

Business Notices.

The Advance office is open for business from 9 a.m. to 5 p.m. every week-day. It is not open for delivery of papers in the evening. Town and local country subscribers will, therefore, please call for their papers at the delivery window before 5 p.m.

Advertisements.
The insertion of advertisements can only be insured each week by reaching this office by 6 p.m. on Tuesday.

Miramichi and the North Shore, etc.

NEEDLEWORK AND KILLING, etc. See the advt. of St. Mary and St. Paul's Guild.

The steam fire engine service is open to tenders for another year—the tenders to close this evening.

Loss of Life.—Another and loss of life in last week's storm is reported by our Bathurst correspondent.

St. Mary's Guild.—There was a business meeting of St. Mary's Guild in the Sunday School Room on Sunday evening last at 8 o'clock. The President, Rev. D. Forsyth, occupied the Chair, and opened the meeting with the appointed prayers, after which several new members were formally admitted to the membership of the Guild. Mr. D. T. Johnston was elected Secretary, and Miss Carman, resigned. In the consideration of matters in connection with the work of the Guild, a pleasant and profitable evening was spent, and the President submitted rules for the formation of a juvenile Temperance Branch of the Guild, and gave notice of his intention to meet all young people who may desire to be enrolled, on Monday evening next the 17th inst., in the School Room at 8 o'clock. The meeting closed with Prayer, and Benediction by the President about 10:15 p.m.

To Our Friends.

We hope our subscribers who are informed by the address-slips on their papers that their subscriptions are due, will not delay making payment. As we send them the paper regularly it seems a small business for so many of them to wait until we have to call them personally to pay. This number of the ADVANCE is the second of a new year and we shall expect our friends to pay their subscriptions promptly.

SHIPWRECK AND DEATH.

Total Loss of the Barquentine "Vigilant" of Bathurst.

TWO MEN DROWNED AND A THIRD DIES OF COLIC AND EXHAUSTION. WRECKERS AT WORK IN SIGHT OF THE PREMISING MEN.

GALLANT CONDUCT OF MESSRS. W. A. LOGGIE AND DAVID HUTCHISON.

One of the saddest shipwrecks that have happened near the Miramichi for a long time took place at Tabusintac on Wednesday last week, during the Gale which prevailed on that day. Our local readers will, no doubt, remember that there had been a high east wind during Tuesday night, with a fall of two or three inches of snow, followed by a cold rain, which lasted all day Wednesday and that this was followed by frost during Wednesday night. The gale was much more severe along the coast than further inland, and the tide rose higher on Wednesday than it has for six years, covering many of the low islands and beaches of Miramichi Bay and the Straits, where there was a very heavy sea, especially between Point Esprit and Micon.

On Tuesday the barquentine "Vigilant" 199 tons, registered at Chatham, but owned in Bathurst, was coming from Micon and Esprit, on her way down the Straits, when she left Bathurst on Monday afternoon about four o'clock, having on board a cargo of 950,000 lbs. and about 25 tons butter and was bound for Boston. There were, in all, eight persons on board, as follows:

R. D. Chase, of Bathurst, Master.
Michael Daly, of Bathurst, 1st mate.
Robert Fleming, of Bathurst, 2nd mate.
Charles D. Chase, aged 17, son of the Master.

Kenneth McCallan, of Chatham.
Daniel McKendry, of Douglastown, lumber surveyor, an extra hand making the passage to Boston.
Wm. Robinson, of Bathurst, (colored) cook and steward.
A Portuguese sailor (name unknown).

On Tuesday afternoon the vessel was almost becalmed, but just at nightfall the gale came on from the east and at midnight there was thick snow and quite a heavy sea. The vessel was under close reef at two o'clock endeavoring to work off the land, her position when the storm began being about six miles S. W. of Esprit Light in the direct course from Micon. Captain Chase's account of the experience of himself and crew from this time is as follows:

By Wednesday morning the wind and sea so increased that we could make no progress and were going to leeward. We then headed for Miramichi Bar in the hope we might get over it. It was then morning and quite thick. The vessel was laboring heavily when we sighted breakers but could see no land, though we soon made out a lighthouse, which proved to be at Tabusintac Gully. Finding that we were going ashore we let go both anchors and they brought the vessel head to wind and held her. The sea, however, was so great that the jib-boom would go under and at times I feared that it would catch under the cables and be torn out. It continued to plunge under and come up between them however until, at the end of an hour, the jib-boom parted and we found the anchors were dragging. We could now do nothing but hope they might hold, or prepare for the worst. So on, the vessel's stem struck and she was in the breakers when the chains were let go, in doing which the mate, Mr. Daly, had his arm injured, and narrowly escaped having it broken as the end of the chain flew off the winches. Our object in slipping the chains was to let the vessel go as freely as possible through the breakers, in the hope that she would beat off safely on the shore. The place where the vessel struck the bar of Tabusintac Gully, over which there is two or three feet of water at low tide; the sea was however running wildly over us and as we beat upon her the decks were swept clean of cargo, boxes and everything. A few seas only had gone over us when we were swept off with the deckboard, but all succeeded in getting back again and the vessel floated, with the rest of us were powerless to help.

As the sea broke upon us the vessel would be thrown over on her beam ends, the mizenmast having broken in two at the first shock and the mainmast going soon after. The foremast held on for a time, but we knew it would soon go out as it was striking the bottom every time the sea would leave the wreck on its beam ends. For a time we stood on the

upper side of the deck on the windless bits and sheltered ourselves under the bulwarks as the breakers poured over our heads. As the foremast worked clear below decks, however, and the vessel threatened to turn bottom up we were obliged to get over the rail on the bulwarks and hold on by the fore chains. When the sea would break upon us in this exposed position it was with difficulty that we retained our hold, but the wreck soon turned almost bottom up.

Meantime, the forward hulk, through which the foremast ran, having been wrenched clear of the deck, worked up on the mast and lay among the wreckage to leeward where it was sheltered from the full force of the storm. We made out way to this, but soon found that it was not sufficient to sustain the weight of the seven who remained, as it frequently went under and kept us wet.

As the storm showed signs of subsiding we felt that if we could survive the night we would receive assistance in the morning, for we saw men at and near the light-house who were piling up cargo as it went ashore and believed they would give us aid, or, themselves, come to our rescue.

Seeing that we could not all survive the night on the forward hulk and that a part of the vessel's deck with the beams attached had worked up and was almost near to the wreck, I told the men I would try and reach it and ascertain if it would not accommodate some of us and thus relieve the rest. At the same time I bade them not to abandon the half submerged forward hulk until I had reached the piece of deck. It was now after dark and as I was making my way through the wreckage I became entangled and it seemed that my best and strongest efforts were powerless to extricate me. I went under several times and, at last, told my son and others that I thought I was gone. However, they crawled on and reached the place I started for and then learned that my son had attempted to follow me and been drowned. I do not know exactly when he made the attempt, nor do I know, but they told me that he had been drowned. I was about gone when I reached the piece of deck I told some of the others to come, when the mate and the Portuguese sailor came to me and I helped them out of the water, the others, McKendry, Fleming and McKellon remaining on the forward hulk. This was about seven o'clock on Wednesday night when the storm was subsiding.

We kept up as well as possible through the night, but it was very chilly and our clothing was thoroughly wet. We dare not allow ourselves to be overcome with drowsiness, to which the Portuguese sailor particularly inclined, for we knew if we once slept we should, in all probability, never wake again. It was a long and uncomfortable night, the water towards morning making ice where it dashed up beside us. McKendry had to be supported by the others on the forward hulk, for some time before daylight and just as morning came he died in Fleming's arms.

When daylight came we saw two men near a building on the beach, when we all shouted and they responded by waving their hats, when we knew they would try to succor us.

After some time, during which we could see that they were making preparations to come to our aid, they came along the Gully with a canoe and one man who proved to be Mr. David Hutchison of Douglastown, sculled the boat out, while his companion, Mr. W. A. Loggie of Chatham, remained on the shore with the end of a line from a coil Mr. Hutchison had with him. The tide, however, setting on the line carried the canoe clear of us and was hailed back again to the shore by Mr. Loggie. Just then three others who had been piling up laths on the shore near the Lighthouse joined Messrs Hutchison and Loggie and the canoe was taken forward as safely. We were all taken on board the canoe, which was a large-sized dug-out, and Hutchison and the other men hailed us ashore by the line.

On getting ashore we were taken to the Lighthouse where we reached about half past four. There four men, who had been about twenty-two hours in the breakers and on the wreck. I had not tasted food from Tuesday evening at tea time until we reached the Lighthouse—some forty hours, and most of the men had fasted the same time. We all felt extremely grateful to Messrs. Loggie and Hutchison and consider that we owe the preservation of our lives to their heroic efforts in our behalf. We thought it somewhat strange that the men who had been picked up the wreckage and could see our peril, did not make any attempt during the night in the early morning to reach us. There was a good boat at the Lighthouse which might have reached us, I think, when the tide slackened during the night, and moonlight and the wind were in our favor. Had it not been for Messrs. Loggie and Hutchison's providential presence in the lobster factory on the beach it is not likely that any of us would have been saved. The Portuguese sailor would have probably died about an hour after the time we were taken off, had he not been rescued, for he was sinking fast. Indeed it was the knowledge that the men at the Lighthouse had seen us and the expectation that they would clear the wreck and have us taken off early, that kept up our spirits during the long and cold night. As they did not give the alarm and would, doubtless have held on to the morning to take us up, we would have soon lost heart and perished. So far as the Light Keepers concerned he is an old man, whose sight is not good and he could do nothing for us in our situation. He was very kind to us at the Lighthouse and would make no charge when we left for the canoe he took of us when we were saved by the noble efforts of Loggie and Hutchison. One of the men who were at the Lighthouse and came over when we were being rescued said to our men that he and the lad who was with him, wanted to be paid just the same as Messrs. Loggie and Hutchison as they pulled on the line that brought the canoe ashore. We can never, however, pay Hutchison and Loggie for their efforts in our behalf and only wish something could be done in recognition of their humane conduct. We owe our lives to them.

Messrs. Hutchison and Loggie's account of the disaster and the rescue of the survivors is as follows:

They had been at the Tabusintac beaches for some time when we were brought to the beach, and occupied Mr. Loggie's lobster packing establishment, which is located on the east side of the New Gully. On Tuesday it was quite a fine day and they observed a vessel becalmed about four miles off the Bay. Loggie, after looking through a spy glass, said it was the barquentine that was recently at Chatham with the cargo of molasses and sugar. As a heavy storm prevailed on Wednesday morning they decided not to go out

as usual after birds, but lay down after a very early breakfast. About ten o'clock they were again and Loggie, who had gone outside ran in saying the barquentine they had seen the day before was going ashore on the Gully bar. The vessel was then just off the bar with both anchors down and she hung on till about twelve o'clock, when she struck and soon broached to and beat broadside up on the bar, the sea going over her and, at times entirely covering her. They had seen two men on board just before she struck, but, after seeing her buried in the breakers, concluded that men could not live on board. When the vessel struck an attempt was made to launch a boat, but a sea came over the wreck and carried the frail craft off with it the colored cook who was not seen afterwards.

The vessel pounded on the bar and at times was thrown over on her beam ends after which they could see no sign of men on board. The foremast was the first of the vessel to give way, as they observed just before dark that it was out of line with the main and mizen masts. The main and mizen masts were broken off before it was dark and only the stump remained and these were thumped out on the bar as the vessel was thrown over and the sea until they came out and the deck seemed to part from the lower part of the hull. At this time the vessel turned over completely and the two men concluded that even if any on board had survived up to that time, they could not survive this time. However, they crawled on nearly, had hidden the doomed vessel from sight and only occasionally could see it as her great spars rose up from among the breakers and were again plunged into them.

During the night the tide rose very high and the water came into portions of Mr. Loggie's buildings, and they were obliged to secure their things as they came from going ashore. One, however, was carried away and they thought they had lost it. They felt very anxious, and as the moon came out quite brightly just before daylight, they took a look at the wreck, when Loggie made out something like a raft at the bow of the vessel, and he thought he saw men on it. The small canoe they had were then taken out with, so they waited daylight and went to the corner of the factory they plainly saw men on the raft who all shouted to them. They waved their hats to encourage them and they came on from going ashore. In the meantime making preparations for a rescue. Provisionally, the large canoe which had gone ashore lay not far away in a cove inside of the Gully. Mr. Loggie had, on the premises, his lobster-traps, and other fishing gear, and six coils of trap lines, each more than a hundred fathoms long, were carried to the large canoe, which was launched. They crossed the Gully and towed the canoe out against the tide, when Hutchison remained on as described by the captain, but was swept by the tide away from the wreck. The wind was then blowing off the land towards the wreck but the tide ran so strongly that it swept against the line and rendered Hutchison's efforts to reach the wreck futile. It was at this time that the Light Keeper, Mr. Thomas Savory, in company with Wm. Bredo and a young man named Bredo came down to the assistance of the rescuers. The canoe was towed down the Gully about two hundred yards, further against the tide, when Loggie succeeded in reaching the wreck and taking off the five perishing men.

The Portuguese sailor was very much exhausted when he reached the shore and had to be supported by Messrs. Loggie and Hutchison. The latter accompanied the men to the Lighthouse and helped them to get off their wet clothes, directing the lad who was there to get a change of clean clothes and make tea for them. They also gave them their own socks and mitts and spare boots, leaving them as comfortable as possible. It blew so hard that day that Messrs. Loggie and Hutchison could not get back to the Lighthouse, as they intended to do, with some extra clothing and provisions. Next morning, however, the Captain and some of his men proceeded in the Lighthouse boat, which was a very good one, to the wreck for the purpose of bringing McKendry's body ashore. It had been secured to three cables, and was hauled up the beach by the men of the Lighthouse. The body of Robinson, the cook, was found on the beach above Crab Island. The clothing had been torn from it, by the force of the sea, and it was lying on a rock on one foot. The skull was broken and the face much disfigured. It was taken care of and buried by Mr. Wm. Murray, Overseer of the Poor, in grand old St. John's Church, where it was buried by the Methodist congregation.

Mr. Hutchison engaged Mr. Andrew McKendry's body to Douglastown, where it was landed over to his brother, Mr. John McKendry.

The Captain and survivors of the crew were brought to Chatham by Mr. John Wainwright, who was engaged for the service by Messrs. Hutchison and Loggie, and reached here on Saturday evening with the boat. The Portuguese sailor was in too weak and exhausted a condition for the journey and was left at the house of Mr. Andrew Cassidy, below Burnt Church, until Monday last, when he was brought up to Douglastown, where he had been working in the summer.

The Vigilant was insured for \$30,000, as follows:

Boston Marine,	\$2,500
Phoenix, Brooklyn,	2,500
Great Western,	2,000
Western, Toronto,	2,000

The vessel is a total loss. There was no insurance on the cargo or freight, and very little of the cargo will be saved.

Northumberland Agricultural Society.

The Annual Meeting of Northumberland Agricultural Society was held on Thursday last at the Canada House, Chatham. The accounts for the past year were presented and the Report reported them correct, showing a balance of \$382.54 in the Society's favor. The President B. Stapleton, Esq., addressed the Society some length and his remarks were well received.

The Secretary's Annual Report, besides referring to the sale to Mr. Snowball of the horse "Duke of Wellington" contained the following:

The Ploughing Match and Cattle Show was held on the farm of Dr. Pallen, the 14th day of October last. About thirty persons were present and a large number of exhibits than for the last few years.

Of horses and colts there were twenty-three entries of cattle, thirteen entries of sheep, eighteen entries, and of swine, five entries.

The exhibit of young horses was excellent, and the stunts were well shown to the Society to see the various breeds so

fully represented. There was a marked improvement in the appearance of the cattle, sheep and swine.

The number of competitors in the Ploughing Match was only five, though there were seven prizes offered, yet the work done was creditable.

There does not appear the spirit of emulation in the matter of ploughing amongst the young men for the present day which seems to have characterized those of the past, and it is to be regretted, as good ploughing is essential to the raising of good crops.

The past season was rather an unfavorable one, owing to the unusually wet cold weather in the spring and the untimely frosts in the autumn.

Hay was little more than half a crop, the reasons attributed were the fall previous being unusually dry, with the preceding spring cold and wet.

Best, sown in proper season, was an excellent crop, but what was sown late was injured by the frost and rendered comparatively worthless. The same may be said of oats, barley and buckwheat. Corn was a fair average crop, having been struck with the blight and the frost early in the season—yet we have every reason to be thankful to a kind and bountiful Providence for a fair harvest.

Farmers are giving the growing of "Selling Corn" a trial, which we are told fully repaid their expectations. The fields for pasture are being utilized for the growing of other crops.

In many parts of the Society's district we observed fields of some two to three acres to produce weeds of different kinds, and the fields are being cleared of weeds for the purpose of growing of other crops.

One of the most fruitful sources of the weed-plague in the fact that barn and stable manure are not suitably rotted before putting it upon the fields for fertilizing purposes. Another profitable weed-growing of weed-spreading agency is the ripened grass which is allowed to be carried from the fields to the barns and stables, and is not suitably rotted before putting it upon the fields for fertilizing purposes.

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Dress Goods Department.

Colored Cashmeres at 25c, former price 35c.
Black " " at 45c, " 55c.
Black " " at 35c to 65c, former price 45c. to 85c.
Colored Dress Goods from 11c. to 45c. 14c. to 55c.
Black Lustres, Cohings, Persian Corals, etc., VERY, VERY CHEAP.
Dress Wineys from 4c. to 14c.

Cloth Department.

Canadian Homespuns 45c. and 48c, former price 50c. and 55c.
Tweeds (all wool), 55c. 65c.
Wool " 60c, 75c, " 80c, 90c.
Wool " 90c, " 1.10.
Tapestry " 42c. to 75c, " 55c. to 90c.
Tapestry Door Mats, 50c. to 65c, " 65c. to 80c.
Velvet File Mats, \$1.00 each, " \$1.55 each.
Wool Mats, Beam Mats, Cocoa Mats, all reduced. All remnants of carpets at very low prices. Crimson, Green and Bronze Curtain Repets and Damasks very cheap.

Mantles and Ulsters.

Ulsters for \$1.65, former price \$2.00. All Ulsters reduced in like proportion. Jackets \$2.00, former price \$2.50. All jackets reduced in like proportions.

Linen Department.

54 inch Table Linen 21c. and 25c, former price 25c. and 30c; better qualities all reduced. Towels from 6c. each. Call in and see my half dozen lots of Towels, Napkins, etc. Table Cloths and covers reduced in price.

Cotton, Ducks, Cotton Flannels, &c.

White cottons from 6c. Grey Cottons from 4c.

SUNDRIES.

Cotton Flannels from 8c. All Wool Scarlet Flannels from 17c. Grey Flannels from 25c. Navy Flannels from 27c. Rock Maple Shirting from 28c. Men's Shirts and Drawers from 37c. to 75c. the suit. Country Socks 20c. Mitts 25c. French Kid Gloves, 2 Button, 70c. black and colored. Josephine Kid Gloves, 2 Button, 1st choice, \$1.07. Black and Colored Valtres all reduced. Pocket Handkerchiefs from 3c. each.

The above will give some idea of the genuineness of this sale, and I would advise all in want of goods to give me a call. Cut out this list and bring it with you, and be careful to mark the goods you require before leaving home.

N. B.—This sale will continue for two MONTHS ONLY. Goods sold out will not be replaced, so first come, first choice.

POSITIVELY FOR CASH ONLY!

B. FAIREY, - - - NEWCASTLE.
Newcastle, Oct. 31, 1884.

Nov. 10.

HAND PICKED BEANS
CORN - MEAL.
LANDING TO-DAY.

Another Car Choice Canadian Beans.
125 Barrels Corn Meal.

Lowest Prices Wholesale.
JEREMIAH HARRISON & CO.

ST. JOHN'S.
WANTED

FOR Preparatory Dept., Graded Schools, Dalhousie, N. S., and Class Male Teachers, to begin at once. Apply to THOMAS C. HARRISON, Dalhousie, N. S.

NEW ADVERTISEMENTS.

BONA FIDE SALE!

SPECIAL SALE.

OVER \$8,000.00 WORTH OF
DRY GOODS, FURNITURE &
ROOM PAPER.

Having decided to make extensive alterations to my store, and rather than pack goods away while these changes are going on, I will clear out my superior stock at prices that cannot fail to attract customers. I wish it understood that this is a

GENUINE CHEAP SALE.

and I guarantee to sell the goods at prices quoted below.

FOR CASH ONLY!

CARPETS, &c.

Hemp Carpets, 15c., 20c., 15c., 25c., 30c., former prices 20c., 30c. & 40c.
Union " 60c., 75c., " 80c., 90c.
Wool " 90c., " 1.10.
Tapestry " 42c. to 75c., " 55c. to 90c.
Tapestry Door Mats, 50c. to 65c., " 65c. to 80c.
Velvet File Mats, \$1.00 each, " \$1.55 each.
Wool Mats, Beam Mats, Cocoa Mats, all reduced. All remnants of carpets at very low prices. Crimson, Green and Bronze Curtain Repets and Damasks very cheap.

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St. Mary

AND
St. Paul's Guild.

A NEW SEWING MACHINE

and are prepared to do various kinds of NEEDLEWORK, TUCKING, RUFFLING, CUTTING BY THE YARD AND BUTTON-HOLES.

Orders in knitting are also solicited. Our reputation in the past has been won more recently, and we are confident that our work will be unexcelled in the future.

K. M. WILLISTON, Secretary.

CEDAR SHINGLES,

PINE CLAPBOARDS, HEMLOCK BOARDS.

Dimensions Fine Lumber, etc., etc.,

FOR SALE BY
GEO. BURCHILL & SONS.

Nelson, Oct. 6, 1884.

DIED.

On Chatham, on 11th inst. Mr. Andrew James, aged 84 years. Deceased was born at Miramichi, New Brunswick, and resided in Chatham for over 50 years. May he rest in peace. Funeral to-day at 3 o'clock.

New Advertisement.

Scow Lost

GENERAL BUSINESS.

PAY A VISIT

TO

R.A. & J. STEWART'S STORE,

Bathurst Village,

DURING THE

Great Cheap Sale

of DRY GOODS Etc., which begins on

TUESDAY, 4th NOVEMBER,

and will continue for 20 DAYS only, and you will be able to appreciate at sight a splendid stock and surprising variety of DRY GOODS.

FANCY GOODS ETC.,

Just Suted for the Season.

Sale to continue Daily from 8 a. m. to 9 p. m.

Fire! Fire!! Fire!!!

—THE LARGE AND VARIED STOCK OF—

GENERAL HARDWARE, &c.,

which is TOO LARGE TO ENUMERATE, and was lately partially damaged by Fire and Water in the Store lately occupied by J. R. GOGGIN, and which is