POOR COPY

junction the land through which the road runs is of excellent quality. The junction itself certainly eclipses McAdam Junction in richness of natural resources, fertility of soil, variety of products and grandeur of scenery—and has been facetiously called the Garden of Eden. Newcastle is about five and a half miles, and Derby siding, where the Indiantown branch taps the I. C. R., two miles from Chatham Junction, which is in the parish of Nelson aforesaid. The road is entirely free from heavy grades and there is not a smoother piece of track in the province. Crossing the Intercolonial at right angles, the Northern and Western runs for a mile or more straight across a bog where it was predicted by some authorities a railway could never be successfully built. From the very first the road gives evidence of the solid and thorough manner in which it has been built. There is not a mile of it over which a train may not be run with entire safety at the highest rate of speed. In some places we look from the rear of the train and the eye can follow the lines of steel for miles, not a twist or spread in the rails marring the perfect perspective. The train travels so smoothly that not the slightest jolt is perceptible. This is due in part to the very superior character of the rails employed, and in part to the thorough manner in which the ballasting crews have done their work. Even on the portions not yet ballasted the lateral motion is exceedingly slight. Three miles from the junction we

CROSS BARNABY RIVER

by an over-head, two-span, 320 feet Howe truss bridge. The piers are of composite construction, built of birch logs and filled in with Portland cement. Two miles further up the river at Upper Nelson is the South-west boom, where from 60 to 100 million feet of logs are rafted annually, the works being on the southern bank of the river, within a few rods of the track. On the opposite bank is the thriving industrial centre of Millerton, headquarters of the extensive extract works of J. & J. Miller & Co. We follow the bank of the river for about six miles through a prosperous and thickly settled country, and then plunge abruptly into a dense forest. The woods are of mixed growth indicating good land. In this stretch of woods—eight miles through—there are two platform stations for the convenience of the people living along the bank of the river. By this cut across the bend we save considerable distance. All through this section the bark-peelers have left convincing but not consoling evidence of their work. Immense numbers of hemlock trees have been felled, the bark stripped off and the trunks and tops left on the ground, some day to ignite from forest fires and spread destruction far and wide. Skirting the bank of the river for some miles further we cross the Southwest by a bridge which is five feet longer but in other respects almost a duplicate of that at Barnaby's River. The track is laid on the bottom chord, and instead of composite abutments, those of the Blackville bridge, for we have now reached Blackville, are of solid masonry and present a very durable appearance. Blackville is an important milling and farming centre, and the headquarters of Scott Fairley, who handles from eight to ten millions of round and sawn stock annually. Mr. Fairley runs a large water-power saw mill at the

MOUTH OF THE BARTHOLOMEW

River near by, and all the lumber cut on that stream is controlled by him. Here also is located B. N. T. Underhill, one of the largest operators on the Southwest, who drives about four million feet of lumber per year. There are two fine churches, Episcopal and Presbyterian at Blackville. John McConnell has just completed the erection of a neat and commodious hotel. The spacious yard and station buildings at this point indicate that the company expect good things of Blackville. Really, the place ought to be called Bridgetown. Situated at the junction of the Bartholomew and Southwest, Blackville embraces itself over the possession of two highway and two railway bridges. The railway bridge over the Bartholomew is on the branch of the Northern and Western to Indiantown now under construction. Leaving Blackville behind us we traverse a superior farming country for over twenty miles. No man who selects good land in the Miramichi Valley and sticks to his farm can fail to make an independent living. All the produce he can raise finds ready market and ready cash at Newcastle, Chatham or in the lumber woods. What superb scenery is now being presented at every step of our progress! For over 60 miles the railway passes through the charming valley of the South West, and for 25 through that of the lovely Nashwaak, each the other's only rival. To our left the waters of the South West, clear as crystal, twine through pastoral and woodland scenes of simply exquisite beauty. Behind us the tide stretches like a thread of silver through long grassy intervales; before us it foams through a narrow, rocky pass; here it ripples over bars of shining sand, and there it is all but lost to sight by the overhanging foliage of the forest. Over all the landscape, as if chary of her choice retreats, dame nature throws the gorgeous crazy quilt of autumn. We are now passing through the sportsman's paradise. Here is the great health reservoir of the weary dollar-maker; the annual resort of all the tired multitude from the cities who seek and here secure expansion of lung, quickening of pulse, renewing of brain tissues and exclusion of bile. Here the lordly salmon pits his strength against the angler's skill and the greedy trout takes no thought of the frying pan. From the summit of the

HIGH GROUND NEAR DOAKTOWN

looking down stream is to be had a remarkably fine view of the valley of the South West. For more than two miles the course of the river can be traced between high but gently sloping banks, its surface reflecting every object with perfect fidelity. But here we are at Doaktown, so withdrawing our gaze from the river we devote our attention to this thriving little hamlet. First we leave the train and proceed to the river which now forms the only break in the line from Chatham to Gibson. The spans of the bridge, each 165 feet long are completed, and it is thought the third will be finished in readiness for the driving of the last spike about the 10th of October. The freestone abutments are very massively built and the same may be said of the ice-guard on the western shore. Just below where we stand the highway bridge spanning the river was carried away by the freshet last spring and has not yet been rebuilt. At Doaktown are the carding and grist mills of Harvey Doak and the clapboard and shingle mill of Samuel Frieze. Robert Swim is the leading lumber operator in this section and runs quite an extensive general trading store. As Doaktown is destined to become one of the most popular resorts for sportsmen in New Brunswick, John J. Murray's admirable hotel will no doubt be well patronized. Every species of game peculiar to New Brunswick forests, as well as trout and salmon, are easily accessable from Doaktown. Ten miles south of Boiestown Cain's river is reached by a fairly good road. Here in the early summer trout can be taken until the angler is weary of casting the fly; later in the season grilse are abundant. In the ponds and stretches of dead water along this stream black duck can be found in great numbers. Along its banks too, partridge are plentiful. At the mouth of Big Hole Brook, a short distance above Doaktown, the angler cannot fail to fill his basket; indeed fine hauls have been taken at the mouth of the stream that turns the Doak mill a few rods from the station. To the north the Dungarvon stream, in which salmon as well as trout are plentiful, is reached by a good portage road ten miles in length. The same road crosses the Bartholomew River, where fine gamey fish often rejoice the heart of the fisherman. It is a deplorable fact that the people residing along the South West do not see the wisdom of taking steps for preserving the salmon from almost total destruction.

ILLEGAL SPEARING AND NETTING

are constantly carried on. Even well-to-do farmers keep canoes and every summer go up the Dungarvon and destroy salmon and large trout in their spawning beds. To the north as well as to the south of Doaktown moose and caribou are yet to be found; in the autumn the latter herd on the great plains which lie between the South West and the waters of Salmon River. To this great game country the Northern and western is already bringing many parties of sportsmen. A substantial dinner disposed of at Murray's, your correspondent boarded the train for Fredericton. At Nelson's Hollow is a very heavy piece of rock cutting; the hollow itself is crossed by two 60 feet spans. Two miles further up, the railway winds around the edge of Amos Bluff, about 70 feet from the surface of the river—a somewhat unpleasant looking spot. The track runs very close to the edge of the precipice and has a perceptible leaning towards the depths below. The road follows the river for the whole 17 miles to Boiestown and traverses a well-settled country. Crossing Burnt Land Brook over a bridge of considerable length composed of short spans, we reach Boiestown. Boiestown is the chief point of departure for the salmon fishermen who throng the headwaters of the Southwest every summer. Plenty of canoes and strong, expert polesmen are to be had here. Close to the bridge across Burnt Land Brook is the saw and grist mill of H McMillan. Among the prominent citizens of Boiestown is Squire McKay, one of the few surviving witnesses of the great Miramichi fire of 1825. He was working in the woods at the time and escaped from the flames with great difficulty. From its favorite location in regard to lumbering operations and to visiting sportsmen, Boiestown must eventually become an important town. Here the Northern and Western leaves the Miramichi and starts across the watershed separating that river and the Nashwaak. About a quarter of a mile above Boiestown,

THE TAXIS RIVER

mingles its waters with the Southwest. The railway follows the valley of the Taxis for a short distance and then strikes to the left and into the valley of Cross Creek. The Taxis flows through one of the finest spruce districts in New Brunswick. On the river a party of St. Stephen explorers are now at work locating timber lands. Spruce and cedar are still abundant there, and most of the soil is of good quality. On Stewart Brook, a branch of the Taxis, Dep. Surveyor Freeze of Doaktown discovered some particles of gold a few years ago. As yet no thorough search has been made for the metal. The Taxis, by the way, Edward Jack informed the writer, derived its name from the famous Abenaquis warrior Taxous. In 1692 Taxous accompanied Sieur de Villieur upon his expedition from Nashwaak into New England. In 1695 and '96 the sachem and his band of hostiles were hanging about Fort Pemaquid. The officer in command persuaded the Indians to enter the enclosure to discuss the question of treaty. They remained there for several days and were then attacked by the governor and Taxous was taken prisoner. His men, however, fought bravely and rescued him, four Indians and six of the English being killed in the fight. About a mile and a half from Boiestown we reach what is known as the "Big Fill," where an immense amount of rock-cutting and ravine-filling had had to be done by Mr. Gibson's men. Probably there is not a filling in the Maritime provinces to match it. The approaches on both sides had to be made through the solid rock. The "Fill" itself is about 80 feet long and 75 or 80 feet deep. Just beyond this spot the line between Northumberland and York counties is pointed out. Mr Jack states that the Northern and Western Railway runs for nearly its entire length over the carboniferous formation, in which many opportunities for obtaining the best of building stone, notably at Nelson's Hollow, occur. Between the Taxis, however, and the Nashwaak it crosses a portion of the lower carboniferous sandstones and marls, easily recognizable from their red color. There is a belt of land here extending to the north and up the Taxis, of which the soil is excellent. Its breadth is from six to eight miles; its length between the Nashwaak and the Miramichi upwards of twenty. Most of this land is yet forest-covered. It is one of the most favorable locations in all respects for settlers to be found in the provinces. The

GREATER PART OF STANLEY,

one of the most prosperous farming settlements in the province is situated in this belt. It is well adapted for raising those products which the lumbermen chiefly require and which our farmers are not at yet able to entirely supply—hay, oats and potatoes. Stanley oats have obtained a more than a provincial renown. At the Crystal Palace exhibition they captured first prize and have held their own well ever since. Within a short distance we pass over Cross Creek twice and are now fairly on the western slope of the watershed. The Creek is noted for its never failing supply of trout; also for having more crooks and twists in its course that the political record of James G. Blaine. The obstacles surmounted by the engineers in crossing the watershed were considerable, yet the heaviest grade in the road is but 70 feet to the mile. The character of the road may be judged by the fact that recently a train of two passenger cars and two cars of rails hauled by locomotive No 9 made the run of 47 miles from Gibson to Boiestown, including six stops, in one hour and thirty-three minutes. Descending the valley of Cross Creek for five miles we reach its junction with the Nashwaak, from which point to the mouth of the latter (25 miles) there is an almost unbroken succession of well cleared farms flanking the river on either side. Soon we are speeding down the Nashwaak, a river which in the past 20 years has yielded Alexander Gibson 600 million feet of spruce. Mr Gibson owes much to the Nashwaak of the past; the Nashwaak of the present owes much to Mr. Gibson. The first to appreciate the value of its great natural resources, it was just that he should utilize them and reap the reward of his enterprise. Others had failed to succeed; Mr. Gibson knew no such word as failure. By ceaseless industry and unerring intelligence he has made his millions and these millions he has used to improve his country and employ its people, making the one richer and the other happier than he found them. While many scoffed at our province's resources he never lost faith in them and he has done more than any other man in New Brunswick to show what brains and backbone rightly applied can accomplish. A populous town where the curse of liquor is unknown and where no lawbreaker can find a rest for the sole of his foot; a cotton mill employing hundreds of operatives, milling establishments employing hundreds and indirectly thousands more; two of the principal lines of railway in the province of an aggregate length of about 350 miles—these are some of the results one self-made man, still in the full prime and vigor of manhood has lived to create. As we pass down the river the drivers are at work loosening the masses of logs hung up last spring. The recent rains it is thought will bring them all down. At every turn in its course the Nashwaak presents a constantly changing panorama of strikingly beautiful effects. The well-kept houses and ample barns present a perfect picture of rural prosperity and plenty. Not within view of the railway, but within easy striking distance are the flourishing settlements of Zionville and Durham. And now we are passing the Nashwaak covered bridge, of sainted memory among the veteran Johns of the old Miramichi stage line. Near the bridge on John McBean's farm

COAL WAS DISCOVERED

last summer and a syndicate of Fredericton gentlemen is about to commence operations there. Underlying the coal is a large bed of fire-clay, which can no doubt be utilized. The discovery of a workable bed of coal in this locality would be of great value to the population served by the road and of special importance to the road itself. At present Grand Lake coal is used on the engines over the western section. The hay crop, your correspondent was told, was very light on the Nashwaak this year; potatoes and oats were fully an average yield. At the covered bridge Mr McBean has a well-equipped saw-mill which supplies the local market with shingles, clapboards, boards and planks. Recently at Cross Creek the shingle mill of Messrs E & J A Humble was destroyed by fire. Near Penniac village a considerable quantity of bark was cut this summer by Luther Manzer. One mile and a half above Marysville we cross the Nashwaak by a strongly constructed, three span Howe truss bridge, 225 feet in length. Then we pass through Marysville, where saw mill, grist mill, lath mill and cotton factory are in full operation. As a lengthy description of the very important industries of Marysville appeared in THE SUN last fall, your correspondent refrains from entering into the details of Mr. Gibson's various enterprises here. There can be no doubt the passenger and freight traffic will be very heavy at this end of the line, Mr Gibson is constantly adding machinery to the cotton factery and intends ere long to develop the same to its full capacity. And now the whistle sounds for Gibson, the western terminus of the road, which we reach in a little over eight hours from Chatham (including a stop of 40 minutes at Doaktown.) The station buildings and repair shops here are very conveniently designed, and their exterior appearance in keeping with the thoroughly first-class appointments of the road from end to end.

The completion of the Northern and Western is a matter of very great

IMPORTANCE TO THE LUMBER OPERATORS

on the Miramichi and Nashwaak. It will not only reduce the cost of hauling supplies to the camps located on the branches of these rivers more than 50 per cent., but also be of great service in the transport of sawn and round lumber. Last winter from the Portage road Mr. Gibson brought down nearly two million feet of logs, and to a lesser extent Mr. Snowball utilized the line in the same manner at the eastern end. Passing through a great cedar country, it will develop a new business for the inland sections of York and Northumberland, of offering a means of cheaply transporting shingles and railway ties to market. The facilities for transporting men rapidly to the required points will greatly reduce the cost of river-driving. In the present depressed state of our lumber trade these facilities must prove a great boon to operators, particularly those on the Miramichi. It need scarcely be mentioned that the cost of provisions and supplies of every kind consumed by the large population along the line will be very materially lessened also. Already the receipts of the road are sufficient to pay running expenses—a most unusual record for a new and as yet unfinished road. It is a matter which ought to be appreciated by the public, that the road is constructed in a most thorough manner, every detail having been attended to in a manner worthy the enterprise and reputation of the originators. That its future will abundantly realize the faith of its promoters and prove it to be one of the most important as well as profitable railway properties in the Dominion there is no cause to doubt.

Miramichi and the North Shore, etc.,

APPLES.—See advt.

COAL is advertised from both England and Cape Breton.

TWILIGHT.—Mr. Weeks' fast trotter, has been purchased by Mr T F Keary of Bathurst.

PERSONAL.—Lt. Col. Maunsel, Deputy Adjutant General, is visiting the Miramichi on a tour of inspection.

We join the many friends of Mr. Frank Morrison and his amiable bride in wishing them every happiness.

J S McLaren, Esq, Inspector of Customs, was in town on Tuesday.

BILLIARDS.—On Tuesday next a prize cue is to be played for at the Adams House Billiard room. Entries may be made until that day.

MESSRS. WISDOM & FISH of St. John have been awarded the contract for putting in the hot water apparatus in the new post office at Bathurst.

THE "GOVERNOR LANGDON," waterlogged and brought to Chatham for survey, is now lying at the Muirhead Mill wharf where the cargo will be discharged.

THE BATHURST SPORTS on Thursday last were most successfully carried out. We regret that our special correspondent's report of them came to hand too late and is crowded out.

THE BARQUE "BROZONE," (Italian) has been libelled by H A Muirhead, Esq for advances made while she was in this port, from which she cleared, but had to return on account of being unseaworthy.

LECTURE.—Rev. Mr. Winfield, who is to lecture here, as per notice in another column has been located for some time on the African coast and the subject will be a particularly interesting one as he presents it.

TELEGRAPHIC communication between Chatham and Fredericton, along the line of the N. & W. Railway, is to be completed in a few days. The line between Chatham and Doaktown will be finished and ready for business tomorrow. Many of our business men will no doubt be interested in the fact.

A PROMISING CANDIDATE.—Mr. Geo. Cassady, one of our most enterprising citizens, addresses his fellow-electors of the North Shore counties in a card that shows he understand how to hit the popular idea exactly. If all those to whom he appeals only knew how well able he is to carry out his promises they would unanimously support him.

No. 2 COMPANY'S drill, presentation of prizes and bonnet hop at Chatham Skating Rink on Tuesday evening was a very enjoyable affair. Lt Col. Maunsel, D. A. G. presented the cups and congratulated the members of the Company on their soldier-like bearing and efficiency in drill. The D A G with Mrs McCulley, wife of the popular Colonel of the 73rd, as partner, headed the first set in the dancing. The Band presented a fine appearance and furnished excellent music.

THE DOAKTOWN RAILWAY BRIDGE explosion is still a theme of much speculation as to the perpetrator, who is not yet known, although the company offer $500 reward for his detection. That such a scoundrel contaminates the place must be a source of humiliation for its people, who should spare no effort to rid themselves of him by aiding to bring him to justice. It is gratifying to know that although temporary supports have to be put under the damaged span to enable the workmen to restore it to its original condition, the work will not delay the completion of the whole bridge.

TWO POPULAR WORKS.—Mr. J S. Knowles is here taking orders for "Grip Cartoons" or Caricature History of Canadian Politics, which contains 400 Cartoons and an interesting history of Canadian politics. He is also agent for a celebrated work called "Gladstone-Parnell or the Great Irish struggle" by T. P. O'Connor, with an introduction by Chas. Stewart Parnell and with special introduction to Canadian edition by Dr. Burns, Pres. of Wesleyan College Hamilton. These are both highly interesting works and we have no doubt that Mr. Knowles, during his limited stay here, will have his subscription list largely increased. He is at the Adams House.

MISS PAULINE MARKHAM, supported by a large and talented company is to appear in Masonic hall, Chatham, on the evening of Wednesday 13th and Thursday 14th Oct. From the compliments paid to this lady's abilities by the New York press, a dramatic treat is in store for us. The *Herald*, referring to her appearance at the Third Avenue Theatre, says it was "the event of the week." The *News* also said,—*Mercy Merrick*, in the emotional and deeply absorbing play, "The New Magdalen," at the Third Avenue Theatre was exceedingly well acted last night by Miss Pauline Markham. Her performance of this trying character is another evidence of Miss Markham's cleverness and ability. She was a picture of beauty, graceful and statuesque, and in addition gave realization to the author's ideal with a naturalness and force that was charming and a surprise. A surprise, because this actress, a queen of burlesque, has not had opportunity to show the people of this metropolis of what dramatic stuff she is made. Her *Mercy Merrick* was a most worthy piece of dramatic limning

DESBRISAY—SCOVIL.—Our Shediac correspondent writes: "Rev. Mr. Vroom, had a pleasant duty to perform today (Wednesday,) in officiating at the marriage of T Swayne Des Brisay, barrister, etc., of Bathurst, and Miss Cordelia Scovil, daughter of the late R C Scovil, of St. John. The church of St. Martins in the Wood, was very tastfully decorated for the occasion, in honor of the bride, by her numerous friends, and the event passed off most pleasantly. The occasion was one of particular interest in the village, as the late Mr. Scovil here carried on business for many years, and was universally known and esteemed. The bride was supported by her sister, Miss Gertrude Scovil. Among the numerous presents to the bride were many rich and rare tokens of esteem and friendship. The happy couple took the noon train for St. John, followed by the best wishes of the entire community. "On their arrival in the city, the bride and groom were met at the station by several immediate friends and during the evening quite a number called at the residence of C. A. Macdonald to pay their respects to the newly wedded couple. Mr. and Mrs. DesBrisay, left last night on an extended tour of the States.—*Sun, Sept. 23rd.*

Kent County Notes.

RICHIBUCTO, Sep. 28, 1886,

A SUDDEN DEATH occurred at South Branch, St, Nicholas River, on Sunday last. Patrick McLaughlin, a well-to-do, and industrious farmer residing in that locality, took his dinner, appearing in his usual good health. Shortly after he took a walk to visit a sick neighbor, and when found about four o'clock he was sitting on the roadside in an unconscious state. Life was soon extinct. His remains were conveyed to his home. The funeral took place today and was largely attended. Mr McLaughlin was an unsuccessful candidate for Councillor for Waldford Station in October last.

MR RICHARD O'LEARY is quite ill from typhoid fever at his father's residence. His case is not considered critical.

THE SCHR "EVANGELINE," 74 tons, Richard master, from Sydney, N. S. via Richibucto, bound from Campbellton, is reported a total wreck at Grand Ance. The cargo consisted of 115 tons coal. The vessel is insured in the name of Henry O'Leary, Esq, mortgagee, for $2000, The cargo and freight are insured for $500. The "Evangeline" was built in 1885 by John F Richard, the master,

An Extraordinary Episode.

On Saturday night last a most extraordinary event took place on the Intercolonial Railway between Bartibogue and Beaver Brook stations, when that rather desolate region was lighted by one of the most expensive railway meteors imaginable. The express train running south had the "Miramichi"—one of the finest sleeping coaches in the service—included in its make-up, the car being in charge of Conductor Bond, with the usual porter to assist him. The vigilance with which they guarded the property entrusted to them may be judged by the fact that one of the passengers was obliged to raise an alarm of fire, the car being then practically in possession of that destroying element. The passengers, who numbered about a dozen, were obliged to vacate the sleeper with all possible celerity—some of them leaving valuable effects behind—and go into the first class car which was next ahead of them. Meantime the train had been stopped in response to a pull on the signal line by Conductor Bond and the train hands, assisted by some of the passengers, endeavored to put the fire out using water from the locomotive tender for the purpose. Conductor Corbett, who had charge of the train, seeing it was useless to lose time where they were, ordered the run south to be resumed and the train, with the burning car attached, moved off at a high rate of speed for Beaver Brook, lighting up the country as it went and presenting a meteoric spectacle to the few who saw it. At Beaver Brook it was detached and set on a siding where it was nearly all consumed. A Mr. Ross of Montreal, who, with his wife, was obliged to flee hurriedly from the burning car, had to leave most of his clothing behind him, his wife doing the same. Fortunately he had the keys of his trunks, which were in the baggage car and the couple were enabled to clothe themselves therefrom. A hat, a gold watch and a pair of shoes were lost by different parties. Mr. Ross is the heaviest loser and puts his losses at a gold watch and chain, two diamond rings, $250 in cash and $2000 in cheques. The loss to the Intercolonial will be nearly $40,000.

Interfering with their Picnic

Two Gloucester vessels, the Mattie Winship" and the "Sarah P. Ayer," dropped into Cape Negro, N. S., last week. The next day they reported at the Port La Tour Customs House. The day after reporting, Capt. Quigley, of the "Terror," on visiting Cape Negro, found them still there, the weather then being fine enough at sea to admit of them continuing their voyage. Upon boarding them the officers of the "Terror" found that the captain of the "Winship" had been absent from his schooner for some time, and that one of his crew was then enjoying the hospitality of the Cape Negro folk at a picnic, while the captain of the "Ayer" with five of his crew, were paying their court to the fair denizens of the Cape at same bucolic merry-making, and when asked their reasons for remaining in port such a length of time, they replied that they had duly reported at Port LaTour and had thereby secured the right to remain in port until the weather was fit for fishing, and that they considered they had as good a right as any trader to allow their crews ashore. They were both ordered to sea at once.—*Globe.*

LITTELL'S LIVING AGE.—The numbers of *The Living Age* for September 18th and 25th contain, The Voice of Memnon, Edinburgh; The Flight to Vareness, and The Growth of the English Novel, Quarterly; Moss from a Rolling Stone, Blackwood; A Drive through the Blue Wicklow Mountains, Tinsley's; Some Unconscious Confessions of De Quincey, Gentleman's; Orchards, Spectator; The Baku and the Egyptian Petroleum Industry, Economist; with instalments of "The Mesmerist," by the late Ivan Turgenieff "Prince Coresco's Duel," and "Ballaira Drug," and poetry.

For fifty-two numbers of sixty-four large pages each (or more than 3,300 pages a year) the subscription price ($8) is low; while for $10.50 the publishers off to send any one of the American $4.00 Monthlies or weeklies with *The Living Age* for a year, both postpaid. Littell & Co., Boston, are the publishers.

DIED

At St. Stephen, N. B. on the 27th inst. Mary Mills, aged 33 years, wife of Mr. John Jackson, and grand-daughter of the late Shepherd J. Frost of Chatham.

Funeral this Thursday, at 10 a. m. from the residence of Shepherd J Frost, Chatham.

Port of Chatham.

ARRIVED

Sept 27—bk Orato, 642, Fritz, Bordeaux, bal J B Snowball
bk Arvio, 765, Wadman, Liverpool, do, do
bk Actie, 576, Olsen, Larne, bal John McLagan
23—bk Petropolis, 555, Gunderson, Liverpool, bal, J B Snowball
bk Atlas, 599, Petterson, Londonderry, bal, N B Trading Co
bk Alma, 593 Johansen, Bordeaux, do, do
bk Annie, 551, Evensen, Plymouth, bal, Alex Morrison.

CLEARED.

23—bk Trudvang, Jacobsen, London, deals J B Snowball
bk Ameirca, Paulsen, Llanelly, deals, N B Trading Co
25—bk Bonita, Falchenberg, Belfast, do, do.
26—bk Hi, polite B, Lescott, Marseilles, do, do.

Port of Newcastle.

ARRIVED

Sept 27—Bk Island, 440, Gjertsen, Belfast, D & J Ritchie & Co
bk Nomen, 439, Svensen, Cork, W Malcolm McKay
28—bk Omen, 781, Neilsen, Belfast, do.
bk Fred, 452, Jensen, Garston, do.

CLEARED.

23—bk Maria Laura, 440, Gardalla, Bordeaux. G McLeod
24—bk N S Delbochetto, 572, Paragella, Mumbles, f.o., do
Bgtn. Endrich, 318, Mahony, Lamlash, f.o. do
25—bk Sagona, 797, Thomas, Belfast, D & J Ritchie & Co.

New Advertisements.

CARD.

To the Electors of the County of Northumberland and of the other counties of the North Shore of New Brunswick:—

Gentlemen:—Political events that have recently transpired in the Dominion impress me with the idea that it may not be out of place for me to address you at this time. The Chambly election was, no doubt, a genuine surprise to many of you, while that in Haldimand seemed to still further complicate the situation, so much so that even our wisest politicians cannot now predict with any precision whether we shall or shall not have a Dominion election this fall. In the midst of such uncertainty it is well that at least one of your fellow-citizens should give no uncertain sound, for whatever may be the existing doubts surrounding the issues of the great political contest that is pending or not pending, whatever may be the opinions you hold respecting the N. P., the administration of the fisheries, the justice of the stumpage policy, secession, maritime union or annexation, there can be no doubt whatever that with the splendid facilities I now have in both machinery and men, I am safe in saying that I can manufacture Office, Church and School furniture—such as Desks, Bookcases, Counters, Showcases, Pulpits and School Desks—both in solid workmanship and style, equal and, in some features, superior to anything that can be bought in any other town in the Maritime Provinces. On the strength of this assertion I invite any persons in want of such articles to inspect my work and give me a call before going elsewhere.

GEO. CASSADY.
Proprietor East End Factory and Planing Mill, Chatham.

Teachers' Institute.

To the Teachers of Northumberland County.—

In accordance with the provisions of the 23rd Regulation of the Board of Education, notice is hereby given that the tenth Annual meeting of the Northumberland County Teachers' Institute will be held in the Academy, Chatham on Thursday and Friday the 7th and 8th October, 1886.

Teachers are particularly requested to note carefully the provisions of the regulation above referred to and comply with the same in all respects.

To secure a large and prompt attendance arrangements have been made with the Intercolonial, Northern & Western and Chatham Branch Railways and with Steamers 'Nelson' and 'Miramichi' whereby Teachers who attend the Institute will be granted free returns upon presenting certificates of enrolment.

PROGRAMME.

Thursday.

First Session, 10 *a. m.* Short papers or addresse by Messrs. Inspector Mersereau, Cox, Farley and Hutchison and Misses. McLachlan and Quinlan; Reading of Minutes of last meeting.—Enrolment of Members.—Election of Officers and Committee Management.

Second Session, 2.30 *p. m.* Arithmetic, elementary rules.—First steps in Reading, Sentence, Words, Sounds, Names—to be introduced by Miss Ida Havland

At 8 p. m. A public meeting will be held to be addressed by the Chief Superintendent, Messrs G. A. Blair, J. L. Stewart, .. J. Tweedie, Rev. E. W. Waite and others.

Friday.

Third Session, 9 *a. m.* Physical Geography, its importance and the necessity of teaching it in the common schools, to be introduced by Philip Cox, A. B.—Best plan of teaching history,—discussion.—Drawing Lessons, extent of preparation by pupils and examination by teacher.

Fourth Session, 2.30 *p. m.* Examination of specimens of Manual Work

N B.—All teachers are requested to bring to the Institute specimens of Printing, Writing and drawing by their pupils.

J M PALMER
Secretary

LECTURE

—BY—

REV. F. W. WINFIELD,

of Moncton in HALL of SONS OF TEMPERANCE, on evening of

MONDAY 4th OCT.

—SUBJECT—

Experiences in West Africa

Chair will be taken at 8 o'clock

Admission - 10 Cents.

ENGLISH HOUSE COAL.

Daily expected per bark 'TITANIA'

100 Tons

of best English house coal
Parties requiring same will please give their orders at once to the subscriber

T, F. GILLESPIE.

Sept 30th.

Apples. Apples.

AT AUCTION.

On SATURDAY, at 10 a m., sharp, (At the Mart)
1 Cars 240 Bbls, sharpe's Appler, direct from his orchards.
No Reserve. Terms Cash,

WM. WYSE, Auctioneer.

Chatham, 1st Oct 1886.

HIDES WANTED.

—THE—

BEST MARKET PRICES.

paid for Hides, at the Subscriber's tannery.

ROBERT NICHOLSON.

Chatham, Sept 29th
10—28

STOCK SALE.

THE ANNUAL SALE of PURE BRED STOCK will be held on the

PROVINCIAL STOCK FARM

—ON—

TUESDAY, OCT. 26th.

at 10 a. m. CHAS. H. LUGRIN, Secretary Board of Agriculture.

Fredericton, 24th Sept., 1886.

New Advertisements

COAL!

The Schr. "UTOPIA" is daily expected to arrive at Chatham from Cape Breton with a Cargo of COAL, which will be sold from MUIRHEAD'S, Foundry) Wharf. Apply to

E. M. ARCHIBALD,
Chatham, Sept. 29th 1886 Brown's Building.

To House Keepers!

J FERGUSON & Co.,

—offer a choice selection of—

CROCKERY & GLASSWARE

—at their—

GROCERY STORE. WATER ST.

—consisting of—

China Tea Sets,
Coloured Stone Ware Tea Sets,
White do do 90 do
Bed Room Toilet Sets
Dinner and Tea Plates,
Side Dishes,
Vegitable Dishes,
Sauce Tureens,
Sauce Dishes,
Coloured Pitchers,
White Pitchers,
30 doz. Stoneware Cups and Saucers
40 " Brown Rockport Teapots,
Butter Crocks,
1 and 1½ gal. Jars,
Bedroom Chambers in white and coloured

GLASSWARE.

Glass Goblets, plain and figured, Tumblers, Lamp Globes, Lamp Shades, &c, &c.

A beautiful assortment of Printing Lamps, LANTERNS in variety for Fishermen and for Barn use, Crnet stands &c. &c.

Along with the usual well assorted stock of plain and fancy Groceries and Provisions they offer to the public at prices to defy competition,

COME ONE COME ALL

and judge for yourselves.

FIRST ARRIVAL.

1886 FALL. FALL 1886.

Rock Maple Shirting for Lumbermen.
White, Scarlet, Grey, Navy and Fancy Flannel
Cotton Flannels, White, Grey and Colored,
Comfortable, Fall Style Prints,
Shirts and Drawers, Top Shirts, Wool Shirts,
Ticking, Grey Cotton, Horse Rugs, Blankets,
A Magnificent assortment of

NEW METAL BUTTONS

AND CLASPS TO MATCH.
Wool and Cashmere Hosiery, Silk Handkerchiefs,
Fall Cloths for Ladies' Jackets,
Tweeds for Men's Wear,
Tweeds for Boys' Wear,

DRESS GOODS.

Foulle Cloth, Costume Cloth, Boucle Cloth,
Fancy Mixed Costume Cloths.
Winey's Plain and Checked,
Cretonnes, Turkey Red, Crash, &c

All Goods Sold for Cash only,

B. FAIREY,
NEWCASTEE.

MUSICAL.

A. W. Smythe begs to inform the gentry and inhabitants of Chatham, that he is prepared to give instructions in Vocal and Instrumental Music Voice training and Reading at Sight.

Organ and Pianoforte regulating and tuning punctually attended to. For terms, apply at

MRS. BOWSER'S HOTEL

BUILDING LOT FOR SALE.

The Lot of Land known as the "Beggs Lot" in Douglastown, owned by William Burr. For Particulars apply to ALEXANDER BURR of

LOGGIE & BURR.

Aug. 3rd '86.

ONIONS, &c.

25 Crates Bermuda Onions.
60 Cases Canned Oysters.
30 do Pearlies.

LANDING.

GEO. S. DEFOREST
St. John, N.B. June 2nd, '86. 13 South Wharf.

REAL PULL ME TO YOU PLAIDS.

The above new plaids for Ladies Wraps, also a fine assortment of PLAID WINCEYS.

—A special lot of—

GREY ALL WOOL FLANNEL AT 25CTS.

GREY UNION FLANNEL AT 20 cts.

Nearly all my FALL STOCK now ready for inspection. A large assortment and very cheap.

FURNITURE DEPARTMENT.

If you are going to Furnish your house go to

B. FAIREY'S, - - - Newcastle.

The Handsomest Bed Room Sets at $23.00 ever seen, 10 different styles to select from. All prices to $75.00. PARLOR SUITS, from $45.00 IRON BEDSTEADS a speciality. WOOD BEDSTEADS, extra value, CHAIRS, TABLES, &c. &c.

All Kinds and Prices.

B. FAIREY, Newcastle.

SMELT NETS.

In the interest of the Fishermen and for their convenience,

G. STOTHART, - CHATHAM,

will supply our first quality and thoroughly made SMELT NETS. at the lowest market price.

GLOUCESTER NET & TWINE CO., BOSTON.

10-14

Dress Goods Etc.,

Black Dress Veleteen, Plain and Twilled Back.
Button New Dark Colours Rullion Kid Glove "Ladies."
Button New Dark and Light Duprex Kid Gloves "Ladies."
4 Button New Dark Rullion Kid Gloves.
Ottoman Dress Goods, in Navy, Grenat, Bottle
SOLIEL DRESS GOODS BLACK
Grey Cotton 27 inches from 5cts. yd. up.
Grey Cotton 36 " " 7cts. " "
Berlin Wools, New Colours Light to Dark Andelusian, Shetland, Bee Hive, 3 4 & 5 ply fingering etc., etc.

W. S LOGGIE

Marble Works!!

The subscriber has removed his WORKS from Upper Chatham to the premises on WATER ST., CHATHAM, lately occupied by MR. ALEX. CANTLEY, Blacksmith, (near the Ferry), where he is prepared to execute orders for

MONUMENTS HEAD STONES TABLETS AND CEMETERY WORK GENERALY,

Also: COUNTER and TABLE TOPS and other Miscellaneous Marble and Fine Stone Work.

A good stock of MARBLE constantly on hand.

EDWARD BARRY

atham

Servant Wanted.

General Servant wanted for family of three. Good wages. References required. Apply at ADVANCE Office.

A Cook Wanted.

PPLY to MRS WARREN CWINSLOW

NORTHERN & WESTERN RAILWAY.

CHANGE OF TIME

—for through trains to—

FREDERICTON.

On and after Monday the 13th Sept, and until further notice, trains will run daily (Sundays excepted.)

Leaving Chatham	at 8 00 a m	Stand'd time	
" " Juncton	" 8 25	"	"
" Derby Siding	" 8 35	"	"
" Up. Nelson (Boom)	" 8 42	"	"
" Chelmsford	" 8 55	"	"
" Gray Rapids	" 9 20	"	"
" Blackville	arrive " 9 35	"	"
	leave " 10 00	"	"
" Blissfield	" 11 00	"	"
Arriving Doaktown	" 11 20	"	"

Forty minutes at Doaktown for dinner and crossing Ferry

Leaving Doaktown	" 12 40	"	Local time
" Boiestown	1 15	p m "	"
" Cross Creek	3 10	"	"
" Marysville	" 4 50	"	"
Arriving Gibson (Fred'ton)	" 5 00	"	"
Returning			
Leaving Doaktown	" 12 00	"	stan'd time
		or after arr.	F'ton train.
" Blissfield	" 12 25	"	stan'd time
" Upp Blackville	" 12 55	"	"
" Blackville	" 1 30	"	"
" Grey Rapids	" 1 50	"	"
" Chelmsford	" 2 15	"