POOR COPY

Miramichi and the North Shore, etc.

HOUSE FURNISHINGS, ETC.—Mr. Woods advertises seasonable goods in the way of coal hods, fire sets, stove furnishings, lanterns and lamps, stamped tinware, plough castings, etc.

BATHURST DRIVING PARK.—In addition to the races for Sept. 6th at Bathurst Driving Park there will be a sweepstake race for four year-olds, each owner to put up $5 and the association $10. The first horse is to get 70 per cent, and the second 30 per cent of the whole purse.

PICNIC AND EXCURSION.—St Paul's and St Mary's Sunday Schools will have a Picnic and Excursion to Derby on Wednesday, Aug 24th. A pleasant day's enjoyment may be expected. Tickets for children will be 15 cents and for adults, 25 cents.

PERSONAL.—R. A. Stewart, Esq., was among the passengers for Liverpool by the Parisian, which left Quebec on 28th ult.

G. J. Chubb, Esq., of St John was in town on Tuesday.

Hon. P. G. Ryan, Chief Commissioner of Public Works, was in town on Tuesday and yesterday.

HIS LORDSHIP THE METROPOLITAN will visit Miramichi this week arriving at Chatham to-day Thursday by N.& W. railway. He will be at Newcastle, Friday evening. The rite of confirmation will be administered on Sunday morning next at St. Mary's Chapel, Chatham. He will visit Bay du Vin on Tuesday next and, probably, go to Derby on Thursday. He will also visit Bathurst and Dalhousie before returning to Fredericton.

DOAKTOWN AND CLARK'S COVE BRIDGES:—The Chief Commissioner of Public Works has examined Clark's Cove Bridge—better known as Morrison's Bridge—and decided to make quite extensive repairs to it. These will include the grading of the approaches up to a level nearly two feet higher than the present one by placing two tiers of logs on the present abutments and the building of a new span to replace the present one, which is past repair. The plan and specification will be at once prepared and tenders asked for the work.

The Chief Commissioner informs us that tenders are to be asked forthwith for the rebuilding of Doaktown bridge, which was carried away by freshet two years ago.

EXTENSIVE OPERATIONS.—Mooney & Sons are doing a rushing business in building at Eastport. They have now contracts for seventeen brick houses, among them the handsome row for A. Bradford & Son. They are also preparing to build a block for Gen. Lovitt. Mr. Mooney came up to St. John Saturday, on his way to Newcastle, Miramichi, where he is building three houses. From thence he is proceeding to Gibson to look after his extensive operations there. Messrs. Mooney were the builders of the Marysville cotton mill. The firm pays $1,000 a week in wages at Eastport. They have opened a brick-yard in that town and are making their own brick there.—*Sun.*

SHOT BY HIS BROTHER.—For some time past a bear has been committing depredations in the vicinity of Lepreaux. A few days ago two brothers named Philip and James Tier started out with a gun to put an end to Bruin's existence. A heavy charge of buck-shot was placed in the gun before entering the woods. Philip undertook to carry the gun, while James went ahead, cautiously peering among the bushes for a glimpse of their quarry. They had proceeded in this manner for some distance when the trigger of the gun caught in a twig and the weapon was discharged. The entire contents entered James's leg, inflicting a horrible wound a short distance above the knee. As speedily as possible Philip carried his wounded brother to a house, and hastened for Dr. Reynolds, who rendered all the necessary surgical assistance. Owing to the great loss of blood the man lies in a precarious condition. He is about 30 years of age and has a wife and family dependent on him.—*Globe.*

The "Bouvet."

THE French frigate *Bouvet* is still in port, but is to leave to-day for points in the Baie Chaleur. Many of our people have enjoyed the visit of this ship very much, and her officers appear to be greatly pleased with the courteous treatment and social attentions they have received while in port. The French consul, J. B. Snowball, Esq., has done his duty admirably in this respect. On Monday afternoon the commander and officers entertained quite a large party on board, the ship being suitably decorated and dancing enjoyed until about six o'clock. On Tuesday Mr. and Mrs. Snowball gave an evening party in honor of the visitors and a dinner party last evening at 7 o'clock.

Visitors of all classes to the ship were numerous during last and this week and all were well received and treated with the utmost courtesy and attention a fact which will cause the *Bouvet* and her gallant company to be kindly remembered long after she has left our shores.

A Novel Exhibition at Dalhousie.

(*Moncton Times correspondence.*)

DALHOUSIE, Aug. 9.—For some time past the show windows, in the store of Messrs. A. & R. Loggie have been the scene of considerable interest and not only have the common folk been attracted but our great statesmen have shown an unparalled interest in the magnificent fish displays of our esteemed friends. The Governor General of Canada, Sir John A. Macdonald and other public men from both our country and the United States have spoken in high terms of the success of this exhibition. Among the numerous things on exhibition are frozen salmon, trout, sturgeon, canned salmon, trout, mackerel, smelts, lobsters, etc. The ten Restigouche salmon on exhibition weigh only 400 lbs., the largest of which will turn the scales at 48 lbs.

All these large fish, together with six or seven pound trout, lobster claws a foot long, large quantities of canned fish and canned berries, etc. etc., matted with rocks, seaweed and evergreen and decked with flowers are so charmingly combined that the passer by cannot help being allured thereto.

Among the many new and novel things which these two gentleman have introduced there is one which perhaps more than others deserves a passing notice, that of canning smelts. The smelts are put up similar to the French sardines and certainly are a great delicacy. A noteworthy fact is that not only the large fish but the smaller ones may be utilized in thus preparing them.

And now dear *Times* may your readers not consider this a "fish-story," for your correspondent knows whereof he speaks. Messrs. A. & R. Loggie have been in the fish business for over 12 years, 4 of which have been spent in Dalhousie. Their headquarters are at Black Brook, Miramichi, and in addition to their lobster-factories, etc., there and in Dalhousie they have a number of factories at Gaspe, Que. They easily stand as the "fish kings" of the Restigouche and our best wishes are that they may long be found at the head of the roll.

Declaration Day in Kent.

The proceedings at declaration in Richibucto passed off quietly, only a comparatively small number of electors being present, several having mistaken the hour at which the court would open, and arriving too late for the speeches.

The official return was announced as follows:—

	LaBlanc.	Phinney.	Johnson.	Sayre.
Richibucto	34	96	83	119
Richibucto Village..	97	73	47	13
Kingston	50	67	54	57
	181	236	164	199
Weldford, South	69	56	29	57
Weldford, West, ...	47	63	1	39
Weldford, North ...	42	62	11	29
	158	181	41	125
Carleton No. 1	30	42	78	74
" No.2(Pt. Sapin.)	28	21	29	15
	58	63	107	98
Harcourt.....	41	60	22	67
St. Mary's, No. 1..	179	139	55	21
" No. 2 ..	97	68	39	0
	276	207	94	21
St. Louis.....	26	26	236	202
Acadieville.....	13	23	102	86
Dundas	234	224	121	102
Wellington.....	331	308	38	41
	1318	1328	925	932

After the Sheriff had announced the result speeches were made by the successful and defeated candidates. Mr. Johnson intimated that he had run his last election.

The Speed of Circular Saws.

The following in reference to the speed of Circular Saws will, no doubt, interest a good many of our readers:—

Competent authority has decided after long experiments that the rim of a circular saw should travel about nine thousand feet or nearly two miles a minute. Following is a table compiled to show the number of revolutions a minute saws of different sizes should make to reach an average speed of 9,000 feet a minute:

Size of Saw.	Revs. a minute.	Size of Saw.	Revs. a minute.	Size of Saw.	Revs. a minute
8 in....	4,500	30 in....	1,200	52 in....	700
10 in....	3,600	32 in....	1,125	54 in....	675
12 in....	3,000	34 in....	1,058	56 in....	650
14 in....	2,585	36 in....	1,000	58 in....	630
16 in....	2,222	38 in....	950	60 in....	600
18 in....	2,000	40 in....	900	62 in....	575
20 in....	1,800	42 in....	870	64 in....	550
22 in....	1,636	44 in....	840	66 in....	545
24 in....	1,500	46 in....	800	68 in....	529
26 in....	1,384	48 in....	750	70 in....	514
28 in....	1,285	50 in....	725	72 in....	500

These calculations are based on the assumption that the circumference is just three times the diameter. This assumption is for ease in computation, and the reader of course understands that, as the circumference is more than three times the diameter, by a small fraction, the saw will in each case run a little faster than this computation demands. The speeds are near enough for all practical purposes.

Bay Verte Canal.

To the Editor of the Advance.

SIR,—The canals of the Dominion of Canada have, by their extension and enlargement since Confederation, united our great inland seas, and are to-day the wonder and admiration of the world. The aggregate expenditure upon the construction and enlargement of these great public works has reached the respectable sum of fifty million dollars, of which amount upwards of twenty-nine millions have been expended since the 1st of July, 1867; and yet large as this outlay has been, no one desires any unreasonable cessation, until these works shall have been made fully equal to the just demands of the trade and commerce of the country!

Canada's twelve thousand miles of railway have realized the expectations of even the most sanguine optimist of twenty years ago, and one may assert that the nation's railway expenditure has been fairly equalized throughout the whole Dominion from the Island of Vancouver to Cape Breton, especially taking into account the works now in progress of construction.

Some one has aptly said that there is an exception to every rule; in proof of this aphorism the people of these Maritime Provinces may feelingly point to the Bay Verte Canal project; and yet, perhaps, the delay in the construction of what is known as "The Chignecto Marine Railway" may eventually prove a blessing in disguise!

In the years 1864, 1865 and 1866, when the idea of the confederation of these British North American Colonies was about being put to the crucial test of the electorate, this Maritime Province of New Brunswick, held a pivotal position, fully realized by the then statesmen of old Canada, and those favourable to the Federation scheme, were willing to make definite promises, so as to the more readily secure the concurrence of the majority of the people of New Brunswick.

The two potential factors brought more prominently than others before the electorate of New Brunswick, were the "Intercolonial Railway"; and, the Bay Verte Canal project, for connecting the waters of the Strait of Northumberland with the waters of the Bay of Fundy. This latter work, it was positively stated over and over again, would be at once undertaken and carried on to a successful completion, without delay, as a Government work. Upon this all were agreed; but upon the route of the Intercolonial railway, there was much diversity of opinion. The promise regarding the "Intercolonial Railway" as we are all aware, has been faithfully kept; and if as much could be said, regarding the other and more definite promise, that, upon the completion of Confederation, a modern ship canal, would be at once undertaken and constructed at Bay Verte, as a Government work, I verily believe that a much more satisfied feeling would now obtain in New Brunswick, especially amongst those who are principally interested in the fisheries and shipping.

It is not my intention to go into the history of the circumstance which led to the (I hope temporary) abandonment of the Bay Verte Canal and to the ship railway being chartered in its stead, for with these circumstances all are familiar.

The sacred promise made at the time of Confederation, was I verily believe made in good faith, as the expenditure of over nine thousand dollars in surveys of the route go strongly to substantiate. After the resignation of the first Dominion Administration one misunderstanding after another tended to thwart the project, and then the new idea of a "Marine Ship Railway" was brought prominently before the people, and upon the accession of the Liberal-Conservative party again to power "The Chignecto Marine Railway" was chartered, and in this way, even to-day, some hold that the *bona fides* of the sacred promise, made in 1886, that a ship canal, would be at once constructed, as a Government work, has been practically kept.

The practicability of the "Marine Ship Railway" has been fully established; yet, I beg to assert that taking all the circumstances of the case into consideration, it would be infinitely better to construct a ship canal of modern character, from Cumberland Basin to Bay Verte; than, to erect the most substantial "Marine Ship Railway" that money can produce. The Bay Verte Canal seems to be wanted as the complement of the magnificent canal system of Canada?

The short cut that this canal would give from the Strait of Northumberland to the Bay of Fundy would largely tend to revolutionize the coasting and shipping trade of Northern Canada and would also prove of most material benefit to our southern tonnage!

A glance at the map, will I am sure convince any thoughtful mind, that the promise made by our statesmen, two decades ago, that a "Ship Canal" would be constructed by the Government of Canada at Bay Verte, cannot be practically carried out a day to soon!

Yours faithfully,
ROBERT MARSHALL.

The Angling Season.

THE SEA TROUT OF TRACADIE—HOW AND WHEN CAUGHT—LUCK ON THE MIRAMICHI—A DISGUSTED JOURNALIST.

[American Angler.]

The best river perhaps for sea trout in New Brunswick is the Tracadie, which flows into the Gulf of St. Lawrence some 20 miles or more from the mouth of the Miramichi, first, however, passing through a long shallow lagoon, into which the waters of the ocean are admitted by a narrow channel. In this lagoon or in the Tracadie river sea trout are caught all the year round with the exception of a very short time about the month of May, when they pass out to sea, whence they very soon return. They are frequently taken with hook and line in the salt water of the lagoon, chub being used for bait. They are very voracious and one has been known to catch a barrelful in a day, the fish weighing from one to four pounds each. Trout weighing from four to five pounds have frequently been caught about the middle of May from the bridge which crosses the mouth of this river. The sea-trout remain above tidal waters from the last of June until about the last of September. They then descend to the lagoon, where they remain until about the 25th of May, when they go out to the ocean for a few weeks as mentioned above. They are caught all winter at different places in the lagoon, through the ice, either with bait or by means of nets.

Mr. Robertson, of New York, has returned from his fishing at Burnt Hill, Miramichi, absent about 17 days. Twenty-seven salmon and grilse. Much interfered with by high water. On the 20th Messrs. W. H. Foster, Boston; W. E. Skillings, Bethel, Me.; John C. Kimball, Newburyport, Mass., and J. C. Risteen, Amesbury, Mass., left Fredericton for Miramichi and propose staying there three weeks. They have permits from the several owners.

Henry Guy Carleton, of the New York World, has been making a prodigious fuss about a few measly, spavined, blue-eyed and debauched black flies in the North Woods, whose once vigorous constitutions have been sapped by years of dissipation sucking the alcoholic blood of three generations of Maine Prohibitionists. What Guy Carleton should do is to join Ben Bent and Guy Herne in a trip to New Brunswick, Canada, where every deer fly is on his maiden spree, and there is $1,000 worth of virgin thirst to every square inch of midges. He'd sigh for a bottle of the essence of Baxter street if that would protect the "standing room on his ears."

Wrecked and Devoured.

A SLOOP CAPSIZES AND SHARKS SEIZE NEARLY ALL ON BOARD.

NOGALES, A. T., Aug. 9.—The sloop Sara, 18 tons register, owned and commanded by Abraham Bajarim, left Mulejo, Lower California, on July 25, loaded with twenty tons of tan bark. The vessel had on board the captain, his wife and children and niece, Superintendent Halle of the Baltimore Cotton Mill at Santa Rosa, and a crew of five men.

While between San Pedro and Martinez, in California, the vessel was struck by a heavy surf and capsized. All on board perished excepting the captain and four sailors, who saved themselves by climbing on the bottom of the sloop. While there they saw sharks devouring the bodies of their less fortunate companions.

Two of the sailors became crazy on July 30 and said they were going ashore. They immediately plunged overboard, but had no sooner struck the water than sharks devoured them.

The captain, one sailor and a small boy remained on the bottom of the vessel eight days, sustaining life by catching turtles that would come near and sucking the blood. They were rescued in a most pitiable condition by the sloop Refugee.

Woodstock's Mystery.

THE FIRE SPOOK CEASES HIS VISITS BUT THE MYSTERY REMAINS UNFATHOMED.

Things seem to have quieted down suddenly over Woodstock's mystery, but the mystery itself is as unfathomed as ever. The fire spook continued to pay his unwelcome visits to Mr. Hoyt's home, until Sunday night last, when nothing has been seen or heard of him since. The family vacated the house on Monday morning. A gentleman who came down from Woodstock yesterday says the occurrence is a puzzler. He witnessed one of the mysterious fires on Sunday and came away mystified. A great many causes have been assigned for the singular occurrence, among which some people are inclined to belief that Mr. Hoyt, no matter how innocent he may be, has the honor of setting afloat one of the biggest mysteries known in modern times.

The Woodstock Press says: The most satisfactory explanation of the origin of the mysterious fire would seem to be this. A few weeks ago an inmate of the house is said to have been attacked with typhoid fever and, after recovery, quantities of sulphur were used as a disinfectant up to a recent period. The fumes from the burning sulphur impregnated the cotton around and bad ventilation and the peculiar state of the atmosphere contributed to bring about the mysterious breaking out of fire in sundry articles. A parallel case occurred in the north of England some years ago.—*Gleaner.*

Stealing a Ride.

When Wednesday night's express reached McAdam Junction the brakeman proceeded to disconnect the bell-cord from the general manager's car, which was to be detached from the train. While doing so, he observed something hanging over the end of the roof, and upon investigation discovered that it was the feet and legs of a man who was sleeping on the car roof. Needless to remark that before he was thoroughly awake he was on terra firma. He proved to be a drunken tramp and very ungrateful, his first act being to shy his whiskey bottle at the brakeman of the moving train. It was, probably, fortunate that the discovery was made as soon as it was, the position of the man being such that he would have slipped off before another mile was run. It is supposed that he dropped from the Wall street bridge upon the car roof after dark, and sunk into a drunken slumber.—*Ex.*

A Dog that Loved Good Society.

There is a legend of a dog who lived in the country and who always left his master's house when any of his master's neighbors had distinguished guests to stay with them. He invited himself to join them, acting on Thackeray's principle that if you wish to be asked to a party there is nothing like asking to be asked. The instance of this dog may be considered adverse to our theory that beasts are incapable of conscious happiness. The dog, it may plausibly be urged, would have been wretched in his mind had he dined at home where there was only the family, when he knew well that a party had been asked to the neighbouring castle to meet a distinguished person. But this hound must be considered an exception, like the celebrated dancing-dog of Theophile Gautier. This dog once saw a performing beast of his own species at a fair. The tricks and the laurels of the performing dog did not permit him to sleep. M. Gautier missed him often, and one day found him practicing his steps by himself in an empty room. When he thought himself perfect he had an "at home" and exhibited before the dogs of the neighbourhood.—*London Daily News.*

Hanlan defeated.

TORONTO, Aug 13.

The race between Hanlan and Teemer to-day was for $1,000 a side in best and best boats, three miles with a turn. Hamilton Bushby, of the *Turf, Field and Farm*, was the referee.

At 5.23 tremendous cheering from the vicinity of Hanlan's boathouse announced that the Canadian was on the water, and shortly afterward he was seen pulling his new Blaikie shell toward the starting line Hanlan was bareheaded and wore a dark blue sleeveless guernsey and gray knee breeches and a small boating cap.

Teemer won the toss and selected the south course, which, being near the island, was the more sheltered of the two and slightly preferable. At 6.06 o'clock the word was given, Teemer getting in one full stroke and having fully recovered for another before Mr. Bushby pronounced the word "go." In addition to the advantage thus gained by Teemer, he received another of fully a stroke-and-a-half, by Hanlan's unusual slowness in catching the water. Both went away with a clean powerful stroke, but the spurt put on by Teemer was something phenomenal. His oar blades seemed to literally tear through the water, and though he did no splashing, the spray rose in showers at the finish of every stroke. His style was more like that of the great Renforth than of any living oarsman. Hanlan, on the other hand, though rowing very prettily and smoothly, appeared to lack the vim that used to characterize his efforts when in his prime. He reached well forward and took a firm hold of the water, but his finish was far less artistic and vigorous than in the days when he was making his reputation. He seemed to use his arms more and his legs and back less. When they had gone a quarter of a mile Teemer was fully two lengths in front, pulling 34 strokes to the minute to Hanlan's 33. Some of the Pittsburgers on the referee's boat now began to be jubilant. When they were met with offers of $500 to $300 on Hanlan, as they expressed it, they thought they had a good man, but they had already invested enough on him, seeing he was rowing in his opponent's back yard. Half a mile from the start Teemer still held his lead, and both men were pulling 36 to the minute, but Teemer's stroke appeared the more effective of the two. He used a slide to the utmost limit, and finished with head and shoulders well thrown back and his legs extended very much in the style that used to mark Hanlan's pulling, while Hanlan himself seemed to be always doubled up, and making his arms do a very large share of the work.

At a mile Teemer had opened the gap behind him, and steered a trifle too far to the south, but quickly corrected his error. He was now pulling 34 strokes to the minute, while Hanlan's stroke had dropped to 35. At a mile and a quarter they were both pulling at the rate just mentioned, but Hanlan was steering considerable north of his buoy, and by the time he had righted his course it was evident that the Pittsburg man had the race at his mercy.

At this juncture Fred Plaisted pulled out of the crowd in a shell, and, lying right across the bow of the Mascotte, in such a position as to incur serious risk of being run down, held up his hands and shouted to the captain to turn his boat or his swells would swamp the oarsmen on their return. There can be no doubt that Plaisted's prompt and plucky action prevented a serious mishap, as the Mascotte was throwing such an enormous swell in the still water that it would have been very apt to swamp one or both shells.

The time was not accurately taken at the turn, as the referee's boat was coming about just at the same time, but it is certain that Teemer pulled the 1½ miles in a little over 9 minutes.

As they straightened away to come up the course again Teemer must have been four or five lengths in the lead, but he had not pulled more than 250 yards from the turning buoy when some clumsy lubbers in a large sailing boat fouled him. The Pittsburger took the matter very coolly, and, dropping the oar next the sailboat, fended her off with his left hand and got clear of her in time to lead Hanlan by two good lengths.

Immediately after the mishap, at two miles, both men were pulling 36 to the minute; at 2½ Hanlan was pulling 34 to Teemer's 32, but it was evident that the Canadian had enough of it, while the Pittsburger still appeared fresh and strong.

A quarter of a mile from the finish Hanlan made a final gallant effort. He pulled 37 strokes to the minute, but they were ragged and ineffective, while Teemer kept out of his way, and even drew away from him at 36. Nearing the finish Teemer saw that he had his man beaten and gradually slowed down, paddling over the line with a length and half the best of it in 19m. 25s. Hanlan stuck to the race gamely to the finish, and both men were greeted with long, enthusiastic cheers as they pulled away to their boat houses.

LITTELL'S LIVING AGE:—The numbers of *The Living Age* for August 6th and 13th contain Louis XIV and his court, and Bishop Fraser, London Quarterly; Character and Ability in Politics, and Alsace-Lorraine and the European Situation, National; The Revised Study of Berkeley, and Montrose, Macmillan; The Royal Duke-Doctor, Good Words; Old "Hook and Crook," and the Private Journal of a French Mariner in 1749, English Illustrated; The Charm of Pomp, The Pleasures of Travel, and Persian Plays and Players, Spectator; La Comedie du Jour, Saturday Review; At Church in the Woods, Pall Mall; Cocoanut Pearls, Nature; with instalments of "Major Lawrence," "Richard Cable," "A Secret Inheritance," and "Monsieur Silvain's Secret" 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 offer 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.

A Victim of Cigarettes.

THEY ARE LARGELY TO BLAME FOR THE DEATH OF A MEDICAL STUDENT.

When Russell H. Knevals, a New York medical student, was found dead in bed on the 4th, groundless rumors of suicide and opium poison were circulated. He was more the victim of tobacco in the shape of cigarettes than of anything else. The coroner has given the results of it as follows to a reporter: "I found the heart flabby and fatty and a decided enlargement of the liver and spleen—both the results of the tobacco habit," he said. "You see it is not every man who can smoke with impunity, and although Mr. Knevals was 28 years old and a stout man, it resulted in his death. There is nicotine in tobacco, whether manufactured into cigars, cigarettes, chewing or smoking tobacco, and the result is always the same—poison. Tobacco contains two deadly poisons, nicotine and empyreumatic oil. One drop of nicotine in a state of concentrated solution would immediately destroy a dog, and birds perish at the approach of a tube containing the fluid, the mere smell killing them. Tobacco moderately taken in any form quiets restlessness, calms mental and corporal inquietude, and produces a general languor or repose. A liberal use of the narcotic gives rise to confusion of the head vertigo, stupor, faintness, nausea, vomiting and a general depression of the nervous and circulatory functions which, if increased eventuates in alarming and even fatal prostration as was the case with young Knevals. The symptoms of its excessive use and action are severe retching, distressing and continued nausea, a feeble pulse, coolness of the skin fainting and convulsions. The symptoms of tobacco habit are a coated tongue, a sluggish pulse and heart, an anxious, haggard expression, heavy, bleared eyes, with the whites discolored to saffron, and, worst of all, intermittent heart pulsations.

"Manufactured tobacco contains more nicotine than the raw material, and combustion while smoking always increases the quantity. I believe that a pipe which allows the partial evaporation or absorption of nicotine the best—or rather, the least harmless—to smoke. The cigar, which allows some evaporation by its wrapper, is far less injurious than the paper-wrapped cigarette, as the paper neither absorbs nor permits the evaporation of nicotine. I smoke perhaps 10 cigars a day without harm, but I should never think of smoking 10 cigaretts. Grant smoked vast quantities of strong cigars, which only affected his throat and not his heart, but few men could have done it. Young Knevals is said to have smoked 60 cigarettes a day. That's a a fearful dose."

A Frightful Disaster.

AN EXCURSION TRAIN PLUNGES THROUGH A BRIDGE.

CHICAGO, Aug, 11.

An excursion train on the Toledo, Peoria & Warsaw Railroad went through a bridge at Chatsworth, Ill., late last night.

A despatch from Chatsworth says: The excursion train left Bloomington last night for Niagara Falls on the Illinois Central, the intention being to go by that road as far as Chatsworth and from thence by way of Toledo, Peoria and Warsaw. A change was made at Chatsworth, in Livington country, and soon afterward as the train neared Piper City, a small town in Ford country, a bridge crossing the Vermillion River gave way, plunging the engine and several cars down a steep embankment into the stream. The cars caught fire from the lamps and a fearful panic ensued.

The wrecked train consisted of two engines and 16 coaches. A culvert had been burned away about two miles east of Chatsworth, presumably by a prairie fire and about 1 o'clock this morning the engines and coaches went over.

Twelve cars started from Peoria including four sleepers. Attached to the train was the private car of the superintendent of the road, which was to be occupied by himself and his son.

A despatch from Chatsworth, says the two engines were completely wrecked, together with ten coaches and baggage cars. Engineer McClintock was instantly killed. The two firemen and the other engineer escaped serious injury. The ten cars were piled on top of the two engines, being telescoped and piled across and on top of each other. It is miraculous how any of the passengers escaped, as the coaches and engines do not occupy over two car lengths of the track and all are on top of the road bed. In one coach not a person escaped and in another only a woman.

Seventy dead bodies have been taken out up to this time and 100 wounded are now in Chatsworth in the town hall, school house, depot, etc. At Piper City there are a large number of wounded, over 50. The dead are estimated at over 100.

The cars caught fire but the fire was put out by the train men and passengers. A heavy rain set in about two hours after the wreck before the wounded could be taken away. The people did all they could for the wounded.

LATER.

CHATSWORTH, Ill., Aug 11.

The latest estimate of the dead is 118; wounded 300 to 400. There were nearly 1,000 people on the train which left Peoria at 7 o'clock last night en route to Niagara Falls. The train went through a dry bridge which was on fire, at Piper City, three miles from here, at 11.55. The survivors fought the fire four hours till daybreak to save the dead from cremation. The entrances to the villages of Chatsworth and Piper were turned into a morgue and hospital. The disaster is the worst in the annals of the continent. The scenes surpass all power of tongue or pen.

As the day passed bodies were being continually brought in from the scene of the wreck, the majority of them being mangled in a most frightful manner, many of them having their faces entirely torn away, leaving their brains exposed, while their jaws, fingers and legs had been torn off. The mouths of many of the dead were covered with foam, showing that they died in great agony. The scene in the cars was beyond description. One young child was found fastened near the roof of the car head down where in the concussion it had been thrown and was dead when taken out. Others were found in all conceivable shapes. All were thrown out of their seats piled in the ends or aisles of cars and bleeding from gashes in face, arms or other portions of the body.

W. Gucker, who was on the train returned here to-day. "I was roused," said Gucker, "by the smashing of glass and breaking of car timbers and by the shrieks of pain and cries for help. Our car had been telescoped and was standing nearly on end. One end being 25 feet in the air I broke a window and managed to slide down the side. Others of our party did the same. The car was a sight. The top was parted and the sides crushed in. At the time of the accident there were 30 in the car—six of us got out alive. It was horrible. There were hardly any lights to be had. There was no water. The cars caught fire. Willow switches and earth were used to put the flames out. I saw the most pathetic sights: parents carrying dead children in their arms, children clamouring for their parents, wounded persons crawling painfully into adjacent corn fields and cries for water and for help prevailing on all sides. A woman sitting in front of me had her head taken off. One of the horrible sights was a man well dressed, who was so badly injured that his bowels were protruding. He called incessantly for water, and as he could not be attended to, he finally pulled out his revolver and shot himself through the head.

Enjoy Life.

What a truly beautiful world we live in. Nature gives us grandeur of mountains, glens and oceans, and thousands of means of enjoyment. We can desire no better when in perfect health; but how often do the majority of people feel like giving it up disheartened, discouraged and worn out with disease, when there is no occasion for this feeling, as every sufferer can easily obtain satisfactory proof, that *Green's August Flower*, will make them free from disease, as when born. Dyspepsia and Liver Complaint are the direct causes of seventy-five per cent of such maladies as Biliousness, Indigestion, Sick Headache, Costiveness, Nervous Prostration, Dizziness of the Head, Palpitation of the Heart, and other distressing symptoms. Three doses of *August Flower* will prove its wonderful effect. Sample bottles, 10 cents. Try it.

Arrivals and clearances at Miramichi of British and foreign-going vessels, from opening of Navigation to August 11th, 1887.

Date	Rig	Name	Tonnage	From	Consigned to	Cleared Date	Cleared For
	Bk	Atlantis,	1127		Wm Richards,	May 19	Dublin
	Bk	Borzane	539		"	21	Larne
May 10	Bg	Kong Carl,	437	Norway,	"	23	Belfast,
11	Bk	Ella	567	London,	G Burchill & Sons	June 20	"
13	"	Patriot Queen,	510	Liverpool,	D & J Ritchie&Co.,	23	Larne.
16	"	Prinds Oscar,	662	Norway,	do.,	May 28	Belfast.
17	"	Hjelmes,	400	"	do.,	"	Whitehaven.
	"	Erato,	544	"	Wm Richards,	31	London derry
18	Bk	Norden,	523	"	G Burchill & Sons,	30	Belfast,
23	Bk	Ossuna,	794	Liverpool.	D&J Ritchie & Co,	June 7	"
	Bk	Capenhurst,	696	do,	do,	3	Liverpool,
	Bk	Konoma,	799	do,	do,	8	Belfast,
	Bk	Hinderon,	561	Rochefort,	J B Snowball,	11	London.
27	Bk	Imatar,	578	Waterford,	do,	16	Sharpness.
	Bk	Gerolomo Mortolo,	491	Marseilles,	G K McLeod,	24	Penarth f.o.
28	SS	Alaska,	1380	P Niladel|Jeis,	E Hutchison,	June 7	Sharpness,
30	SS	Buteshire,	872	Boston,	J B Snowball,	4	Garston,
	Bk	Elida,	664	Gloucester, Mass.	Burchill & Sons,	11	Belfast,
31	Bk	Broderesel,	454	Norway,	D & J Ritchie & Co,	14	Maryport.
June 1	Bk	Boroma,	793	Liverpool,	do,	15	Belfast,
3	Bk	Koncordia.	436	Barron,	J B Snowball,	17	Garston.
	Bk	Starfuston,	586	Liverpool,	do,	22	Mersey,
	Bk	Australia,	696	London,	E Hutchison,	18	Belfast,
4	Bk	Althea,	492	Norway,	Ritchie & Co,	18	do
5	Bk	Olcese,	439	Cape de Verde,	J B Snowball,	21	Cardiff,
7	Bk	Entella,	693	Baltimore,	Burchill & Sons,	24	Sharpness,
	Schr	John McLaggan,	238	Launched,	Ritchie & Co,	6	Dundrum,
June 11	Bk	Religno Liberta	845	Baltimore	Burchill & Sons	30	Sharpness
13	Bk	Lothair,	656	Belfast,	J B Snowball,	30	Belfast,
14	Bk	Ravenna,	683	Baltimore,	do,	July 2	Marseilles,
15	Bk	Nepotini,	536	Cape Town	W Richards,	June 30	Newport
14	Bk	Henriette,	584	Sydney,	Ritchie & Co,	29	Glasson Dock,
20	Bk	To Brodre,	583	Liverpool,	J B Snowball,	July 6	Liverpool,
22	Bg	Tremior,	555	Norway,	Ritchie & Co,	June 29	Larne
24	Bk	Eleanor,	714	Monte Video,	W M McKay,	July 7	Dublin,
25	Bk	Freia,	405	Glasgow,	J B Snowball,	9	Bowling,
27	Bk	Hertha,	416	Dingle Bay,	D & J Ritchie & Co,	9	Belfast,
28	Bk	America.	448	Norway,	do,	9	Silloth Dock,
29	Bk	Martinim,	723	New York,	N B Trading Co.	16	Mumbles,
July 5	Bg	'Belle' Brune,	171	St Pierre,	J B Snowball,	13	Bordeaux,
7	Schr	Gazelle,	263	New York,	T F Gillespie,		
	Bk	Europa,	532	Bordeaux,	D & J Ritchie,	21	Whitehaven,
11	Bk	Brage,	443	Limerick,	E Hutchison,	20	Dublin,
	Bk	Sulitelina,	963	Pictou,	Wm. Richards.	23	Cardiff,
14	Bk	Minerva,	694	Leghorn,	J B Snowball,	Aug 2	do.
	Bg	Felicite,	220	St. Pierre,	do.,	23	Marseilles,
15	Bk	Armenia,	676	Philadelphia,	Order,		
18	Bk	Alliance,	293	St Pierre,	Wm Richards,	23	Marseilles,
20	Bgt	Laceto,	588	Halifax,	do.		
	Bk	Janet Ferguson,	581	do,	do,	Aug 3	Liverpool
	Bk	Akyab,	521	Capetown,	E Hutchison,	2	Newport
25	SS	Sleipner,	1148	Boston,	Wm Richards,	3	Mersey f. o.
27	Bk	Emeil,	699	London,	J B Snowball.		
28	Bk	Atlas,	602	Denmark	do,		
29	Bk	Olivari,	482	Genoa,	do,		
	Bk	Norden,	528	Belfast,	do,		
Aug 3	Bk	Ellida,	597	Norway,	N B Trading Co		
	Bk	Village Belle,	598	Londonderry,	J B Snowball,		
6	Bk	Razzetto Padre,	442	Marseilles,	do		
8	Bk	Finland,	539	London,	N B Trading Co.		
9	Bk	Maria Casabona,	624	Palermo,	J B Snowball.		

New Advertisements

FALL GOODS.

Now landing and for sale low

10 Doz. Coal Hods.
1 " Fire Sets.
1 " Ash Sifters.
3 " Fancy Stove Boards.
3 " Tubular Lanterns.
2 " Brass hand Lamps.
6 " Lantern Globes.
6 " ' Burners.
3 Gross Lamp Wicks.
6 Doz. Fire Shovels.
3 Cases Stamped Tinware.
3 Bundles Plough Castings.
100 Weight Stove Repairs.

W. J. WOODS,
CUNARD STREET, — — CHATHAM.

Notice of Sale.

To George Arbo of the Parish of Nelson in the County of Northumberland in the Province of New Brunswick, Farmer, and to all others whom it doth shall or may concern

NOTICE is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the twenty-fifth day of May in the year of Our Lord One Thousand Eight Hundred and Eighty-five and made between said George Arbo of the one part and George A Blair of Chatham in the County and Province aforesaid, Esquire, since deceased of the other part which Mortgage was duly Registered in the Records of the said County the twelfth day of June, A D 1885, in Volume 63 of the said County Records pages 440, 441 and 442 and is numbered 373 in said volume—there will in pursuance of the said Power of Sale and for the purpose of satisfying the monies secured and made payable by the said Indenture of Mortgage default having been made in payment thereof be sold at