General Business.

LONDON HOUSE.

Wholesale and Retail.

In store, the following reliable Brands of Flour :—

"Neva."
"Daily Bread"
and "Empress."

Pork, Plate Beef, Dry Codfish.

I am selling off balance of Dry Goods and Fancy articles away below cost.

SOMETHING NEW

LESSIVE PHENIX
(the greatest Washing Powder yet discovered.)

Putz Liquid Pomade Polish,
(for metals.)

FARINOSE IN 6lb. BAGS @ 25c.

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Canada Eastern Railway Co.

THROUGH TICKETS.

First and Second Class Through Tickets are on sale at

Chatham, Chatham Junction and Blackville

—FOR—

Bangor, Portland & Boston;

—ALSO—

St John and all points on

CANADIAN PACIFIC RAILWAY.

Daily connection made with C. P. Railway at Fredericton.

Baggage Checked Through.

Thos. Hoben, Supt. Jas. Wetmore, G. P. & T. Agt.

Gibson, May 7th, 1891.

CHILDREN LIKE IT.

LIKE WHAT?

ESTEY'S

EMULSION

OF

Cod Liver Oil

Old and young take it for Coughs, Colds, Consumption, and all Lung diseases.

PALATABLE AS MILK. ASK YOUR DRUGGIST.

DR. JAMES' NERVE BEANS.

NERVE BEANS are a new discovery that relieve and cure the worst cases of Nervous Debility, Lost Vigor and Failing Manhood; restores the weakness of body or mind caused by overwork, or the errors and excesses of youth. This Remedy absolutely cures the most obstinate cases when all other TREATMENTS have failed even to relieve. They do not, like other preparations advertised for Lost Manhood, etc., interfere with digestion; but impart new life, strength and energy in a quick and harmless manner peculiar to themselves.

Sold by druggists at $1.00 a package, or six for 5.00, or sent by mail on receipt of price. Address The James Medicine CO., Canadian Agency, St. John, N. B.

Write for pamphlet. Sold in Chatham by J. D. B. F. MACKENZIE.

PAST ALL PRECEDENT!
OVER TWO MILLIONS DISTRIBUTED.

L. S. L.

Louisiana State Lottery Company.

Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote.

Its GRAND EXTRAORDINARY DRWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

FAMED FOR TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES.

Attested as follows :

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorize the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

R. M. Walmsley, Pres. Louisiana Nat. Bk.
Pierre Lanaux, Pres. State Nat'l Bank.
Baldwin, Pres. New Orleans Nat'l Bk.
Carl Kohn, Pres. Union National Bank.

WILL TAKE PLACE

At the Academy of Music, New Orleans, Tuesday, December 15, 1891.

Capital Prize, $600,000.

LIST OF PRIZES

1 PRIZE OF	$600,0000 is	$600,000
1 PRIZE OF	200,000 is	200,000
1 PRIZE OF	100,000 is	100,000
1 PRIZE OF	50,000 is	50,000
2 PRIZE OF	20,000 are	40,000
5 PRIZE OF	10,000 are	50,000
10 PRIZES OF	5,000 are	50,000
25 PRIZES OF	2,000 are	50,000
100 PRIZES OF	800 are	80,000
200 PRIZES OF	600 are	120,000
500 PRIZES OF	400 are	200 000
APPROXIMATION PRIZES.		
100 Prizes of	$1000 are	$100,000
100 do	800 are	80,000
100 do	400 are	40,000
TWO NUMBER TERMINALS.		
1,998 Prizes of	$200 are	$399,600
2,144 Prizes, amounting to		$2,159,600

PRICE OF TICKETS.

Whole Tickets at $40: Halves $20; Quarters $10: Eighths $5: Twentieths $2 Fortieths $1

Club Rates, 55 Fractional Tickets at $1, for $50.

SPECIAL RATES TO AGENTS.

AGENTS WANTED EVERYWHERE

IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS,

on which we pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD, New Orleans, La.,

Give full address and make signature plain.

Congress having lately passed laws prohibiting the use of the mails to ALL Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes, until the Courts shall decide Our rights as a State Institution. The Postal authorities, however, will continue to deliver all Ordinary letters addressed to Paul Conrad, but will not deliver Registered letters to him.

The official Lists of Prizes will be sent on application to Local Agents, after every drawing in any quantity, by Express, FREE OF COST

ATTENTION.—The present charter of The Louisiana State Lottery Company which is part of the Constitution of the State, and by decision of the SUPREME COURT OF THE U. S. is an inviolable contract between the State and the Lottery Company will remain in force under any circumstances FIVE YEARS LONGER, UNTIL 1895.

The Louisiana Legislature which adjourned July 10th, voted by two-thirds majority in each House to as the people decide at an election whether the Lottery shall continue from 1895 until 1919—The general impression is that THE PEOPLE WILL FAVOR CONTINUANCE.

Miramichi Advance.

CHATHAM, N. B., - - DECEMBER 10, 1891.

Transatlantic Steamship Service.

The St. John Board of Trade's special committee on trans-Atlantic steam service to Canadian ports submitted a report to the council of that body last week, in which it was affirmed that an adequate service, in point of speed, could not be obtained for a subsidy of $500,000, and that as the country could not afford to pay the large sum required for a fast service, "much greater benefits would result "to the Dominion if the proposed expen- "diture (or as much of it as might be "found necessary for the purpose) was "devoted to the development of the gen- "eral business of the country by aiding "the establishment of lines of fast freight "steamers between Canada and Great "Britain, and in otherwise assisting the "maritime ports of the Dominion to con- "trol the ocean carrying trade of the "country, instead of allowing foreign "ports to obtain the benefits of same."

The committee further affirmed that it is the duty of the government to give necessary aid to a line of steamships running between St. John and Liverpool, to enable the railways and the business men of the Dominion to transport goods and produce through St. John in successful competition with the railways and ports of the United States.

The Board met on Tuesday of last week and discussed the resolutions prepared by the committee and submitted by the council, embodying the points stated, and passed the same by a vote of nine to four.

The St. John Sun publishes an interview with Hon. G. E. Foster, Finance Minister, which is largely devoted to this steamship question. We quote :—

What are the prospects for tenders for a fast Atlantic service? asked a sun reporter yesterday of the Minister of Finance.

That I cannot say, was the reply. Considerable interest has been excited over the call, and English papers, as well as our own, are vigorously discussing the matter. I have greater hopes of getting an offer within reasonable reach of our finances than on either of the previous occasions.

Is it contemplated to provide for a freight service?

The tenders called for are for a fast mail and passenger line. Each steamer will afford accommodation for from three to five hundred tons of freight. The experience of fast lines is that freight always follows in their wake in addition to what they themselves carry.

What about St. John?

Alternative tenders are called for for Halifax and St. John, so that intending contractors will have choice of taking in St. John.

The result of the tenders can alone answer the question practically.

* * * *

Returning to the question of steamship subsidies, Mr. Foster said: I would like to say that there appears to be a wrong impression in some minds as to the present conditions. Up to last April the Allan line received $126,000 yearly for carrying mails from Quebec in summer and Halifax in winter; going in winter as for many years past to Portland, Maine. Owing to the slow speed of their vessels, postal matter had been gradually drifting towards the fast steamers going from New York. The proportion of Canadian letters which during the last years has gone via New York was, if I remember aright, more than one-half. For this we had, of course, to pay poundage rates, and in addition the whole subsidy to the Allans for the part they carried. The proportion of letters diverted to New York was constantly increasing, and when last spring the Allan company demanded about twice the subsidy and no amelioration of their speed for carrying the proportion left, the government could not see their way clear to give it, and since that time neither the Allans nor any other company has received any subsidy from the government. They afterwards withdrew their boats from Halifax, and since then the Canadian mails have sought the outlets existing and gone mostly via New York and some via Portland, and have been paid for, in whole as formerly in part, at ocean poundage rates. The government have therefore subsidized no line from an American port, but have actually withdrawn their subsidy from a line which had since before confederation been subsidized from a United States port. Meantime every possible reasonable effort had been made to get favorable tenders for a fast mail line of speed sufficient to draw our mails via Canadian ports, and in a few weeks we shall know what our efforts will result in. In the meantime the government have realized the sentimental and well based objections to being dependent on foreign lines for the carriage of our mails and have approached other lines with a view to supplying the hiatus during the winter months. They have not yet relaxed their efforts in that direction. Meantime it is not too much to ask for patience and careful statements.

The matter seems to be very fairly put by Mr. Foster, although the position taken by the government does not, of course, meet with the approval of interested places and parties. The question that presents itself to practical men in connection with the proposal of the St. John Board of Trade to give large subsidies to vessels engaged in the freighting business is whether commensurate advantages will result therefrom to the country. A great amount of tonnage is now engaged in all branches of trade between Canadian and trans-Atlantic ports, and millions of dollars' worth of our exports and imports are sent and received not only without the assistance of government subsidies, but, subject in their production or reception to the imposts out of which all subsidies are largely paid. Is it not a mistaken policy, therefore, to thus practically burden certain classes of trade and industry in the country, in order that others may be relieved of a portion of the legitimate charges which they alone should bear? Is it not also probable that the benefits of the proposed freight service subsidies would be largely divided between foreign steamship owners and big centres of trade which are better able to bear their own burdens than the people at large are to assist them? The Allan steamers were subsidized by Canada long before confederation, and they made Portland their winter port. They have continued to do so ever since confederation, and it is only for the last year that the subsidy has been withdrawn. Why, then, should the country go into a new scheme involving hundreds of thousands annually, in order to divert a few cargoes to and through certain of our ports in the winter months? St. John and Halifax, have a large, legitimate, unsubsidized freighting business already, both summer and winter, and so have Quebec and Montreal during their navigation season. They have no difficulty in getting either steam or sailing tonnage at reasonable commercial rates, nor is there any complaint from the upper provinces, because their winter imports or exports still come and go very largely by the accustomed routes and the accustomed ports. It happens, however, that we have built a big railway (by a not very wisely-chosen route) at heavy cost to the country, and one which our political prophets assured us was the only thing necessary to make Halifax and St. John the chief entrepots of transhipment between the Occident and Orient. The country is now asked to pay whatever it may cost to have these prophecies verified. What the public at large have, therefore to consider—or, rather, the government must consider in their interest—is whether it is a wise thing to spend so much money in order that the effort may be continued to induce a certain portion of winter freight traffic between Ontario and Quebec and trans-Atlantic ports to pass through St. John and Halifax, instead of other places on the seaboard which do not happen to be in the Dominion, but which serve the purpose of the importers and exporters quite as well as if the country were to incur the enormous expense asked for an attempt to divert it through our Maritime ports. The freight business of the country is fairly able to take care of itself, and unless we can secure a fast mail steamship service that will attract the European passenger traffic to our ports, we should not spend a great deal of money in trans-Atlantic subsidies.

Canadian vs. American Agricultural Implements.

We never believed that the national policy was either an unmixed blessing or an unadulterated curse, but have always had an idea that it benefitted the farmer in the matter of agricultural implements. We are, therefore, a little puzzled over the following editorial observation which we find in last Friday's St. John Telegraph :—

"Bye and bye the New Brunswick farmer will want to know when he buys a mowing machine why he should be fined $25 or $30 for the benefit of some Ontario manufacturer. He may also inquire why for every $10 he spends in the purchase of the smaller farming implements he should be fined from $3.50 to $5."

When farmers hereabouts used to import American mowing machines, thrashers, binders, etc.—that is before we had the National Policy—they had to pay a good deal more than the Canadian articles now cost them. Mr. Alex. Robinson—the leading Chatham dealer in agricultural implements—says he sells A. Harris, Son & Co.'s Brantford mowing machines, binders, reapers, etc. at prices below those quoted by dealers in similar machines in the States. He sells the mowers at from $48 to $55 each, giving the buyer the advantage of the three-year payment system. Similar machines were sold by agents a few years ago at $75 and $80, but competition has changed all that. Binders, which once sold for $350 are now sold for $160 to $175 on the same terms. The Boyd & Co. thrashing mills, of Huntington, Ont., can be procured for $300 on the three-year's system. Such mills cost $350 and upwards, when procured from agents, who fleece the farmers. The J. H. Gould ploughs of Smith's Falls are similarly sold for from $12 to $14, the agents' price for an inferior American article being $16 and $18 in the good old days.

We are specially interested, however, in learning from the Telegraph where the "$25 or $30 fine" comes in on a mowing machine which retails at from $48 to $55 on the three yearly payments plan. The interest, agent's profit and freight charges from Ontario to Chatham must be deducted, in order to arrive at the manufacturer's price, which we will assume would be about the same as that charged for a similar article by an American manufacturer. A fair deduction for these items would be say twenty-five per cent., so that the price for duty would be from $36 to $41.25. To put the matter in the best possible light for the Telegraph we will further assume—for argument sake—the whole thirty-five per cent. duty-charge has to be paid by the farmer. Even taking that extreme view, the "fine" would be only $12.60 to $14.44, or just about one-half the figures quoted by our St. John contemporary.

As a matter of fact, the big agricultural machine and implement manufacturers of Canada undersell those of the United States and they contend that if we had unrestricted reciprocity they would do a big business in the American market, as they are now doing in Great Britain, on the Continent, in Australia and other countries, where they compete successfully with the manufacturers of the United States.

If we are not stating the matter correctly we shall be glad to have the Telegraph set us right. If we are right and the Telegraph wrong, it ought to do justice to an important manufacturing interest of the country, which, after all, is a better occupation than wasting indifferent political ammunition when there isn't even the ghost of an election in sight.

A Slander Refuted.

In another column is a report of an interview with the Attorney General on the subject of an application made by the Sun Publishing Company, the consideration of which was deferred for good and sufficient reasons, which were, of course, ignored and misrepresented by the Chatham organ of the opposition. The misrepresentations referred to would not have been noticed but for the Globe giving them respectable publicity, as the Attorney General indicates. So much that is malicious and untrue respecting the local government emanates from the same source that it is necessary at times to deal with its productions, even though they have to be handled with tongs.

To Winter on Anticosti.

The Norwegian barque "Anna" went ashore the other day on Anticosti, and became a total wreck. When the news reached Quebec it was stated in the press that a vessel would have to be sent from Europe to take the officers and crew off the island, as one could not reach them from this side of the Atlantic at this season of the year. It appears, however, that a schooner—the Wasp—sailed from Gaspe for Anticosti more than a fortnight since to fetch off the castaways, but for some reason, which we have not yet seen explained, returned without having reached them. It is, therefore, apparent that they will be obliged to remain on the island all winter. Their position is not so desperate, however, as many may be led to believe, for they can obtain both food and clothing from the stores on the island, and although they will have no mail facilities for five or six months, yet telegraphic communication is open to them, and the consular agent of their government at Quebec, Mr. Schwartz, will doubtless have them properly provided for. If they are sufficiently active and enterprising during the winter, they will be able to pass the time in pursuit of the different birds and animals with which the Island abounds, and will, doubtless, leave their insular Siberia in excellent health and spirits in the spring. The statement that a vessel would have to come from Europe to their rescue is absurd. If they could not live through the winter on Anticosti, and their rescue a week or two ago had been necessary, in order to save their lives, it would only have been a question of cost. One of the Newfoundland sealing steamers, or the P. E. I. winter boat, Stanley, could have done the work without risk. Indeed, we venture the opinion that the schooner Wasp might have made a successful trip had her officers and crew been the right sort of men for the enterprise. Considering the favorable weather prevailing for such an expedition, both before and since the 1st inst., it sounds as if there was a scarcity of the right material around Gaspe when we read the signal service despatch of that day, which said "Schooner Wasp has returned [To Gaspe] Don't suppose she will try again."

That Bathurst Whiskey Case.

Our usually attentive Bathurst correspondent made brief reference some time ago to the seizure of a whiskey still in Gloucester, but has not since favored us with further particulars. The Moncton Transcript, however, says that John Thompson, a flour merchant, was arraigned before Justices Kerr and Harrington, charged with operating an illicit still, and having admitted the offence, he was fined $100, and also sentenced to jail for one month. "He had bought a farm from John Young, and employed him to run the still. They disagreed, and Young is supposed to have informed on him. It is said that Young wanted a deed of the farm as the price of silence. Thompson is an Ontario man, who has been in Bathurst three or four years." If the facts are as stated Young ought to have gone to the penitentiary. Thompson appears to have been punished none too severely, in view of the law respecting the offence of illicit distilling, but Young—from whom the Transcript says—was quite as guilty as his principal and seems to have also developed the character of a blackmailer and informer, who is about the meanest kind of robber. He is hardly the kind of person to be tolerated in a community like Bathurst and, as he has escaped the penitentiary, he ought to be packed off to Quebec, as it is a pity to have more than one province of the Dominion responsible for harboring such cattle.

Slums of N. Y and London.

Lady Henry Somerset has been inspecting the slums of New York. She has also an acquaintance with London slums, which she acquired in her work of reforming fallen humanity. In an address in a New York church the other day she declared that for downright wretchedness, debauchery and degradation the slums of that city were not nearly so bad as those of London.

"This country," she said, "was but beginning to feel the awful polluting effects of drink. The great social problem of the nineteenth century was the liquor question. No other evil caused so much misery and wretchedness. In London statistics showed that £9,31. were spent by every family for drink and only four cents for education.

"I was down among the dives and the saloons in the Bowery the other day," she continued. "What struck me most was that there were so few women in them compared with ours at home. But you will soon have as many women drunkards as we have unless this terrible liquor traffic is prohibited. It will be impossible for you to escape the fearful effects of hereditary craving for drink."

One brewer in England, she said, often owned hundreds of saloons. In Liverpool there was one district in which there were 50,000 people but not one saloon. It belonged to one man and he prohibited saloons on his property. In this section there was but one pauper to every thousand of the population. In another district, having a population of 25,000 and one hundred saloons, there was a pauper to every twenty-eight of the inhabitants.

Standing before a Chinese Joss in a temple in Mott street she saw Chinamen praying for success at fan tan. Many Christians had the same sort of religion. They prayed for temporal blessings and expected to go to heaven after getting them. Men should not be permitted to talk on the "sphere of woman" so long as they applauded in places of public amusement jests from the lips of women that they would blush to hear repeated at their homes.

Dishonest Public Officials.

Messrs. Arnoldi, Senecal, Bronskill, Talbot, Dionne and Bradley of the Dominion civil service have been dismissed from their positions.

Arnoldi was chief mechanical engineer in the Public Works Department and had a salary of $2,350. He was a receiver of commissions and presents from persons having dealings through him with the Government, certified accounts in the names of others for moneys which went into his own pocket, and in other ways robbed the public. He forfeits a superannuation allowance of nearly $1500 a year and is besides committed for trial on a charge of defrauding the government.

Senecal was superintendent of printing, and he made extravagant purchases for that Department out of which he demanded and received thousands of dollars as commissions, of which the Department should have had the benefit. He loses a salary of $1900 a year and forfeits superannuation.

Bronskill was superintendent of stationery and his offences were similar to Senecal's in character, although involving less in the amount of his stealings. He loses $1,900 salary and his claim to superannuation.

Talbot and Dionne were accused of conspiring with one Lerose, an Ottawa merchant, to defraud the government. They obtained goods for their personal use and that of their families, which the obliging Lerose charged as supplies to the Public Works Department, Talbot and Dionne certifying the accounts, which were paid with public money. Talbot even received from Lerose the profits on his purchases, in consideration of his being not "over-particular" in certifying regular bills chargeable to the Department. His salary was $1,250 a year.

Both Talbot and Dionne are being prosecuted.

Bradley, who ranked as a first-class clerk, was secretary of the railway department and enjoyed a salary of $2,800. His principal offence was certifying to the service of a young man as clerk in the Department, who was not in Ottawa at all, but a student in a college in another city, the supposed clerk being his own son. Bradley was formerly postmaster at Parrsboro, N. S.

The government appears to be in earnest over the performance of the unpleasant duty of punishing its employees who are found guilty of irregularities by which the public revenue is defrauded. It is said that this course is to be applied in the outside as well as the inside service. A member representing a Nova Scotia constituency endeavored to save an offending official favorite a few weeks ago, but Sir John Thompson is reported to have pointed out the fact that such officials were not only a source of weakness to their friends and party, but of loss to the revenue, and that there were too many honest men who wanted and deserved the few offices in the gift of the government, to admit of the dishonest being retained. Premier Abbott and other members of government—with one or two exceptions—are acting on these lines, so it is probable that there will be a much needed turning towards more honest and regular methods on the part of the crooked ones in the various services of the country, who have, so far, escaped detection.

A Horrible Affair.

A CRANK DEMANDS $1,200,000 FROM A MILLIONAIRE, AND FAILING TO RECEIVE IT EXPLODES A BOMB WITH FEARFUL RESULTS.

Russell Sage, of New York is a millionaire broker, having his office in two rooms on Broadway, corner of Hester street, the windows of which look out upon old Trinity church. About noon on Friday last a fearful tragedy was enacted there, the nature of which appears in the following, which we take from the Herald's two page report :—

A little before noon Charles E. James, a broker of No. 7 Nassau street, who had a business appointment with Mr. Sage, came into the office and was invited behind the partition to wait for the millionaire's return. He sat down by a desk and waited.

In the office then there were Colonel James J. Slocum, Mr. Sage's brother-in-law and cashier; C. W. Osborne, the book-keeper; E. C. Osborne and F. J. Menzie, clerks, and B. F. Norton, the junior clerk. Colonel Slocum sat at his desk in the corner, next to Conner & Co.'s; the bookkeeper was on his stool at a desk on the same side of the [illegible] Norton sat near a window and Menzie and Osborne attended to the people who came in and out on business.

At ten minutes past twelve Frank Robertson, a young clerk from the brokerage house of W. M. Imbrie & Co., Broadway and Exchange place, came in with a certified check for $9,000 to buy Chicago, Burlington and Quincy bonds. He was being attended to at one window, and John Weston, a privilege broker for the house, was at another when Mr. Sage came in. He passed into the main office and invited Mr. James into his private room.

Close upon the millionaire's heels came a strange looking man, who ranged up to the third window and in a loud voice demanded to see Mr. Sage. As the clerks now recall this man he was middle aged and wild mannered. His long side whiskers were straggling and dirty brown and his eyes light tinted and staring. He wore a shabby silk hat, a long overcoat and in one hand he carried a small brown valise.

Clerk Menzie, who waited on the stranger, said that Mr. Sage was busy and could see no one. In a loud, rasping voice the man insisted that Mr. Sage should be called.

"What do you want to see him about?" said the clerk perfunctorily. Fifty people came there every day with the same demand.

"I come from Mr. Rockefeller," said the man in a voice that was almost a shout, "and I demand to see Mr. Sage about the negotiation of some bonds."

"What is your name?" asked the clerk.

"That's my name," said the man, and he threw down a card. The clerk took it up and read "H. D. Wilson" written upon it. He took it in to Mr. Sage, who had just begun his conference with Mr. James.

Mr. Sage did not recognize the name. The information that the man came from Mr. Rockefeller about bonds induced him to see the caller. He excused himself to Mr. James and went into the main office.

The stranger was waiting at the window nearest Mr. Sage's room. He took from his pocket a folded paper as Mr. Sage approached and poked it through the window without a word. Probably Mr. Sage thought it was a letter of introduction. He took it up and read it. It was a typewritten demand for the instant payment of $1,200,000, ending with the threat that if the millionaire refused he would blow him up with dynamite, which he had brought with him in his valise.

A long experience with cranks has taught pacification to the rich man as the best way of getting rid of unruly visitors. Recognizing at once the specimen of the familiar genus before him he handed the letter back with a smile, soothingly :—

"So you want $1,200,000 do you? Well, you know I can't get all that together at once, and you'll have to excuse me now."

With that he edged away from the partition and started to retreat toward his own room.

"I WANT $1,200,000 AT ONCE."

"If you refuse," said the man, "I will blow you and your office up with the dynamite I have here. I want $1,200,000 at once."

Mr. Sage was still edging away sideways toward the door. The clerks were smiling at one another. They also recognized a well-known type.

"I can't let you have it," said the millionaire.

The man turned from the window and drew something glittering from his pocket. Robertson, who was watching him with feverish interest, thought it was a revolver and the man was about to shoot Mr. Sage.

"Murder!" he shouted. "Murder!" yelled the startled clerks, springing to their feet.

Before they could move again the man threw the glittering object upon the floor in front of him. Then there was a report like that of a pistol shot.

Instantly there was a blinding red flash, a tremendous explosion that made the building rock on its foundation, shrieks and cries of terror and pain, the crash of shivered glass and splintered timbers. A burst of smoke and dust and flying papers and fragmentary rubbish poured out of the windows and carried glass and sashes with it. The great force of compressed and driven air blew in doors and broke the windows on every floor. The reverberating roar and clatter and shock rolled over all the lower part of the city and startled the pedestrians and brought the curious to the pavement far above the Post Office.

THE MAD RUSH TO ESCAPE.

For one instant silence followed. The crowd in the street stood amazed and helpless. The next second there was the rush of trampling feet, and the cries broke out again. The people in the building, half mad with terror, flung themselves into the halls and down the narrow stairways. Of all the hundreds who were there scarcely one could tell afterward how he got out. Frantic and half blinded with smoke and dust, they fought and struggled for a passage into the open air. One thought filled and possessed them all. The building was coming down upon them, the Park place horror was being repeated and they were the penned up and miserable victims.

Some caught at the idea that the whole interior of the building had been destroyed, and appeared at the windows to throw themselves headlong into the street. Some fainted where they were, and were found long afterward, when the extent of the disaster was revealed. Some ran for fire escapes and some stood at the windows and wrung their hands and cried for help.

* * * * *

The return of practical action broke the spell. Policemen and citizens began to venture into the building to see what had happened.

THE WRECK.

First among these were Detectives Crowley and McCluskey, of Inspector Byrnes' staff. They had been standing in front of the structure when they heard that deafening roar. As they passed up the steps they noticed the smell of chemicals in the smoke and dust, which growing stronger led them straight to Mr. Sage's office.

The door had been blown to pieces. The plastering had disappeared from the ceiling and walls and lay in heaps about the floor. Of furniture and of the forbidding partition nothing was left but confused and smoking heaps. The wall which separated the two rooms had been bent and driven inward like a bowl held on edge. The floor had been forced downward a foot or more, but still hung by its rafters, and in front of the spot where the man had stood was a square jagged hole three feet across.

The outer door which led into Mr. Sage's room, the door which was kept locked, had been destroyed. On the ceiling beyond it were great splotches of blood. Mixed with the heaped up and twisted splinters and fragments in the main room were bits of torn and bloody clothing, and here the detectives could see a man's head and there a bloody hand and there a human leg and everywhere the atoms of a human being that had been instantly annihilated.

Looking through the doorway they saw Mr. Sage with blood running down the side of his white face and Mr. James supporting him. He was able to walk, though dazed, weak and tremulous. McClusky helped Mr. James to take him down the stairs and across Broadway to a drug store, where his injuries could be dressed. The policemen and firemen carried out next two men who lay insensible in a corner. They were clerk Osborne and young Robertson. Of the others who had been in the room Colonel Slocum, who was cut about the head, and Bookkeeper Osborne had managed to make their way out unassisted. Broker Weston had been just going out of the door. He escaped unhurt.

* * * * *

But where was the crank?

While Mr. Sage's hurts were being dressed and he was being driven home the police were searching the ruins to unravel this mystery. Captain McLaughlin, inspector Steers and finally Inspector Byrnes came to direct the work.

The result of the hunt was gathered half an hour later in a net spread upon the floor of the hall.

There was the head of a man with brown side whiskers and stiff hair brushed straight back. Of the trunk to which that belonged there was a lot of tattered flesh.

There was a silk hat, battered and blood soaked. There was a hand and two legs. There was a pair of striped trousers, splotched and spotted with blood. There were small pieces of clothing and infinitesimal fragments of flesh, and on the walls, on the broken furniture, on the shattered typewriter, on the boards from the doors and the plaster from the ceilings and sprinkled over the floor everywhere was blood. It was not in pools or streams, as the police, accustomed to scenes of death and disaster, had expected to see it, but in small, thin, detached spots.

ALMOST OBLITERATED HIM.

That was what had become of the crank. The bomb with which in his crazy imaginings he had planned to destroy the millionaire had obliterated him from the face of the earth, so that his fragments, when at last they had been disentangled and collected, would not have filled a common basket.

The Herald summarises the casualties as follows :—

THE KILLED.

The dead are these :—

Menzie, Frank J., stenographer and typewriter for Russell Sage. Missing. Thought to have been blown to atoms.

Norton, Benjamin F., age eighteen, Far Rockaway; junior clerk and stenographer for Russell Sage; died at half-past one o'clock at Chambers Street Hospital. Had fracture of base of skull, face torn away and suffered internal injuries.

Wilson or Lloyd or James Walsh, who exploded the bomb. Head torn off and trunk dashed into fragments. Age apparently thirty-five to thirty-eight. The head after death looked like Guiteau's.

THE INJURED.

Calhoun, S. G., operator in office of Washington E. Connor. Struck on side of head with debris. Went home.

Laidlaw, William R., private secretary of John Bloodgood. Face cut and badly shocked.

Osborne, C. W. secretary of Russell Sage. Cut and torn and possibly fatally injured.

Robertson, Frank, aged twenty, Bergen Point, N. J., clerk for W. M. Imbrie & Co., No. 56 Broadway. Entire side of face torn away, fractured skull, eyes destroyed, internal injuries. May die.

Sage, Russell, stock operator and money lender. Severely shocked and burned. Face cut by flying glass. Arm hurt. Eyebrows burned as if by white heat. Will be confined to his bed for several days.

Slocum, Colonel J. J., Sage's brother-in-law and private secretary. Suffered from slight cuts and general shock.

We've heard of a woman who said she'd walk five miles to get a bottle of Dr. Pierce's Favorite Prescription if she couldn't get it without. That woman had tried it. And it's a medicine which makes itself felt in toning up the system and correcting irregularities as soon as its use is begun. Go to your drug store, pay a dollar, get a bottle and try it—try a second or third if necessary. Before the third one's been taken you'll know that there's a remedy to help you. Then you'll keep on and a cure'll come. But if you shouldn't feel the help, should be disappointed in the results—you'll find a guarantee printed on the bottle-wrapper that'll get your money back for you.

How many women are they who'd rather have the money than health? And "Favorite Prescription" produces health. Wonder is that there's a woman willing to suffer when there's a *guaranteed* remedy in the nearest drug store.

Dr. Pierce's Pellets regulate the Stomach, Liver and Bowels. Mild and effective.

A steamer, which can be propelled on land by means of its own engine, has just been constructed at the Ljunggren Engineering works at Kristianstad, in Sweden. It is intended for the traffic on two lakes close to Boras, which, however, are separated by a strip of land. Rails have been laid between the two lakes. The steamer, which has been christened very appropriately, "Svanen" (the Swan), can run itself across from the one lake to the other. At a trial trip, if one may call it so, at the works, the vessel is stated to have fulfilled the tests very well. The engine is 100-horse power, and the "Svanen" can accomodate some sixty passengers. N. Y. *Maritime Register.*

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE

ARE NOT a Purgative Medicine. They are a BLOOD BUILDER, TONIC and RECONSTRUCTOR, as they supply in a condensed form the substances actually needed to enrich the Blood, curing such diseases coming from POOR and WATERY BLOOD, or from VITIATED HUMORS in the BLOOD, and also invigorate and BUILD UP the BLOOD and NERVE, when broken down by overwork, mental worry, disease, excesses and indiscretions. They have a SPECIFIC ACTION on the SKIN and SYSTEM of both men and women, restoring LOST VIGOR and correcting all IRREGULARITIES and SUPPRESSIONS.

EVERY MAN who finds his mental faculties dull or failing, or his physical powers flagging should take these PILLS. They will restore lost energies, both physical and mental.

EVERY WOMAN should take them. They cure all suppressions and irregularities, which inevitably entail sickness when neglected.

YOUNG MEN should take these PILLS. They will cure the results of youthful bad habits, and strengthen the system.

YOUNG WOMEN should take them. These PILLS will make them regular.

For sale by all druggists, or will be sent upon receipt of price (50c. per box), by addressing

THE DR. WILLIAMS' MED. CO. Brockville, Ont.

HOLIDAY ADVERTISEMENTS.

PERHAPS

there is no use advertising Fancy Goods this year, but we are going to try it again and see if we can't dispose of our stock of

X'MAS PRESENTS

as usual. They are all marked very very low on account of the hard times.

OUR TOILET BOTTLES
AND
LEATHER GOODS
ARE VERY NICE AND ALL NEW.
SPECIAL LINE OF PERFUMERY
AND OTHER NOVELTIES AS WELL.
OPEN THIS WEEK. SEE THEM
—AT—
MACKENZIE'S MEDICAL HALL.

Chatham, N. B., Dec. 8, 1891.

TRY OUR LEMON AND VANILLA FOR FLAVORING.

AT GOULD'S!
CHRISTMAS GOODS!
IN SILVERWARE

such as Spoons, Knives and Forks, Napkin Rings, Trays, Fruit Pieces, Pickle Dishes, etc., etc.

Gold and Silver-headed Canes, Diamonds and other Precious Stones in rings, pins and other settings.

Watches, Clocks and Jewellry of the best makes.

SPECIAL PRICES FOR CHRISTMAS.

W. R. GOULD, - WATER ST.,
NEXT TO NOONAN BUILDING.

X'MAS 1891. NEW YEAR'S 1892.

THE NEWCASTIE DRUG STORE.

Has just received its usual large and varied stock of Fancy Goods for the

HOLIDAY SEASON,

Consisting in part as follows:—

Ladies' Work Boxes, Glove and Handkerchief Boxes, Ladies' Companions, Cuff and Collar Boxes, Brush and Comb Sets, all in Plush, Leather and Wood. Jewel Boxes in Plush, Leather, Wood and Oxodized Silver, Gentlemen's Dressing Cases, and shaving Cases in Leather and Plush, Writing Desks, Manicure Sets, Photograph Albums, Photo Frames, and Whisk Holders, in Plush and Leather, Carving Sets, Silver Forks,

Silver Tea Spoons, in cases, Fancy Mirrors, Celuloid Balls, Card Cases, Fire Screens, Fancy Ink Stands, Fany Cut Glass Toilet Bottles, Perfumery, great variety, also a great Stock of X'mas Goods.

CALL AND SEE THEM.
DON'T FORGET THE PLACE.
NEWCASTLE DRUG STORE,
E. LEE STREET,
PROPRIETOR.

December 7, 1891.

CANADA EASTERN RAILWAY.

WINTER 1891-1892.

ON and AFTER THURSDAY, NOV. 26th, until further notice, trains will run on the above Railway, daily (Sundays' excepted) as follows:

Between Chatham and Fredericton.

LEAVE FOR F'TON. (read down)		LEAVE FOR CHATHAM. (read up)
7.20 a. m.	Chatham	ar. 6.00 p. m.
7.45 a. m.	Chatham Junction	5.30 p. m.
9.00 a. m.	Blackville	4.20 p. m.
10 30 a. m.	Doaktown	2.50 p. m.
11.20 a. m.	Boiestown	2 00 p. m.
12.40 p. m.	Cross Creek	12.40 p. m.
2.05 p. m.	Marysville	11.17 a. m.
2.17 p. m.	Gibson	11 05 a. m.
ar 2.20 p. m.	Fredericton	11.00 a. m.

Connecting with I. C. R. Trains.

GOING NORTH.
LOCAL TIME TABLE.

		No. 9 Express.	No. 7 Mixed.
Leave	Chatham,	9.10 p. m.	2 30 p.m.
Arrive	Chatham Junc.,	9.40 "	3.00 "
Leave	" "	10.00 "	3.30 "
Arrive	Chatham,	10.25 "	4.00 "

GOING SOUTH
LOCAL TIME TABLE.

		No. 3 Express.	No 5 Mixed.