

(Continued from first page.) time his son came in. His face covered with wrinkles, but he could not read, and he was unable to give the arguments of his father. The old man told me he would not tell it to me, but that he had no Bible in the house, nor had there been any for many years. The old woman he said could read. I packed up my books and had a Bible on the table, telling the mother I could not get either husband or son to buy her a Bible, and I was going to give her one. She declined to take it, and I had to urge her by many arguments to receive the book. I told her she ought to buy it if she could, but if she could not buy it she should 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 son bought the Bible, and a younger boy bought the Collier and Artisan. And the mother paid me thirty cents for the Bible (the price of the Bible was fifty cents but the old man would not break a ten dollar bill). Here were five families in one day I found destitute of the Bible and supplied them. I then I entered the County of Lunenburg on the 2nd August last. I have found twenty-three families destitute of the Word of Life. All these I have supplied except three, and these I will attend to when I get my next supply of Bibles. A. B. FLETCHER.

Dr. W. Armstrong, Toronto, writes: "I have been using Northrop & Lyman's Emulsion of Cod Liver Oil and Hypophosphites of Lime and Soda for Chronic Bronchitis with the best results. I believe it is the best Emulsion in the market. Having tested the different kinds, I am heartily giving it the preference when prescribing for my consumptive patients, or for Throat and Lung affections."

General Business. JUST RECEIVED. 10 BARRELS Malaga Grapes, 1 CAR LOAD CHOICE WINTER APPLES, 1 MIXED CAR CANADIAN APPLES, ONIONS, CABBAGES, ETC. ETC. BOTTOM PRICES. D. CHESMAN. JUST RECEIVED.

Commercial House. CHATHAM, N. B. Trimming Silks, Satins and Velvets, Plain and Watered Buttons, Braids, Ljnings, Moire Ribbons, Berlin Wools, Fingerings and Fancy Goods, Working Canvas, Splints, Cardboards, Gloves, Corsets, Hair Braids, Switches, Hosiery, Etc., Etc. BUTTRICK'S NEW YORK FASHIONS FOR SEPTEMBER. W. B. HOWARD. Dick's Powders, Kendall's Spavin Cure, Leeming's Essences, EMULSION OF COD LIVER OIL, FRESHNESS AND PURITY, Pleasant Wort Syrup, Burdock Blood Bitters, HOP BITTERS, and all the Patent Medicines of the day, at the "MEDICAL HALL." J. D. R. F. Mackenzie. Chatham, Nov. 1, 1882.

Executors' Notice. ALL persons having any just claims against the estate of CHATHAM, deceased, are requested to present the same to the undersigned, Executors of the will of CHATHAM, deceased, at Law, within three months from date and all persons indebted to said estate are requested to make immediate payment to him. ISABELLA JANE LESTON, EXECUTRIX. JOHN ELLIS, ANDREW H. JOHNSON, EXECUTORS. Chatham, Oct. 26, 1882. Double Sleigh. For sale, a Double Sleigh with both poles and shafts, upholstered with red velvet. This sleigh was made by Messrs. F. & S. J. John, and is almost new. ANGUS ULLCOCK, decr. 25. COAL! COAL!! ANY person requiring coal will please leave their orders with the undersigned who will be glad to receive a list. Consignments by Rail. Many orders are necessary in order that they may be Satisfactorily filled. T. F. GILLESPIE.

Miramichi Advance.

CHATHAM, N. B., DECEMBER 7, 1882.

The Beaver Brook Railway Accident.

The fatal Intercolonial Railway accident, which occurred at Beaver Brook on Saturday morning, 25th ult., is yet the subject of much discussion in the press and among the people. The slow statement of interest in the matter is chiefly due to the fact that the verdict of the coroner's inquisition fell so far short of public expectation, having failed entirely to throw the slightest light upon the immediate causes of the calamity. It was known to the public as soon as the accident was announced that the Express train, into which the Special ran, was behind time, but the same fact was known at every railway station as the train passed before the accident. It was also known to the public that three men were killed by the collision between the train and that the Express had not been behind time. The Special would not have run into it. But what the public further desired and had a right to know, if it were possible to obtain the information, was how it came that the train following the Express happened to be sent crashing into it. It was believed that a system of signalling as perfect as that on any Railway on the continent was in operation on the Intercolonial and it was plain that either the required signals were not properly made, or the men on the engine running behind the Express had not kept the lookout which all men in such a position are required and expected to do. So far as the 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 not an ordinary one, for it belonged to the easily preventable class, and unless the travelling public are assured that the railway management have ascertained and determined to grapple with the causes, the Intercolonial Railway will suffer in its traffic and in public confidence generally. The verdict of the coroner's jury, as will be realised by anyone who reads it in 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 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 he left Red Pine or Bartibogue; when he left that he was to follow next to and only a few minutes behind the Express, he did not know that the train was behind time and its engine was not steaming well. It is not satisfactory to find so much conflicting testimony concerning the performances of engine No. 103. Men 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:—"I was on the Express, Friday night at Bathurst, but I think it made running time after that until we stopped a mile or a mile and a half from Bathurst, where there is an up grade, where the train stopped; not having steam, as I heard some say." There is a most remarkable conflict of testimony in the above. It ought not to be so, but it is another illustration of the fact that official testimony is not to be, at all times, relied upon. At once after reading the above evidence the question presents itself.—Why was no warning given to the special train? McGINTY, Conductor of the special, says:—"I was not informed at Bathurst before the collision that the Express engine could not steam well. I was informed that the engine just preceding them was losing time; it was not recalled with the supposition that all the precautions which prudence and the safety of the lives at risk required were taken by those who should have realised their responsibility in the matter. It is important, in considering the question of immediate responsibility, to consider the matter of signals and the attention paid thereto. On the one hand we have pretty conclusive evidence that the conductor of the Express train and his brakeman did their whole duty and, in justice to them, the jury ought to have expressly said so. Take the evidence respecting what happened and was done by the Express train officials when they stopped at the point of collision.—

McGINTY, driver of the Express engine, says:—"When we got to the up grade about two miles north of Beaver Brook we were stuck on the grade and had to remain 10 or 15 minutes before we got started again." HEMPHREY, brakeman of Express, says:—"When the train stopped I jumped off to look for the cause of the delay. I told the driver to go back and put plenty of torpedoes on. I went back about 80 yards, or about 10 or 17 feet, and I put out five torpedoes. I went back to the engine and found it was outside or further point, when I put two Beaver Brook rail 12 1/2 in. I should judge we remained stationary about 20 minutes." PATTERSON, Asst. Trackmaster, says:—"We remained 10 or 15 minutes and started again at about an ordinary rate." HINDS, Conductor of the Pullman, says:—"The train started and four or five minutes afterwards heard Conductor Olive and brakeman call out and started for rear end of car when almost immediately crash came." HEMPHREY, brakeman of Express, says:—"On getting the signal from the Conductor I started the train. Had not got more than two or three miles when I heard the engine of the working train, coming tender first, run into the tail end of our train." HEMPHREY, brakeman of Express, says:—"When our train had got a couple of car lengths off, I heard the other engine coming around the curve about a quarter of a mile, or between that and a half from us." PATTERSON, Asst. Trackmaster, says:—"Had proceeded about two train lengths when I felt a shock of another train running into us at the rear." STEVENS, Locomotive Inspector, says:—"The engine started again as fast as engine usually do, on an up grade with that train when the wrecking train ran into us." The above shows that the express train men were on the alert, each doing what was required of him under the circumstances. It was the duty of the men on the Special to be even more on the alert. Running, as they were, closely behind a train with an inferior engine—or even behind a train drawn by the very best engine on the road, they should have kept a good lookout. "Poor fellows!" we have heard it said.—"It was snowing and so thick that they could not see." Let us examine the evidence respecting the opportunity they had to see and hear, also.—

HUMPHREY, brakeman of the Express, says:—"I left two torpedoes at the farthest point 80 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 platform of the Pullman car. The driver or his fireman could have seen the signal if either had not been thinking. Conductor Olive 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 but he could not hear me. I also made motions with my lamp to the other engine to stop. I was standing on the platform of the Pullman when I gave the signal. If the brakeman had stood the torpedoes 80 yards from our train, it would have been sufficient time to bring up without collision. I never knew the Express to fail to explode, in my experience." McGINTY, conductor of special, says:—"I was not crossing a torpedo would explode it." 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 I—went to the rear of the train and halted to our driver to go on. The special paid no attention to us. 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 true, as we have been informed, that the throttle-valve of the special engine was found open to its fullest extent after the accident, it shows that the signals were not seen, and that Brown, Crossman and Fraser's first intimation that the track was not clear, was the shock of the collision. And, it proves even more, that the Express was being run at full speed. It may lead to a better understanding of the matter to turn again to the evidence to ascertain how the special was run. HEMPHREY, brakeman of Express, says:—"There was not an attempt to stop. I think the running was from 20 to 25 miles per hour. In my opinion the approaching train was running a little fast." McGINTY, Conductor of the Special, seems to know that he was not allowing the train to be run over twenty miles an hour, though his knowledge of other matters which should be clear to him, is not equally good. He says:—"I do not know when I left Bathurst, it was some ten minutes behind the Express." Left Bartibogue about 10 or 15 minutes behind the Express. As the station agent there told me myself I do not know what time it was when I left Bathurst. I was on the engine of the special train about twenty miles an hour, but slower about three and a half miles from Beaver Brook, where I put on brakes for a mile and over, it being a down grade with Beaver Brook where I put on brakes for a mile and over, as it was an up grade for 17 or 18 miles an hour. When we struck the Express we were not going over 20 miles an hour. The collision occurred just on the side of the grade or on a down grade, as it was on the side of the grade. The above is decidedly contradictory. It is going to be the "miles an hour," the exceeding of which would, of course, break the rules. On this subject the Telegraph very pertinently remarks.—

The conductor of the working train says that he left Bartibogue, as he was informed by the station agent there, ten minutes behind the Express. The distance between Bartibogue and where the collision took place, is ten miles before the working train left Bartibogue, and the latter, to catch the Express at the time she did, must have been running at the rate of 40 miles an hour; yet Conductor McGinty says that he was not going 20 miles an hour or less. How is it to be reconciled these statements, and why were no officers made of the evidence of the station agents, which an account took place, in such an accident could not take place without neglect in some quarter, and the evidence given at the inquest, taken together with that which was available but was not sought, shows that neglect to keep a lookout on the engine of the Special, amounting to the greatest recklessness, caused it. Last week we gave the following extract from the letter of a Bathurst correspondent as follows:—"The accident at Beaver Brook has caused considerable commotion here, when it is known that the men were under the influence of liquor more or less at the time of the accident. Those who were over and saw the party of the special, describe the scene as something terrible, and a section foreman described the collision as a most shocking one. There is a tavern within 100 feet of our station, which sells night and day. The matter calls for strict investigation and the Government should get an overhauling from the press for allowing such an amount of drinking among their employees." Our object in publishing the above extract was to start enquiry and we expressed our willingness to furnish names and such facts as we were possessed of to aid the Railway management in effecting reforms which appear to be very much needed. Another Bathurst correspondent writing on Thursday last says:—"I was pleased this morning, on reading your official respecting the late disaster at the C. R. I. that if you would express that fact, I am sure you would inform me of the same. When I read the reports on Monday night I felt they were determined to cover the matter up, and I was very glad to hear of the condition of the men of the Special in just before they left here, to write you, but another matter urgently claimed my attention and prevented my doing so, but if an investigation takes place in consequence of what you have stated I can give you the name of one good witness, who I have known torpedoes to mis explode, but where there were two, one if not both would be pretty sure to explode. I would not say those on the engine would hear them if they did explode." STEVENS, locomotive inspector, says:—"If the torpedoes exploded, which they sometimes fail to do, they could be heard in the cab." HINDS, Pullman car conductor, says:—"The train started and four or five minutes afterwards heard Conductor Olive, who was in charge of the Express and the

was present, but another who says he saw them sober at 3.45 p. m. found them in the tavern at half past six, drunk. They asked him and another who was in his company to drink, but he took a cigar, while they drank. The woman who keeps the tavern is a very important witness. She was not examined on Monday or Tuesday up to one o'clock, nor do we know that she was summoned. She can, no doubt, tell of window-breaking by the Driver of the Special and others belonging to his train and of such other reckless behaviour as ought to startle even the most sleepy and indifferent of Railway managers. Another witness we would suggest is an employee of the road who saw and talked of the 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 proper to enquire how they could exist and be permitted to go on unchecked until such a rude awakening as that which took place on 25th ult. Who are the heads of the management responsible for it? Are they ignorant of the facts, or do they prefer to act promptly and energetically on a state of things which should have been arrested before it became so bad. Official indifference and official resentment of outside interference with its abuses of trust must not stand in the way of reform in the interest of the travelling public, and those who are well paid from the public purse for services which they render indifferently, must be made to realise that while they may get along easily for a time their sin will, at the last, find them out.

WESTERLAND ELECTION PETITIONS.—The hearing of the petitions against the election of the four gentlemen returned last summer as members of the local legislature for Westerland is set down for 18th inst. Westerland has enjoyed about as many election petition trials as any county in the Province, one of the respondents to a petition now pending is Hon. D. I. Hamilton, having been before unopposed. He was then a strenuous opponent of the Government of which he is now the nominal leader. To lessen mortality and stop the inroad of disease we Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure. For all diseases arising from Impure Blood, Indigestion, &c., &c., it has no equal. Mr. Thomas Smith, Elm, writes: "I am using this medicine for Dyspepsia. I have tried many remedies but this is the only one that has done me any good."

Arabi's Letter. Arabi Pacha has written the following letter to the editor of the London Times:—"Sir—I have seen in No. 1103 of the Jewish under the heading of the 'Arabi of the Seditious in Egypt,' an article which says that so many rebel officers have been seized, and so many Belouin sheiks, and such and such a call, and such a deputy, and such a more than half of those on board were yet above, but these were only half dressed and were running wildly about knowing not what to do. The after part of the vessel was even then somewhat higher in the water than the forward part, and it was plain nothing could be done to save her. The order of Captain Fritz to make ready the boats and prepare to abandon the ship, had already been given. At the request of the chief officer McAvity helped to place them a small supply of provisions and water. The chief engineer then asked him, as several of the ship's firemen had refused to go to work, to go below and help in the engine room. Complying with the request he went down. After remaining there a short time he heard the order given from the deck for all hands to come up, and that when about doing so he discovered that the engineers' companion way was gone. Speedily making his way through one of the staterooms he found that the vessel was canted to the starboard. Looking about, not a boat was to be seen, but three others were near him—two engineers and a fireman, who had evidently been left behind with him. Amidships the vessel was going down rapidly. On hurrying to the side, boats were seen a short distance away, and shouting to those in them to attract their attention, the four jumped into the water together. McAvity and the fireman were picked up by Chief Engineer Reed's boat. The work of keeping afloat the boat in which McAvity was, proved very hard, but after six hours of terrible labor and great peril they reached land in safety shortly after the second boat arrived, and they then made for the nearest habitation. A Cairo despatch of 3rd inst. says:—"O ye just men! is it far that the sons of the country should be deprived of every office and that foreigners should take their places, together with those who have come to Egypt, like Circassians, Albanians and Bulgarians, so that even down to the lowest ranks, such as the embankers of the army, the places are given to others than the sons of Egypt? Are not the Egyptians as good as the Bulgarians and

General Business. CHOICE WINTER APPLES. 1 Car Load BALDWIN'S, RIBSTON PIPPINS, BISHOP PIPPINS, SPITZENBERGS, GREENINGS, RUSSETS. G. Stohart.



AXES OF ALL THE BEST MAKES. CHAIN, CHAIN FRACES and BUNK CHAIN, HORSE-SHOES, HORSE-NAILS, LUMBERING SUPPLIES. Notice of Assignment. NOTICE is hereby given that John C. Sinclair of Bathurst, grocer, has assigned all his estate and effects to the undersigned for the benefit of the creditors of said assignor. All creditors desiring to file claims under said assignment are requested to do so on or before the 15th day of October, A. D. 1882. JOHN SINCLAIR, Assignor. T. S. & J. Y. Trustees.

GRAND EXCURSION! TO JAMES FAIREY'S Dry Goods and House Furnishing STORE. The largest and best assorted Stock of General Dry Goods, Furniture, Carpets & Bedding, to be found in MIRAMICHI. Popular Prices, Satisfaction Guaranteed. FREE SMALL HANDBILLS. JAS. C. FAIREY. NEWCASTLE, Oct. 4, 1882.

NEW, CHOICE AND BEAUTIFUL. A MAGNIFICENT DISPLAY OF Genuine Wedgwood Ware IN EVERY Conceivable Pattern and Design. JUST THE THING FOR HANDSOME AND USEFUL PRESENTS. FOR SALE BY Newcastle Drug Store, E. Lee Street - Proprietor. FOR SALE. At Station farm—2 small sized horses—Will be sold cheap. J. B. SNOWBALL, decr. 14.