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Extraordinary Semi-Annual Drawing
AT NEW ORLEANS, TUESDAY, DECEMBER 18, 1883.
Under the personal supervision and management of Gen. G. T. BEAUREGARD, of Louisiana, and Gen. JUBAL A. EARLY, of Virginia.

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1 GRAND PRIZE OF	50,000	50,000
1 GRAND PRIZE OF	20,000	20,000
2 LARGE PRIZES OF	10,000	20,000
5 LARGE PRIZES OF	5,000	25,000
20 PRIZES OF	1,000	20,000
50 " "	500	25,000
100 " "	200	20,000
500 " "	100	50,000
1000 " "	50	50,000
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100 Approximation Prizes of	$500	$50,000
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80 Barrels Mess PORK,
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2000 Bags SALT.

Geo. S. DeForest.
13 South Wharf, St. John
St. John, N. B., 1 Nov, 1883.

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BOILER PLATES.
SLED SHOE STEEL,
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RECEIVED THIS MONTH, — EX. BARQUE "PARAMATTA," and S.S. "HIBERNIAN" and "CASPIAN,"—17,792 Bars Refined and Spike IRON, 560 Bundles Plating and Hoops, various sizes and gauges; 210 Bundles Navy and Hand-Picked Oakum; 510 Bundles Nos. 20, 22, 23, 24, and 26, 510 Sheets, Nos. 10, 12, 14, 16 and 18, SHEET IRON; 8 Cases GALVANIZED SHEET IRON.

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1883 1883

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ON AND AFTER MONDAY, OCT. 8th, the Steamers of this line will make Three Trips a week, leaving St. John

Every Monday, Wednesday and Friday Morning, at 8 o'clock.

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BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B. every TUESDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates:—

One year,	$1.50.
After 6 months,	$2.00.
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Advertisements, other than yearly or by the season, are inserted at five cents per line nonpareil, (or sixty cents per inch) for 1st insertion, and ten cents per line (or twenty cents per inch) for each continuation.

Yearly, or season, advertisements are taken at the rate of $6·75 an inch per year. The matter in space secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address

Editor "Miramichi Advance," Chatham N. B.

Miramichi Advance.

CHATHAM, - - - - DECEMBER 6, 1883.

Those Lumber Leases.

The lumber leases, renewable for ten years, are stated by a Boiestown correspondent, whose "notes" we publish in another column, to be causing dissatisfaction in that locality, because they create a monopoly to large operators and give the small ones no chance. We have always held an opinion different from this, but are ready to change it, provided facts proving our correspondent's position are stated. He will, therefore, confer a favor on us if he will send us, for publication, answers to the following questions.

1st. Who are the "small operators" who this year have been crowded out by the monopolists, who were not crowded out in just the same way under the one year system, which, we assume, our correspondent prefers?

2nd. Is it not a fact that the lands were always bid in and the licenses therefor issued in the large operators' names, and has not the small operator, with very few exceptions, always secured his lands through the large one?

3rd. Who are the small operators by whom licenses were secured under the late system, and who now have "no chance whatever?"

If our correspondent is not merely repeating an empty cry of interested opponents of the Government, he will be able to answer these questions directly and give the public the facts on which he bases his assertions.

Dreadful Disaster.

A dreadful disaster took place near Digby Gut, Bay of Fundy, on Monday morning last between three o'clock and daylight. The Dominion Government steamer *Newfield*, Capt. Guilford, left Cumberland Basin on Sunday morning, having in tow the hull of the new Government steamer, *Princess Louise*, launched last week from the shipyard of Mr. Jotham O'Brien, Maccan, N. S. The tow was bound for Halifax. The wind was very moderate and fair when the vessels left for down the Bay, but by Sunday evening there was a heavy blow. About midnight there was a change of wind and a gale, with heavy sea. They sighted Digby light on Point Prim, and were about three miles off that rocky coast when the steel hawsers by which the new hull was attached to the *Newfield* parted. Nothing could be done to recover the tow and the *Newfield* steamed off to save going ashore while the new vessel was borne upon the coast on which she was helplessly dashed in the darkness and terrible sea. The place where she struck was made up of ledges jutting to a height of thirty or forty feet out of the sea, backed by cliffs from fifty to a hundred feet high. At seven o'clock on Monday morning the bay was so clear that it was unnecessary to sound the fog whistle at Point Prim. Soon after, a girl from a house a mile distant went to the lighthouse and told them of the disaster, one man having arrived at her house who said another was in the woods. A rescuing party went out and found a seaman named Soy near the shore. The poor fellow was unable to stand, and could not talk much. The fingers of both hands were frozen and badly cut and bruised. Dane, the second steward of the "Newfield" who had first arrived at the farm house, was cut and bruised. He was on the new hull in attendance on Capt. Brown, Government Inspector of Lights and Buoys. They reported that eight men had perished, viz., Capt. D. M. Brown, John McKenzie, Michael Dadey, James Chapman, Jacob Singer, Arthur Wood, Alfred Hiltz and Henry Grey.

How the two men climbed ashore and saved their lives is a mystery. The new ship hove over seaward, and all but Dane and Soy were washed off and drowned. Dane and Soy waited till the tide fell from the foot of the cliff and lowered themselves into the surf over the in-shore side. How they gained the shore and climbed the cliff they could not tell.

On Monday afternoon all of the hull was broken into small wood by the high sea then running. A piece of human flesh, about the size of a hand, was picked up by persons near the wreck; and one of the bodies, that of Capt. Brown, was found.

Referring to this sad occurrence the St. John *Globe* says,—

For the lives lost there is much sympathy. Some of the men are known here, and Capt. Brown has a large official and personal acquaintanceship. Doubtless, there will be official enquiry into the circumstances of the loss, but official enquiry will not go to the heart of this matter. Every effect is preceded by a cause. The preceding cause of this disaster is the course adopted by the Government respecting the construction of the vessel. When arrangements were first made for building the hull there was some higgling between the Government and Mr. D. W. Clarke, of St. John, who was first selected to build her. The Government would not pay what Mr. Clark considered a fair price, and eventually the construction was given to Mr. O'Brien on terms which, so far as we can gather from the reports of the Marine and Fisheries Department, have not been made public. In that, of itself, there is nothing, for we assume that Mr. O'Brien knew what he was doing, and we have no doubt that he would build a good vessel. But the Government, instead of getting experienced machinists, like those in Yarmouth or St. John, to build the boilers and engines of the steamer, must needs send to England or to Scotland for them! Professing to encourage Canadian industry, imposing heavy duties upon the people in the interest of certain manufacturers, when they have an opportunity to patronize Canadian goods, they do not do it. At one time it was really contemplated to send the vessel across the Atlantic by sail to get her machinery put in. But this idea was abandoned. Well, the plan being adopted of getting English or Scotch machinery the vessel must then be taken to Halifax to have it set up. Here is where the Tupper influence comes in. The New Brunswick mechanic is first got out of the job, and it goes to Nova Scotia; then, when the vessel is to be fitted, instead of bringing her to St. John, the natural Bay of Fundy port, and a harbor of easy access, she must be towed half round Nova Scotia to get a place to fit out. It would be just as easy to land her imported machinery at St. John as at Halifax, and there would be less risk in getting her to the former port. Indeed, this is a matter on which there can be but one opinion. There was great danger in the stormy winter weather in towing the vessel from Maccan to Halifax. She could very easily have been brought to St. John, and this blunder and bad management has, in all human probability, lost the vessel which can be replaced, and the lives which cannot be replaced.

"CONFESSION AND ABSOLUTION" is the subject of a letter from a prominent layman of the Church of England which reached us too late for this week's paper, but will appear next week.

Our Forests.

Mr. Edward Jack was the lecturer in the regular course at the Mechanics Institute, St. John, on Monday evening last. The *Telegraph* report of the lecture is as follows.—

Mr. Jack said:—On Tuesday, the 17th of September last, our party left Fredericton for the purpose of making a survey of some Crown lands on the head of the Little Southwest, branch of the Northwest Miramichi river, whose western waters take their rise from the sides and at the base of a range of hills near the heads of the Tobique and Nepisiquit, which separate the streams tributary to the River St. John from those which flow into the Gulf. This country is yet covered by the original forest and has been visited by some adventurous lumbermen in search of pine timber, or by the solitary hunter, whose blazes and traps one occasionally meets while journeying through its dark and secret recesses.

Mr. Jack then gave an interesting sketch of the drive up the Nashwaak and through Stanley. He said: Among the settlers on the lower Nashwaak were some companies of the famous Black Watch, which were disbanded here, where are still to be found such typical names as McPherson, McLean, McLeod, Fraser, Forbes and Ross. They are a hardy race and many of them, though no longer clad in the garb of old Gaul, retain yet more than a trace of the fire of old Rome. It was only last season that one of these Rosses, who had emigrated to the far west and had in his charge at the time as express agent on a railway train a large sum of money, when attacked by some six or seven robbers, fought them off and though twice wounded himself succeeded in keeping them at bay for such a length of time that assistance arrived and the money was saved.

Mr. Jack said that he found much good land after leaving Stanley. He also observed that the ravages of the spruce disease seemed to be on the decrease. His description of camp life and its surroundings was very interesting and graphic. We regret we cannot give extracts from it. After quite a long march Mr. Jack and his party found themselves on the elevation beyond the point where logs had been driven. He thus describes the country:

It is bounded by high hardwood-covered hills on which there is but little spruce. What there is is usually in valleys or ravines between the lofty elevations which constitute this part of the country, the range extending from Nictaux, on the Tobique, and the head waters of the Nepisiguit to Rocky Brook, being by far the highest land in New Brunswick. During our journey after the leaves had fallen, I stood on the summit of one of the highest of these. Its ascent, which was quite steep, measured from base to summit, more than half a mile. Looking around me, all that I could see from my elevated position was immense round, or, rather, semi-oval shaped hills covered with hardwood to their very summits, while on the north Clearwater Mountain arose above his fellows. These mountains were so regular that they looked like the huge waves of some tumultuous sea.

The lecturer gave an interesting sketch of life in the woods, of canoe-making and other episodes. Many of the places he told of had never been described before, and are not marked upon any Provincial map. He concluded in these words:—

As I draw to a conclusion the time and place remind me that this is the opportunial year which we have looked forward to as the time in which to do honor to the memories of the departed heroes who laid the foundation of our province. Memorial Halls and monuments have been suggested as mementoes wherewith to commemorate their labors, but would it not be better that we should endeavor to perpetuate their remembrance by setting apart a portion of the country which they came to occupy just as it was when they landed, as a part in which the moose, caribon and beaver, then the sole residents of nearly the whole country, might be preserved for future generations. In the heart of New Brunswick, there is a forest-covered country whose soil is of stone, if I may be allowed to use such an expression, but I can convey to you in no better manner its utter worthlessness for agricultural purposes. It comprises the territory on the head waters of the Southwest Miramichi, Nepisiquit and Tobique rivers. It is 57 miles long by 33 broad, making 1,881 square miles. By reserving this no injury would be done to settlements, as it embraces no settling land: and the first rangers employed to look after the game could also serve as fire protectors to the valuable forest by which a large part of this country is covered. Wild animals would soon become so abundant that a sufficient number of hunting permits could be disposed of to cover all expenses. The protection of our woods from destruction by fire is absolutely necessary if we would not see our chief source of revenue speedily destroyed. * * * * Mr. Henry Braithwaite, himself a hunter, and well acquainted with the habits of the animals which inhabit these forests, will agree, at the cost of $2,000 a year, to protect this territory, by himself and his assistants, from poachers.

* * * * To meet this $2,000, let the bear bounties, which are of no real value to the interests of the country and are even prejudical to trade, be abolished and the $2,000 so saved be applied to the maintenance of a Centennial Park until shall have become self-supporting, when the grant may be withdrawn.

Mr. Jack was frequently interrupted by applause.

What Time shall it be?

Referring to the time question the St. John *Globe* says:—

"The Intercolonial Railway and the St. John and Maine Railway have adopted the standard time of the 75th meridian instead of the time of the 60th meridian which was assigned to them. The question now is what will the city do? It has a choice of three courses before it. It can adopt the Railway time, which will make it about thirty-minutes slow with mean time. It can adopt the standard time assigned to it by the convention, the time of the 60th meridian, which will make it twenty-four minutes fast by the mean time. Or it can keep its present time. It is well to point out that the standard time was so arranged that no place would be more than half an hour different from its own mean time. But, as the Government Railway has not adopted the standard time assigned to this meridian, St. John Railway time will be more than half an hour out, and at Pictou the difference will be more than fifty minutes. We suppose there is nothing to prevent people taking up whatever time they please, but it does look as if, not having adopted the standard assigned, some governmental interference will be necessary. For instance the Post office, the Marine and Fisheries, and the Railway departments, must at least have the same time. It will not do for the Railway to adopt the time of our meridian, and the Marine and Fisheries department to adopt another. Until the whole matter is fully understood, it is a question what our City Council should do. The hours of labor are involved. The adoption of the standard time of the 75th meridian will, it seems to us, necessitate, at least, for all out door work, fixing the morning hour at 6.30 a. m., and the dinner hour 11.30, so that the ordinary day's work can be put through before dark—that is if the present hours of labor continue. The matter should be well understood before anything is hastily done.

France vs. China.

The despatches respecting the French movements in Tonquin have been so brief as to make it almost impossible to gain a satisfactory understanding of the situation in its various phases. The land itself in which the fighting has been done, and that to be immediately affected by the present war, are but little known. The names "Tonquin" and "Anam" have been used as if they were the names of different countries. Anam,—or Cochin-China—includes a long strip of territory stretching south from China along the Chinese Sea, and Tonquin is the northernmost Province of this country. Tonquin, again, is divided into sixteen minor Provinces. The capital of one of these minor Provinces, Hung-yen-now, was, more than two centuries ago, the seat of Dutch and Portugese factories. The Portuguese landed first and established themselves, but subsequently a Dutch expedition came, and in spite of the strenuous opposition of their rivals, the Dutchmen succeeded in gaining a footing also. The business flourished up to the year 1700, when the factories were abandoned, owing to difficulties with the Tonquinese authorities.

In establishing themselves in Tonquin the French have come very near the Chinese border, and the apprehensions of China of what would result should France secure a footing there were quite natural. Further, China claims suzerainty over the whole of Anam, but up to a certain point was willing to abstain from open interference with the French in their determination to secure from Anam what the French deemed sufficient recognition of a treaty made eight years ago. The chief opponents of the French have been the Anamese themselves, and bands of Chinese adventurers known as "Black Flags," who it is alleged, have been supported and encouraged throughout the campaign by China. France, however, has overcome all opposition so far, and has secured a firm footing on the large delta of the Red River, the principal river of Tonquin. Here she has all the points of strategic importance.

When France first went into the campaign, it was alleged that the capture of the country was a mere bagatelle, and that if France showed no signs of wavering, China would be awed into accepting any terms that the conquerors might dictate. When, therefore, China called for an explanation of the French action it was given, but in such a cavalier way as to make the progress of the subsequent negotiations far from pleasant. China claimed Anam as a vassal, but took no official steps to expel the French, merely waiting to find what would be the result of the agitation against the war party, knowing that the continuance of war was a great drain upon the resources of France, and likely to lead to a strong sentiment among Frenchmen against the Ferry Administration and its warlike policy.

In the course of the negotiations, Marquis Tseng, the representative of the Chinese Government in France, submitted a proposition involving an agreement by France not to seek to acquire fresh territory in Anam, and the maintenance of Anam's position as China's vassal. Together with this, offers were made of the opening to trade of certain towns and the cession of the right for foreign vessels to navigate the Red River as far as Sontay in the upper delta. This was rejected by France, and the establishment of a "neutral zone" was proposed between the territory in Anam, to be acquired by France and the southern border of China. A portion of this "neutral zone" is made up of two provinces, in which there is a dual mandarinate, partly Chinese and partly Anamese. The complications which would arise would offer France a good pretext, should she desire it, of annexing these provinces also.

In reply to the offer of a neutral zone China suggested a "rectification" of the boundary, but this proposal was not accepted. Subsequently China offered to accept the neutral zone idea, but wished to establish the zone on the southern border of Tonquin. This also, of course, was rejected by France.

These negotiations were made public in a "yellow book" recently issued by the French Government. Since then, alleged efforts have been made to secure a settlement of the question but without success. A basis of treaty was impossible, France maintaining the right of conquest, China that of suzerainty, and throughout, neither nation seemed to have been particularly anxious to avoid war.

China has made a great advance within a comparatively few years as a naval and military power. Both England and France have, within the century, practically done as they pleased with her in enforcing any concessions which they backed with their war forces, but China has benefited by these lessons. She has two formidable double turreted ironclads and fourteen other war ships, all recently purchased, and is also building others; besides these the North China Navigation Company—a quasi Government concern—has twelve steamers well adapted for transport service and which could be easily fitted to do excellent defense work on the coast and rivers. She has an army of over 100,000 men trained under German regulations for the defence of Pekin and the coast alone, and 50,000 of these men are readily available against France in the present complications, while a much larger auxiliary force could be formed from the national militia, which numbers 600,000 men who are partially trained and equipped. All these forces could be in readiness in shorter time than France could move her forces to the seat of war. Officered, as her army and navy are, mainly by Europeans and aided by the coast defences which have been greatly improved within a few years under Li Hung Chang, China ought to be a fair match on her own soil for her more civilized opponent.

France, it must be remembered is the attacking party, and her base of operations is much further from the scene of war than that of China. The cost and difficulty of transport will therefore be with her a very serious matter, all the more serious because she has but few stations between the Mediterranean and Tonquin. China calling upon Britain to remain neutral, will close against French war vessels all the East Indian ports under the Queen's rule. Experts estimate that a force of not less than 40,000 men would be needed to carry on the French operations in China, and Chinese statesmen have a fixed belief that with England neutral this would overtax the energies of the French nation. Should France determine to bombard the "treaty" ports the Chinese believe the injury will be as much to European trade as to China, and will be almost sure to involve other European nations, probably England first, in war with France. The French soldiers must fight in a climate to which they are unaccustomed, and will thus be at a great disadvantage as compared with the Chinese. Already it is stated on good authority, notwithstanding the reassuring tone of the despatches, there is a great deal of sickness among the 10,000 men already sent to Tonquin, and that not more than half the force is available for active service. The French fleet in Chinese waters consists of three divisions—that in Tonquin Gulf, that at Hong Kong, and that employed about the rivers of the Tonquin delta. The vessels include four ironclads and a number of gunboats and cruisers, in all 30 vessels, carrying over 120 guns, and with a gross complement of 3,200 men.

The vessels are more efficiently manned than those of China, and were the war to be conducted wholly upon the sea the victory for the French would probably be an easy one.

"The Week."

This new Canadian paper is to be issued to-day at Toronto. According to its prospectus, the following are among the attractions which will be offered to its readers in the earlier issues:—"The Bystander" will contribute, at intervals, reviews of current events, especially of events in Great Britain, and on the Continent of Europe. Mr. Edgar Fawcett, the well-known author of "A Gentleman of Leisure," "Tinkling Cymbals," "An Ambitious Woman" (just completed in the "New York Tribune," and attracting wide attention), "A Hopeless Case," etc., is writing for The Week a new novel, to be entitled "The Adventures of a Widow." This novel deals with New York Society, a field which Mr. Fawcett has made peculiarly his own. The columns of The Week will also, from time to time, be enriched with some of Mr. Fawcett's exquisite verse. Principal Grant, in a series of papers, will describe a tour taken by him, in company with Mr. Sandford Fleming, during the past summer, over the route of the Canada Pacific Railway. Dr. Grant and his party traversed entirely new ground, by crossing the Selkirks, which have hitherto been considered impassable. These interesting papers will be entitled "Down the Kicking Horse and across the Selkirks." Dr. Grant will also contribute articles on various important subjects, such as Indian Affairs, Progress in British Columbia, etc. Mr. J. E. Collins will contribute, among other papers, one on the pressing subject of International Copyright. Mr. Wm. F. Clarke, late of Winnipeg, will write of "The Real Outlook in Manitoba." Contributions in prose and verse may be looked for from Joaquin Miller, Louis Honore Frechette, Dr. C. P. Mulvany, George Stewart, jr., John Reade, Mrs. Kate Seymour McLean, Miss Machar (*Fidelia*), Dr. Daniel Wilson, John Charles Dent, Wm. Houston, F. Blake Crofton, G. Mercer Adam, J. Hunter-Duvar, B. W. Phipps, and many other writers of note. Art, Music and the Drama will receive abundant and careful attention. There will also be a series of critical essays on "The Younger American Poets," by the Editor, C. G. Roberts, Esq., A. M., who is personally so well and favorably known on the Miramichi and so widely in Canada by his poetic and other writings.

Bear Bounties.

EDWARD JACK.

This subject has lately been attracting a good deal of attention, and the advisability of giving premiums for the killing of bears out of season is condemned by some of our best hunters. Mr. Braithwaite who condemns it in the most unqualified manner, says that the majority of bear-skins which are brought into Fredericton come from distant places in the forest, where there are no sheep to kill; that the main hunting operations are carried on about the blueberry plains, which are so abundant in the interior of the Province. He also says that 'there are only a few bears which will kill sheep, and that bears are largely blamed for the depredations of dogs; in one instance which he knows of, where sheep are said to be carried off every fall by bears, he feels confident that the depredator is a two-legged bear.

Mr. McGoldrick, of Fredericton, says that more than 300 bear skins are obtained in New Brunswick, which are worthless, or nearly so, the same having been caught out of season. They sell at from 25 cents to $1 each at the highest, and if these animals had been caught at the proper season of the year their skins would have averaged, large and small, $7 each. He farther says that there must be at least 100 bear skins left to rot in the woods.

300 skins at $7 each	$2,100 00
" " 62½c. each	189 50
Loss	$1,912 50

a sum very near equal to the amount appropriated last year for bear bounty. By removing this bounty there would be no temptation to kill these animals at a time when their hides are of so little value, and the large and increasing price of bear skins ought to be a sufficient bounty without any other remuneration.

New Car Coupler.

Some years ago the Dominion Government offered a reward of $10,000 for an automatic car coupler which would prove satisfactory to the railway authorities in every particular. In February last Mr. George Mitchell, of Newcastle, prepared a model of an automatic car coupler which he had invented, but which was not altogether approved of, on account of a spiral spring which formed a portion of the working gear. Mr. Mitchell, with commendable energy and perseverance again set to work in July last, and by September had so far improved on his first invention as to do away with the spiral spring and its connections. A model of this improved coupler has been patented, and bids fair not only to win the prize offered by the Government, but also to secure a rich harvest for the inventor. It is exceedingly simple, and can be operated from either the side or top of the car, so that brakesmen need never go between the cars to couple or uncouple. It does away with the old-fashioned pin, and cannot fail to couple without any assistance whatever when two cars are shoved together. Leading railway mechanics most heartily endorse it, and it must be satisfactory to the inventor to know that the coupler is this week to be attached to two of the Conductors' vans on the Intercolonial Railway, where they will be tested, for some time, and in all probability finally adopted. Should this be the result, (and everything seems to point in that direction just now) the Government will doubtless lose no time in having the new coupler attached to all the cars on the road, in order to prevent the accidents which occur so frequently to brakemen when engaged in coupling between the cars. We congratulate Mr. Mitchell in advance upon his success in inventing an automatic car coupler which is considered by experts to be far ahead of similar inventions already patented, and wish him a rich harvest in the near future for the trouble he has had in originating and perfecting a coupler which will we believe, be the means of saving the life of many a brakeman, to say nothing of the mutilations it is well calculated to prevent. The castings for the couplers now made have been very creditably done at the Miramichi Foundry, Chatham.—*Advocate.*

LITTELL'S LIVING AGE FOR 1884.—For forty years "The Living Age" has been published with uninterrupted success, and has enabled its readers, at small expense of time and money, to keep pace with the literary progress of the age. Frequent in issue, and unequalled among periodicals in amount of matter, it furnishes an unrivalled compilation of a great and growing literature which embraces the productions of the most eminent living writers in all departments of literary and scientific work. And as this literature grows year by year in extent and importance, "The Living Age" becomes more and more valuable. Filling the place of many periodicals, it can hardly be dispensed with by any American reader who desires a thorough compendium of the best literature and thought of the time. Its prospectus for 1884 is commended to the attention of all who are selecting their reading matter for the new year. Reduced clubbing rates with other periodicals are given, and to new subscribers remitting now for the year 1884 the intervening weekly numbers are sent *gratis*. Littell & Co., Boston, are the publishers.

ALL of our readers who are interested in farm matters of any kind are asked to read on another page the announcement of the leading American country journal, the RURAL NEW-YORKER. It is the first to have established an Experiment Farm: the first to originate and distribute rare and new kinds of seeds and plants free among its subscribers. It has probably done more to create the present interest in experiment stations and an improved agriculture than all the rest put together. It is original from beginning to end. It presents over 500 original illustrations yearly of fruits, cattle, grains, house plans etc., and combines in practice the true interests of the farm, garden, and household with the editorial labor of a rural journal. Its present Free Seed Distribution comprises eight kinds of seeds, most of which are not offered for sale. These, according to the prices which seedsmen charge for novelties, are worth more than the yearly subscription price of the paper. It is a weekly of sixteen pages, printed on fine paper. It has over 600 contributors, among them the most distinguished agricultural writers of America, Canada, and England. Our readers can lose nothing by sending for free specimens to the RURAL NEW-YORKER, 34 Park Row, New York. They will be cheerfully and promptly forwarded.

General Business.

CLOTHS
AT COST!

The Subscriber, desiring to make room for fall importations, has decided to sell off his present stock of cloths at cost. The goods embrace a variety of

TWEEDS AND HOMESPUNS,

—SUITABLE FOR—

Fine and Business Garments,
and will be sold in quantities to suit purchasers.
The sale AT COST will be continued during

The Month of August Only.

TERMS—CASH.

F. O. PETTERSON,
Merchant Tailor
WATER STREET, - - - - - - CHATHAM.

Manchester,
Robertson,
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IMPORTERS OF

DRY GOODS,
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MILLINERY
OF EVERY DESCRIPTION.

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SHIRTS OF ALL KINDS.
7 & 29 KING STREET SAINT JOHN

GENERAL BUSINESS.

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OPENED BY THE SUBSCRIBERS:

Seasonable Goods as follows:—Beehive Fingering each 2 and 4 ply, Ladies' Cashmere Jersey Gloves, Children's Cashmere Jersey Gloves, Ladies' Knitted Wool Shawls, Children's Knitted Wool Normandy Hoods, Ladies' Knitted Wool Promenade Scarfs, Ladies' Knitted Jerseys, Black Fur Trimmings each 13, 6 & 10 in., Ladies' Fur Trimmed Mantle Loops, Ladies' Chenille do.

Ladies' Satin, Plush and Fur Hats and Bonnets Newest Styles; Cashmere and Ottoman Wool Dress Goods in Grenat, Navy, Seal and Bottle.

PATTERSON, LOGGIE & CO.

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OPENING from Recent Arrivals per S. S. "Istrean" via Boston and "Circassian" via Point Levi and I. C. R. R. and in stock

Heavy White Cotton for Shirtings,
Waist Lining Black on one side and Printed on the other,
Grenat French Merino,
Black and Grenat Broche Dress Goods,
Black Silk Broche,
Turkey and White Tabling,
Ladies' Colored & Black Jersey Cashmere Gloves,
Misses " " " " "
the above very desirable goods.

Men's Sangnar Knitted Gloves,
Misses Grenat & Cardinal Cashmere Ribbed Hose,
Ladies' Col'd and Black " " "
Ladies White L Wool Vests L. S.
New Foulte Dress Cloth,
New Check Dress Goods,
Colored and Black Velvet Ribbons,
4 Button Ladies' Light Shades Col'd, Kid Gloves,
Grolits renowned Black Water proof Crepes,

St. Croix Grey Cottons, Hochelaga Grey Cotton, Men's Overcoating and Ladies' Ulster Cloth, a very Choice Line of Fancy all Wool Flannels for Children's Dresses.

W. S. LOGGIE.

N. B. Ladies' Mantles made to order in Custom Tailoring Department.

BLACKSMITH'S TOOLS.

The subscriber offers for sale a full set of BLACKSMITH TOOLS, including BELLOWS, VICE, TONGS, CHISELS, TAPS and DIES of different sizes, ANVILS etc., etc. Apply to

ALEX. CANTLY.
Chatham Nov. 8th. 1883. 2-8 r. 27.

Farm for Sale.

The Subscriber will sell the Farm owned and occupied by him, situated on the west side of Bel River in the Parish of Hardwick, containing 100 Acres, 40 acres of which are cleared and well fenced with new Cedar Rails, produced this past season 12 Tons Hay, &c; Good Dwelling House and Barn on the premises.

Possession given this fall if required.

ROBERT A. WILLISTON

Oct. 22rd, 883.

GROCERY
AND
PROVISION DEPARTMENT!

50 Bbls Labrador Herring,
100 " and halves Caraquet Herring,
100 Quintals Codfish,
375 Bbls Superior Extra Flour,
20 " Ontario Oat Meal,
1 Car Silver Star Oil.
70 Bbls Armoure Mess Pork,
40 Tubs Refined Lard.
Close prices. Wholesale to the trade,

W. S. LOGGIE.

N.B. To arrive 125 Bbls Hexel Patent Press Flour

TEACHER WANTED.

WANTED in District No 2, Nelson, a second class Male or Female Teacher. Apply immediately to Trustees

CHAS. A. BATEMAN.
DAVID TYE.
JAMES McKENZIE.

NELSON, 5. November.

FOR
$1. One Dollar! $1.

You can buy the following articles at B. FAIREY'S CASH STORE:

FOR LADIES' WEAR:

THE Best Value in CORSETS ever shown, for $1.00 a pair.
FOUR-BUTTON KID GLOVES, (only a few pairs,) for $1.00 each.
WOOL CLOUDS, all colors, nearly 4 yds. long, for $1.00 each.
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WOOL SHAWLS, for $1.00 each.
LADIES' CHEMISE & DRAWERS, for $1.00 each.
BERLIN SLIPPERS, Cushions, etc., Job Lot, for $1.00 each.
KID LINED MITTS; Fur Tops, for $1.00 each.
LONG BLACK & COLORED FEATHERS, for $1.00 each.

FOR GENTLEMEN'S WEAR:

ALL WOOL SHIRTS & DRAWERS, for $1.00 each.
FUR FELT HATS for $1.00 each.
SILK HANDKERCHIEFS — Just recieved— for $1.00 each.
9½ YDS. ROCK MAPLE SHIRTING, for Lumbermen, for $1.00.

☞ Look at the DOLLAR WINDOW for any of the above.

SPECIAL: A few pairs of ENGLISH BLANKETS, slightly soiled, for $2.95 per pair; former price $8.40
ALSO—A Job Lot of CANADIAN BLANKETS, at very low prices—far below the regular prices.

B. FAIREY'S CASH STORE!
NEWCASTLE, N. B., Nov. 20, 1883.

SPIRITS AND RYE WHISKEY.—Arrived from Toronto: 15 barrels Goderham & Worts' Pure pirits, 65 per cent o. p.; 35 barrels Goderham & Worts' finest Rye Whiskey.

JOHN W. NICHOLSON.
St. John.

DIAMOND DYES,

ALL SHADES AND COLORS,—Just received Direct.

Fresh Cod Liver Oil,

Guaranteed this Season's Oil,—Pure and Fresh

—ALSO—

Beef, Iron and Wine,
Burdock Blood Bitters,
Quinine Wine,
Cherry Balsam,
Fellow's Hypophosphites,

PLEASANT WORM SYRUP,

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Eclectric Oil

☞ A Supply of the above just received at

THE "MEDICAL HALL."
J. D. B. F. MACKENZIE.

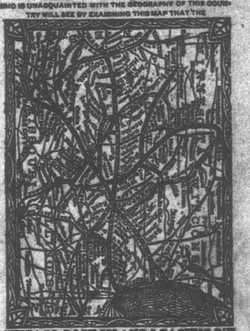
Laurance's Celebrated Spectacles accurately Fitted.

CHATHAM, N. B., Oct. 17, 1883.

1 CAR LOAD
CHOICE
Winter Apples
Just Received.
G. STOTHART.

IN MAN

AND IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY THIS WILL SEE BY EXAMINING THIS MAP THAT THE



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By the central position of its lines, connects the East and the West by the shortest route, and carries passengers, without change of cars, between Chicago and Kansas City, Council Bluffs, Leavenworth, Atchison, Minneapolis and St. Paul. It connects in Union Depots with all the principal lines of road between the Atlantic and the Pacific Oceans. Its equipment is unrivaled and magnificent, being composed of Most Comfortable and Beautiful Day Coaches, Magnificent Horton Reclining Chair Cars, Pullman's Perfect Palace Sleeping Cars, and the Best Line of Dining Cars in the World. Three Trains between Chicago and Missouri River Points. Two Trains between Chicago and Minneapolis and St. Paul, via the Famous

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A New and Direct Line, via Seneca and Kankakee, has recently been opened between Richmond, Norfolk, Newport News, Chattanooga, Atlanta, Augusta, Nashville, Louisville, Lexington, Cincinnati, Indianapolis and Lafayette, and Omaha, Minneapolis and St. Paul and intermediate points.

All Through Passengers Travel on Fast Express Trains.

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