductor McNutt of the special did not know what time it was when he left Bathurst; what time it was when left

an hour," the exceeding of which formances of engine No. 103. Men Humphrey, brakeman of express, would, of course, break the rules. "When the train stopped I jumped off On this subject the Telegraph very

> minutes."
>
> PATTERSON, asst. trackmaster, says,—
> "We remained 10 or 15 minutes and started again at about an ordinary rate."
>
> HINDS, Conductor of the Pullman, the started again at about an ordinary rate."
>
> HINDS, Conductor of the Pullman, the started again at about an ordinary rate."
>
> The started again at about an ordinary rate."
>
> The started again at about an ordinary rate. The started again at about an ordinary rate." says,—
> "The train started and four or live minutes afterwards heard Conductor Olive and
> Brakeman call out and started for rear end
> of car when almost immediately crash
>
> or McNutt says that his train was only
> we to reconcile these statements, and why
> was not some effort made to show, by the
> of car when almost immediately crash
>
> or McNutt says that his train was only
> we to reconcile these statements, and why
> was not some effort made to show, by the
> or we widence of the station agents, which of

> them was correct? It is quite certain that such an accident could not take place without least, representatives of the press, or "On getting the signal from the Conductor I started the train. Had not got more than two or three train lengths before the cident could not take place without least, representatives of the press, or neglect in some quarter, and the eviloret even a few outside of the Rail way

correspondent as follows,--

have the evidence of one official to lows!" we have heard it said,—"It appear to be very much needed. heard them the fact that the driver of the Another Bathurst correspondent writ- Special was not only not a drinking

when I came to Campbellton, the state of the engine."

PRICE, District Superintendent, I. C.

when I came to Campbellton, the state of the engine."

PRICE, District Superintendent, I. C.

when almost immediately, a crash came."

MCGINTY, driver of the express. asys.—

We observe that the Sun says the saw them in the tavern at half past six,

We observe that the Sun says the them in the tavern at half past six, ADVANCE is bound to give names and drunk. They asked him and another the time which blackens the face of man. ering that the first and second officers and publish all the facts in its possession. | who was in his company to drink, but We wish the Sun would show the he took a cigar, while they drank. same enterprise in getting at and The woman who keeps the tavern is a same enterprise in getting at and making good use of the facts of this examined on Monday or Tuesday up to

"I left two torpedoes at the furthest point 800 yards in rear of the express train." I gave the signal to the driver with a red lamp to stop. I was then on the rear end of the pullman car. The driver or his fireman could have seen the signal if either had been looking. Conductor Olive and brakeman Thompson also gave signals to stop. I don't think there was anything to prevent them from seeing the signals."

OLIVE, conductor of Express, says,—
"I called out to our driver to go faster"

"I called out to our driver to go faster"

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"I called out to our driver to go faster"

"I called out to our driver to go faster"

"I calle suggest is an employee of the road who saw and talked of the wild scene in the person who sold the intoxicating but he could not hear me. I also made motions with my lamp to the other engine to stop. \* \* \* I was standing on the end of the Pullman when I gave the signal. \* \* \* If the brakeman had placed the torpedoes at 800 yards distance from our train, it would have been sufficient time to bring up without collision. \* \* I never knew a torpedo to fail to explode, in my experience."

but he could not hear me. I also made motions with my lamp to the other engine to stop. \* \* \* I was standing on the end of the Pullman when I gave the signal. \* \* \* If the brakeman had placed the torpedoes at 800 yards distance from our train, it would have been sufficient time to bring up without collision.

\* \* I never knew a torpedo to fail to wild scene in the Conductor's van, which he compared to "a little hell." We hope he will not be overlooked. Facts and scenes such as these are not new to persons who are familiar with the doings of many special train men on the Intercolonial, and it is to explode, in my experience."

September, 1883.

R. C., Bruce, Druggist, Tara, says: I have no medicine on my shelves that sells are not medicine on my shelves that sells. liquors to the men of the Special on Conductor's van, which he compared to ern Nova Scotia last night a tempestuous again by the first of March, as they could MCNUTT, conductor of special, says,—

"The first wheel crossing a torpedo would explode it.

"The first wheel crossing a torpedo would explode it.

"The first wheel crossing a torpedo would explode it.

"The first wheel crossing a torpedo would explode it.

"The first wheel crossing a torpedo would explode it.

"The first wheel crossing a torpedo would explode it.

"The first wheel crossing a torpedo would explode it.

"The first wheel crossing a torpedo would explore the proper to enquire how they could exist around the coast it raged with an ominous roar that predicts future tales of disaster or gives better satisfaction than Dr. Thomas' Eclectric Oil, and the sale is constitution to the sale is to be to us to go further in pushing the until such a rude awakening as that we would be justified in shrinking." would explode it.

Thompson, brakeman of the Express from the duty. As we said last THOMPSON, brakeman of the Express says,—

"I heard the special train approaching before we had got up speed, and soon saw it; all three—the conductor, other brakeman and myself, made signals for her to stop and halloed to our driver to go on, but the special paid no attention to us."

The conclusion that neither of the the conductor of the conductor of the dead to direct an unjust imputation against the sobriety of men in the duty. As we said last week, it is no pleasure to us to publish such charges and it would be in the heads of the management responsible for it? Are they in different or incompetent, or both? The public eye is upon Mr. Superintendent Pottinger and his tardy enquiry. Whatever he may think, the public have a right to know not color. The conclusion that neither of the three men who were on the engine of the Special were keeping a lookout is the only one that can be come to after reading the above, and if it be it. But what the public further desired and had a right to know, if it sired and had a right to know, if it was believed and had a right to be sired and had a right to be sired and had a right to know, if it was believed to obtain the information, was how it came that the train following the Express happened to be sent crashing into it. It was believed the following the express happened to be sent crashing into it. It was believed the following the express happened to be sent crashing into it. It was believed the following the express happened to be sent crashing into it. It was believed the following the express happened to be sent crashing into it. It was believed the following the express happened to be sent crashing into it. It was believed the following the express happened to be sent crashing into it. It was believed to obtain the information, was how it came that the train after that until we stopped a mile or a mile and a half north of Beaver Brook, where there is an up grade, where the is an up grade, where the is an up grade, where the same of the special were keeping a lookout is the only one that can be come to a mile and a half north of Beaver Brook, where there is an up grade, where the may think, the three men whio were on the engine of the Special were keeping a lookout is the only one that can be come to the fatal engine when they rushed to their death. But if the state to their death. But if the state of things which should have been arrested before it became so true, as we have been informed, that the true, as we have been informed, that the true of the special were keeping a lookout is the only one that can be come to the fatal engine when they rushed to their death. But if the state of things which should have been arrested before it became so that the state of the special were keeping a lookout is the only one that can be come to us of the fatal engine when they rushed to their death. But if the state of the special were keeping a lookout is the opposition of those who had control of the s fect as that on any Railway on the of testimony in the above. It ought engine was found open to its fullest authorities are proved to have been its abuses of trust must not stand in extent after the accident, it shows very neglectful and to have shown a the way of reform in the interest of the under command of Jacob Fritz, with a that the signals were not seen, and very inadequate realization of their travelling public, and those who are full cargo of general merchandise, but either the required signals were not mony is not to be, at all times, relied that Brown, Crossman and Fraser's properly made, or the men on the engine running behind the Express above evidence the question presents of the track was the shock of the collientrust the lives of the travelling they may get along easily for a time the ship in the act of backing off. In a BALDWINS, and not kept the lookout which all itself,—Why was no warning given sion. And, it proves even more, public. It is the manifest duty of their sin will, at the last, find them

> at full speed. It may lead to a better understanding of the matter to turn most searching enquiry to be made. It there is no over-indulgence in WESTMORLAND ELECTION PETITIONS understanding of the matter to turn again to the evidence to ascertain how strong drink among many of the men the election of the four gentleentrusted with the running of specials, the election of the four gentles as members as members had rushed from their berths half clad let the fact be established and public- of the local legislature for Westmorland and began to run about hither and thither McNutt, Conductor of the Special, seems to know that he was not allow-Hanington, having been before unseat-

To lessen mortality and stop the inroa d regret to observe some of the papers | ctable Discovery and Dyspe For all diseases arising from etable Discovery and Dyspeptic Cure. passengers had been sacrificed to the ousness, Indigestion, &c., &c., it has no partially destroyed, the enquiry of the "I am using this medicine for Dyspepsia. I have tried many remedies but this is the only one that has done me any good."

Sir John as Governor-General. he left Bathurst; what time it was when he left Red Pine or Bartibogue; how it was that as he was to follow next to and only a few minutes be-

in the first place of the claims of eminent | charge of the second engineer, but the Canadians to the highest place in the other two could not be found. Soon after After the above was in type we re- gift of the Crown in America, and also as the four men jumped from the doomed ceived no less than three additional letters from Bathurst, each of which bears out our statements of last week. One correspondent says that after the Apvance had come out so squarely on the vance had come out so squarely on the vancing far on the path of national developsubject, it was conceded by everyone ment."

that the facts stated by it must be investigated by the Railway authorities, A lady from Syracuse, writes: "For est telegraph station reported the wreck. notwithstanding the efforts of some of about seven years before taking Northrop | The third boat, manned by Captain Fritz them to prevent their being developed. & Lyman's Vegetable Discovery and Dys- and containing besides him the remainder On Monday the local public of Bathurst | peptic Cure, 1 suffered from a complaint | of the crew and the only lady passenger heard, with satisfaction, that Superin- very prevalent with our sex. I was un- on board the Cedar Grove, a Miss Fairall able to walk any distance or stand on my failed to turn up to-day. The fortunate feet for more than a few minutes at a survivors watched for the approach to land time without feeling exhausted, but now of the missing boat, but as darkness came without feeling the least inconvenience." | their breats. For Female Complaints it has no equal.

Arabi's Letter.

were true or not. It was hoped that the enquiry would have been open to at letter to the editor of the London Times :

tinger and Conductors Olive and McNutt or merchant or clerk, and have been sent dressed and were running wildly about "The accident at Beaver Brook has are the officials in attendance. We are to prison. Now, all ye champions of knowing not what to do. 'caused considerable discussion here, and when it is known that the men were under the influence of liquor more or less it is all the more shocking. Parties who were over to meet the down Extypers here and saw the party of the press here and saw the party of the press here and saw the party of the press here and saw the party of the public should be represented that the public should be represented that the public should be of schore.

And if the water than the forward part, and cadis of such different duties been imprisoned and ill treated? And if the save her. The order of Captain Fritz, to whole of the nation of every class was of one mind in one work, and that the "special, describe the scene as something "terrible, and a section foreman described and that the enquiry should be of a character calculated to remove the distrust and want of confidence existing between the public and the management. To the public and the management. To prove that such distrust is not without "ing from the press for allowing such an "amount of drinking among their em" of Mr. Bruce, chief Railway clerk, to "amount of drinking among their em "ployees."

Our object in publishing the above extract was to start enquiry and we calculated and the enquiry before the extract was to start enquiry and we calculated by the extract was to start enquiry and we calculated by the extract was to start enquiry and we calculated by the extract was to start enquiry and we calculated by the enquiry before the council under the presidency of the Khedive and Dervish Pacha, the Envoy of the heard the order given from the deck for expressed our willingness to furnish gentleman from being answered; to the Sultan. And after the soldiers and inbehaviour to the quality of the coal.

The reader will observe that in the above there is no denial of the fact

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The reader will observe that in the above there is no denial of the fact above the above there is no denial of the fact that the engine worked badly, but we there is no denial of the fact that the engine worked badly, but we the fact that the deavers to impress upon those who heard them the fact that the driver of the the steamer's cabins he, by that way, ascended to the deck. Looking about, not man but a competent one in other man but a competent one in other respects. Secret as the enquiry at Bathurst has been made, we may state that the second one mit. The secret is the second one mit. The secret is the second one mit. The secret is the second one mit. The second one

you, but another matter urgently claimed "very drunk" and, in his opinion, "un- ulema of Islam and the Moslems of every proved very hard, but after six hours of FOR HANDSOME AND USEEFUL because he feared the violence of these railway men, who were within an hour divising an engine with the throttle.

every office and that foreigners should against the ship's officers and crew, owing take their places, together with those who to the fact of their allowing a helpless E. Lee Street - - Proprietor

NOVEMBER 1."

HALIFAX, N. S., Nov. 30, 1882. Guysboro, there is a stony ledge stretching tomers was cured of catarrh by using Reef. At three o'clock this morning, bed, where he had been laid up for a long THE SHIP STRIKES ON A REEF.
The steamer Cedar Grove, from London,

bound to this port and St. John, N. B., under command of Jacob Fritz, with a before a soul on board knew the danger were but two or three men on deck when the steamer struck, but almost immed ately every one, startled by the sudden shock and hearing a rush of water through BISHOP PIPPINS, not an ordinary one, for it belonged to the easily preventable class, and unless the travelling public are assured that the railway management have

The fact that neither McNutt nor the driver of the special were informed that the engine just preceding them was losing time is not easily

The fact that neither McNutt nor the fact that neither McNutt nor the driver of the special were informated and such statements as our correspondents make disproved. If, however, drunkenness is prevalent on the line let those whose neglect too fast."

SPIT2

SPIT2

SPIT2

SPIT2

SPIT2

SPIT2

SPIT2

SPIT2

There was not an attempt to stop. It think they were running from 30 to 35 miles per hour. \* \* \* In my opinion the approaching train was running a little too fast."

SPIT2

SPIT2

SPIT2

SPIT2

The fact that neither McNutt nor the driver of the special were informed and began to run about hither and thither apparently out of their senses. Captain our correspondents make disproved. If, however, drunkenness is prevalent on the line let those whose neglect too fast."

SPIT2

SPIT2

SPIT2

SPIT2

SPIT2

There was not an attempt to stop. It hinks they were running his coolnessand courage, ordered his officers and crew to make all the boats ready to abandon the sinking the boats ready to abandon the sinki covered their composure and obeyed the command. The sea could be heard mak ing its way fast and in great quantity into the forward part of the ship was descend

TAKING TO THE BOATS Ouickly the lifeboats were provisioned and made ready in their davits to b lowered into the water, and when appar ently all had got into them the order wa given to let go, and a moment late aree frail boats were being tossed by the after striking, the steamer was observed to plunge about in the water, and the oats were then pushed off from her side. But barely had they pulled away when storm and darkness to move about the next to and only a few minutes behind the Express, he did not know that train was behind time and its ongine was not steaming well. It is not satisfactory to find so much conficiency congrued to the grade and had to remain 10 to give 20 miles an hour."

Railway management. The duty of the grade or on a down the press is to enforce the lesson as effectively as possible and it ought to be done without dragging the matter to the position of Govenor General with unfeigned to the wind the press is to enforce the lesson as effectively as possible and it ought to be done without dragging the matter to the position of Govenor General with unfeigned to their fate. The next moment the whole four were seen to leap into the ocean together, and the three boats turned to attempt their rescue. Two, M'Audity and the first the hindenness of the side of the grade or on a down grade, so it was all down hill to Beaver brook."

The above is decidedly contradictory to find so much constituting the first to an the position of Govenor General with unfeigned to the their fate. The next moment the whole four were seen to leap into the ocean together, and the three boats turned to attempt their rescue. Two, M'Audity and the first the hindenness of Carden are the first to the position of Govenor General with unfeigned and also with the position of Govenor General with unfeigned to the side of the grade or on a down with the press is to enforce the lesson as effectively as possible and it ought to be done without dragging the matter that important office would be accepted to the first of the collision.—

The above 30 miles an hour."

The duty of the press is to enforce the lesson as effectively as possible and it ought to be done without dragging the matter that important office would be accepted to the first of the position of Govenor General with unfeigned to the first of the collision.

The above 20 miles an hour."

The collision occurred just on the other side of the grade or on a down with the press is to enforce the lesson as the pos

ing into the water told that all must make

LUMBERING SUPPLIES, A CATASTROPHE FEARED. At nine o'clock this morning two of the Send for Prices. T. McAVITY & Son, ure, dragged their craft ashore near Car Canso, and making their way to the near

I am thankful to say I can walk two miles and she did not appear hope subsided in STATEMENT OF A PASSENGER From Stephen M'Avity, the one fortunate

passenger, the following additional details Arabi Pacha has written the following of the disaster are obtained. He say when the Cedar Grove struck he was STEVENS, Locomotive Inspector, says,—

"As far as I know engine 103, at the time of starting from Campbellton, was in a fit state to run the distance to Moncton on the usual express time; I know from my own judgment. I was on the engine of the Special, amounting to that night from Baturst to Red Pine. I cannot say when I last examined her. When I rode to Red Pine she was capable of running on the schedule time.

"We had only just started and were going at the rate of two or three time of two or three time of two or three time of tarting from Campbellton, was in a fit state to run the distance to Moncto on the usual express time; I know from my own judgment. I was on the engine of the Special, amounting to that night from Baturst to Red Pine. I cannot say when I last examined her. When or train had got a couple of the greatest recklessness, caused it. Last week we gave the following of a mile, or between that and a half from part of the certor of the London 105 interest to the erutor of the condon 105 interest to the erutor of the London 105 interest to the erutor of the London 105 interest to the erutor of the London 105 interest to the erutor of the Carrath was awakened by Javacaib, under the heading of the "SIR—I have seen in No. 1,105 interest to the erutor of the London 105 interest to the erutor of the Carrath was awakened by Javacaib, under the heading of the "SIR—I have seen in No. 1,105 interest to the erutor of the London 105 of the Section and the station and made the st Jawaib, under the heading of the "Arrest the terrific blow with which she struck on Dry Goods and House Furnishing extract from the letter of a Bathurst A. Price, Private Secretary to Mr. Pot- mudir, and such an officer or interpreter were yet above, but these were only half ESEE SMALL HANDBILLS

imous as to the necessity of suspending a boat was to be seen, but three oth Tewfik Pasha for having transgressed the were near him-two engineers and a fireand, in fact, was all right in a matter in which he would have been in a grave position had he not "sworn himself clear." It was the coal! That's what Mr. Stevens thinks. If so what has Mr. McGinty to say for himself? This leads to another enquiry, viz., what did the evidence ahow as to the officials' knowledge of the condition the men of the Special was to the officials' knowledge of the phapers on Monday night that the officials' knowledge of the condition the men of the Special was as to the officials' knowledge of the phapers on Monday night the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named, especially, were to passion and money. I add that the two first named especially, were to passion and money. I add that the two first named especially were to passion and money in other defence of the country by a decree which that the conflictial shau heard one with the continuation of the defence of the country by a decree which has

AHMED APABI, the Egyptian. some twenty others of the crew are saved; "FROM MY PRISON CELL AT CAIRO, but unless they are kept together and the inquiry made at our it will be impossible

Rheumatism.

This widespread affliction, and all Kindred ailments, are at once arrested by

At the meeting of the Directors of the New Brunswick Steamship Company, in Messrs. Troop & Son's office, on Saturday Steamson, it was decided to call a meeting Troop should find out at what cost a

time with a lame back, by using two

CHOICE

General Business.

1 Car Load

RIBSTON PIPPINS,

SPITZENBERGS.

G. Stothart.

RUSSETS.

E.BROAD&SON at Steel Ax

AXE OF ALL THE BEST MAKES. CHAIN, CHAIN TRACES and HORSE-SHOES, HORSE-NAILS

Notice of Assignment

NOTICE is hereby given that John C. Sinclai of Bathurst, grocer, has assigned all hi Estate and effects to the undersigned for the benefit of his crviiturs and that the used of trusts is lyin at the office of DesBirisay & DesBirisay, Barrister at Law, for execution by his creditors.

**GRAND EXCURSION** 

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