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GEO. A. HUGHES, Attorney and Solicitor, NOTARY, CONVEYANCER, &c.

OFFICE: PELLEY BUILDING, Fredericton, N. B., Opp. Post Office, QUEEN ST.

WILLIAM WILSON, Attorney-at-Law, SOLICITOR AND CONVEYANCER

OFFICE: Carleton St., East Side, Directly opp. Dr. Colthart's office.

H. B. RAINSFORD, Barrister, Attorney-at-Law, NOTARY PUBLIC.

Clerk of the Peace and District Registrar, Real Estate Agent, Loans Negotiator, Office: Lower End of County Court House, Adjoining the office of the Registrar of deeds, Fredericton, Nov. 16th, 1891.

GEO. L. WILSON, Barrister, Notary Public, etc.

Office next door below J. J. Weddalls Queen St. Fredericton, N. B. March 4, 1893.

WESLEY VANWART, Barrister.

Office: Queen Street, OPPOSITE NORMAL SCHOOL, Fredericton, May 6th, 1894.

B. H. TORRENS, M. D. M. DENTIST,

Office and Residence, Saunders Building, Near Queen Hotel. Feb. 2-26 1897.

DR. R. MCLEARN, Office and Residence,

Corner Queen and Regent Sts. Office Hours, 8 to 10 A. M., 1 to 3 P. M., 8 to 9 P. M. Telephone, 66. Fredericton, May 6th 1895.

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STEAMSHIPS.

While it also includes all minor departments of rural interest, such as the Poultry Yard, Entomology, Bee keeping, Greenhouse and Grapes, Veterinary, Repairs, Farm Questions and Answers, Fire-side Reading, Domestic Economy, and a summary of the News of the Week. Its Market Reports are usually complete, and much attention is paid to the Prospects of the Crops, as throwing light upon one of the most important of all questions - How to Buy and When to Sell. It is liberally illustrated and by recent improvements, contains more exclusive matter than ever before. The subscription price is \$2.00 per year, but we offer a special reduction in advance.

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BEYOND COMPARISON THE BIGGEST! CLEANEST and BEST SHOW ON EARTH!

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THE GLADDEST DAY OF ALL THE YEAR SELLS BROTHERS. GRAND HOLIDAY ALLIANCE, COMING ON ITS OWN FOUR SPECIAL TRAINS. THE OLDEST, RICHEST and LARGEST SHOW ON EARTH. ORGANIZED, OWNED and MANAGED IN PERSON FOR TWENTY-FIVE CONSECUTIVE YEARS. THE ONLY EXISTING SHOW THAT HAS NEVER CHANGED OWNERSHIP NAME OR TITLE FOR A QUARTER OF A CENTURY.

Fredericton, Thursday, August 1st.

SEE THE BIG STREET PARADE AT 10 A. M. EXHIBITION DAY. BRANCH TICKET OFFICE at Chas. A. Burchill's Drug Store, Corner Queen and Regent Streets.

1831. THE CULTIVATOR 1895 Country Gentleman.

THE BEST OF THE AGRICULTURAL WEEKLIES. DEVOTED TO Farm Crops and Processes, Horticulture & Fruit Growing, Live Stock and Dairying.

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End of an Interesting Belle of the Past. Vessels with a history are not unusual things, but historic vessels - vessels associated and identified with important events in the world's history - are so rare nowadays that their disappearance from the scene may well call for more than passing notice.

SWALLOWED A DOG WHOLE.

A Hungry Alligator's Quick Lunch on the Jacksonville Zoo. Ever since last winter, says the Florida Times-Union, the Zoo has been closed and locked up and during all that time the big fifteen-foot gator, which makes his home in one of the miniature lakes, has had to shift for himself for something to eat.

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GIRLS IN OFFICES.

The audit offices of the Grand Trunk and C. P. R., Montreal, says the Witness, illustrate the success which attends the employment of intelligent young women side by side with those of the other sex.

THE SUNDAY SUN

Price 5c a copy, by mail, \$2 a year. Address The Sun, New York.

STEAMSHIPS.

While it also includes all minor departments of rural interest, such as the Poultry Yard, Entomology, Bee keeping, Greenhouse and Grapes, Veterinary, Repairs, Farm Questions and Answers, Fire-side Reading, Domestic Economy, and a summary of the News of the Week. Its Market Reports are usually complete, and much attention is paid to the Prospects of the Crops, as throwing light upon one of the most important of all questions - How to Buy and When to Sell. It is liberally illustrated and by recent improvements, contains more exclusive matter than ever before. The subscription price is \$2.00 per year, but we offer a special reduction in advance.

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A SHOCKING DISASTER.

Details of the Horrible Railway Accident Near Levis, Quebec.

Thirteen Killed and Twenty-nine Injured.

Craig's Road, 15 miles above Levis, Quebec, on the Grand Trunk railway, was the scene early on the morning of the 9th inst. of one of the worst disasters in Canadian railroading annals.

The disaster was briefly mentioned in THE HERALD last week, but further details are given below.

An excursion train crowded with pilgrims, en route to the Shrine of la Bonne Ste. Anne de Beaupre, was run into by a similar train, and thirteen people killed, and some twenty-nine badly injured, some of whom may die.

The killed included Hector McLeod, engineer, and Richard Perkins, fireman; three priests, Revs. Messrs. Mercier, Dignan and Desrosiers; two other men and six women.

The train that came in collision were special excursion trains filled with pilgrims en route from Sherbrooke, Richmond and Windsor Mills to Levis, where they were to cross over to Quebec and proceed to the shrine of St. Anne de Beaupre.

The trains were following one another with an interval of some twenty minutes intervening. The forward train was making good time, having left Richmond at ten o'clock the night before.

On the rear of this train was a pullman, in which were the priests, etc., in charge of the party, and it was in this car that most of the loss of life took place.

The first train reached this station, which is fourteen miles west of Levis, about three o'clock, and stopped at the tank to take water. Due precautions were taken, and the engine was thrown to danger against the following train. Only the train men were about and attending to their duties.

The pullman in the rear was wrapped in silence, and the sleepers there were not aware of the terrible fate that was rushing upon them.

The second train came speeding on, and for a reason that may never be known engineer McLeod did not heed the signal of danger. Both he and fireman Perkins were killed, and the real reason why the train did not stop is not known.

With a great crash the second train struck the rear pullman of the first section. The engine imbedded itself in the palace car, and plunged forward.

That engine, which was dazed off to sleep and thus missed seeing the semaphore, and was unconscious of his whereabouts.

The great majority of the wounded in hospital some twenty-nine in number are expected to recover, but some will be crippled for life and a few of them will undoubtedly die.

The total loss in property by the smash-up is estimated at between \$100,000 and \$200,000. The destruction almost beggars description and had the first pilgrim train not commenced to move out of the station when the second was heard approaching it would have unquestionably been very much greater.

The locomotive and tender of the second train were smashed to atoms. The rear coach of the first train was a pullman, which completely telescoped the next car, a first-class one, and it again behaved similarly to the third.

As for the cause of the accident, it will probably never be truly ascertained. The driver and fireman of the second train were the only ones who could tell to a certainty but they are both killed. There is a theory that, overcome by the oppressive heat of the night and over-work, they had fallen asleep, and this seems to be strengthened by the fifty-mile rate of speed at which they were traveling, and the fact that they did not blow their whistles even once on approaching the station.

But the Grand Trunk people ridicule this contention, as they say that they were two very best, most reliable, temperate, and experienced men on the road, and that if one of them had fallen asleep the other at least would have been awake.

The pullman probably saved the rest of the train owing to its weight. It is reduced to kindling wood.

Trainmen express wonder that the victims were not twice as numerous as they actually were, seeing that there were over a dozen persons in the pullman and fifty in each of the three first-class cars on the forward train that were damaged.

Sleepers on the road were ripped up and torn in some places, and car wheels and springs were snapped like twigs. Windows in the station were broken by the flying pieces of cars, while the track for a long distance was strewn with them, and the sleepers were in many places torn up.

Railway men are much puzzled over the cause of the dreadful accident. The cause is as numerous almost as flies in fly time. It must be remembered first, that all evidence goes to show that the semaphore light was burning brightly and indicating danger. In the second place, that the approach to Craig's Road from the west is a piece of track that is straight and comparatively level and affords an unobstructed view of the station where the accident took place.

The usual signals were displayed on the rear of the pullman on the first train, and these alone would have been a good enough sign of danger to an experienced man, such as engineer McLeod is said to have been, had he been on the alert.

Mr. Audet, who was a passenger on the first train, speaking of Father Dignan's death, says: "As I reached the pullman, poor Father Dignan was taken out and laid on planks. Father Baron asked if he knew him, and he gave a slight sign of recognition only, and the last rites were administered to him. His skull was crushed, also one jaw and a leg. He soon lost consciousness and expired shortly after his removal from the special train at Levis. I also helped extract Father Desrosiers, who was jammed under the debris of the pullman. I could not remove the debris, so I tried to pull him out by the leg. He uttered a cry of pain and asked me to pull by the other leg, with the help of his own struggles I finally

MRS. STANFORD'S JEWELS.

The Costly Collection to be Sold for Stanford University.

The statement that Mr. Leland Stanford, of California, is about to sell her marvellous collection of jewels has revived interest in these famous gems. Mrs. Stanford on several occasions during her residence at Washington, either at White House residences or state dinners, wore such elegant jewels that it was generally supposed Washington had seen the best of them.

After the death of her son Mrs. Stanford preferred not to wear jewels, and when she did so it was because of her husband's desire, and then she selected the simplest she owned. The others rested in the darkness of her bankers' vaults and were never brought to Washington.

There are few more choice or extensive collections of gems owned by the royal families of the Old World. Their value is variously estimated from one to two millions of dollars. Mr. Stanford bought four sets of diamonds for his wife when the values of Queen Isabella of Spain were sold in Paris, and he paid upward of \$800,000 for the four. One set is of the kind known as blue diamonds, as they emit violet rays by day. Another set has pink rays in its stones. The third set is of yellow diamonds, as yellow as topaz, and the fourth is of flawless white stones.

Each set has a tiara or necklace, pendant, brooch, earrings, from four to six bracelets, and some finger rings, all of the same style and of corresponding stones.

In addition to these Mrs. Stanford has some genuine black diamonds, cut pear-shaped, and numerous other diamond ornaments in a variety of styles. One necklace, not belonging to any of the sets above named, is valued at \$100,000, and its pendants at \$30,000. This was manufactured to order, and consists of large colored diamonds intermixed with small white stones, rubies, sapphires, and emeralds, all of the purest water. A band of large yellow diamonds encircles the throat; each set in smaller white stones. Below this band is placed a fluted design in small white diamonds and colored stones, trending in deep relief.

But for the litigation by which the Stanford estate is now tied up, \$2,000,000 would have been available for charitable uses for the Stanford University, and Mrs. Stanford will, it is stated, sell her jewels to meet the present emergency.

DIVORCES IN OKLAHOMA.

One Law Firm Who Expect to Collect \$25,000 in Fees from Divorced Clients This Year.

The journeyings of divorce seekers to Oklahoma, U. S., is simply astonishing. The law under which the territorial courts are organized, is both peculiar and practical. The probate judge issues all licenses to marry and also superintends the divorce trial, signing all decrees of divorce. In some counties, notably at the territorial capital, the probate judge purchases his marriage license blanks by the hundred and his blank divorces by the thousand.

YOU DON'T HAVE TO SWEAR OFF Says the St. Louis Journal of Agriculture in an editorial about No-To-Bac, the famous tobacco habit curer. "We know of many cases cured by No-To-Bac, one a prominent St. Louis architect, smoked and chewed for twenty years; two boxes cured him so that even the smell of tobacco makes him sick." No-To-Bac sold and guaranteed no cure no pay. Book free. Sterling Remedy Co., 374 St. Paul St., Montreal.

Father, said the boy, what is insolvent? Insolvent, was the reply, is merely a long word used to describe a short condition.