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

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4th—That the frames in which they are set, whether in Gold, Silver or Steel, are of the finest quality and finish, and guaranteed perfect in every respect.
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Chatham, N.B., Sept. 24, 1896.

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75 Kegs Wire Nails.
30 Boxes Window Glass
20 Kegs Horse Shoes. 15 Boxes Horse Nails,
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Barber's Toilet Clippers, Horse Clippers, Lawn Shears, Accordions Violins, Bows and Fixings.
Farming Tools, All Kinds.
Mower Sections, Heads, Knife Heads, Mower Section Guardes Rivets, Oilers.
Our Stock of General Hardware is complete in every branch and too numerous to mention.
All persons requiring goods in our line will save money by calling on us, as they will find our prices away down below the lowest, prov this by calling.
The COGGIN HARDWARE STORE, CHATHAM.

EDWARD VII. ON A TRAIN.

HIS MAJESTY IS VERY CAREFULLY GUARDED.

Instructions to Officials Strictly Secret.—Danger to King's Life Removed.

There is no railway company in the country but feels highly honored when it receives the royal command to provide a train for the King's accommodation, and from the moment the order arrives until the journey is an accomplished fact, manager and station-master, engineer and surface man, locomotive superintendent and engine driver, traffic superintendent and guard, are one and all on the alert to see that no detail is omitted from the programme, says the London Daily Mail.

Nothing is left to chance, and when the railway officials receive their printed notices, they are told that:

"These instructions must be kept strictly private, and must only be communicated to those persons in the service of the company who, in the discharge of their duty, require to know and act upon them; and those persons must not give any information to any one respecting the hours or other arrangements set forth in these instructions."

Among other, the following instructions are the most interesting:—

STRINGENT INSTRUCTIONS.

"No train, engine, or vehicle must enter upon or cross the main line at any point for at least thirty minutes before the time named in the time table for the passing of the royal train, and all shunting operations on the lines adjoining the main line must be suspended for the same period.

"Should any down train be out of time, they must be shunted into sidings at such stations as will ensure their being at the stand thirty minutes before the royal train is due to pass them.

"No train or light engine, except passenger trains, must be allowed to travel between any two stations on the opposite line from which the royal train is travelling for twenty minutes before the royal train is due to pass.

"No train, engine or vehicle having to proceed upon the main line must be allowed to enter upon the block section next to the junction for at least thirty minutes before the royal train is due to pass the junction, nor until it has passed the signal box in advance of the junction, in terms of instructions; and no train, engine or vehicle having to cross the main line must be allowed to enter upon the block section next to the junction for at least thirty minutes before the royal train is due, nor until it has passed the junction.

"Drivers of such trains as are standing in sidings or on adjoining lines waiting for the passing of the royal train must prevent their engines from emitting smoke or making a noise by blowing off steam, while the royal train is passing.

"The brakesmen of all trains brought to a stand upon the lines adjoining that upon which the royal train is travelling will be held responsible for carefully examining the loading of their trains, directly they come to a stand, to see that nothing is projecting.

THIRTY MINUTES GRACE.

"Station-masters, signalmen and others in charge of level crossings must lock their gates, and not allow any vehicle of any kind to cross the line for at least thirty minutes before the royal train is due, nor until it has passed.

"A platelayer must be stationed at each occupation crossing to prevent anything coming on to the line for at least thirty minutes before the royal train is due, and until it has passed.

"Each foreman plate-layer after having examined his length of line, must station himself at the south end of it, and appoint one of his assistants to the north end, and, twenty minutes before the royal train is due, and until it has passed, these men must walk over the intervening space till they meet each other, and thus see that all is right. Each foreman plate-layer, and each assistant along the line, must be provided with signal flags and fog signals.

"Foremen plate-layers must block all the facing points on their respective lengths of line by wooden keys or wedges thirty minutes before the royal train is due, and must keep them so blocked until it has passed.

"Station-masters at all stations must be on duty, and they must satisfy themselves beforehand that the signalmen and staff under their control are thoroughly acquainted with these instructions.

"The guard in the front van must keep his face towards the rear of the train, and be constantly on the lookout to observe any signal that may be given from any of the guards or other attendants accompanying the royal train, and must communicate instantly to the driver any signal he may receive."

In conclusion, the stations must be kept quite clear and private while the royal train is stopping at or passing them, and none of the public are, under any circumstances, to be admitted to any of the stations. The servants of each company are to perform the necessary work on the platforms without noise, and no cheering nor other demonstrations must be allowed, the object being that His Majesty should be perfectly undisturbed during the journey.

AURORA BOREALIS.

Electrical Experiments of a Frenchman.

A foreign scientist has recently made some wonderful experiments in electricity that will crown his name with honor. By plunging the negative wire of a powerful induction coil in a vessel of water and bringing the positive wire into contact with the surface of the water, or slightly below it, he has succeeded in creating the perfect aurora borealis, or northern lights we have seen in the sky with such wonder and admiration.

The flickering streamers, now faint now brilliant; the dark arc or half circle from which they flow—all the varied phenomena that have puzzled the mind of the observer are accurately repeated on a small scale.

M. Plante thinks that the aurora of our northern skies is produced by a flow of positive electricity through the upper regions of the air into planetary space, the fact that lightning and other similar phenomena are not frequent at the polar regions showing that the discharge is not toward the earth.

He believes that all the planets are charged with positive electricity, and that this flows out from the neighborhood of their magnetic poles. When it meets no resistance it goes off in obscure rays, but when it encounters masses of vapor then it becomes the glorious aurora.

These mysterious lights, waving and dancing in the northern sky, have always been a marvel and a puzzle to mankind, and any information that we can gain as to the cause of their coming and going is welcomed by old and young. This beautiful experiment proves that the aurora is but another form of the mysterious force that speaks to us through the telephone and telegraph, that heats our houses, cooks our food, gives us light and darkness and conveys us over land and sea.

"Where are you working now, Mary?" "Ain't workin' nowheres. I am in business for myself. I get a couple of dozen ladies that pays me 25c a week to come round and usk 'em for a place, and it makes the servant they got angry and she won't leave."

MISSES' FIVE-GORED SKIRT.
12 to 16 Years.

The graduated circular flounce is a marked favorite for young girls' gowns as well as for those of maturer folk. It is graceful, it provides ample flare and freedom and is exceedingly becoming. The admirable skirt shown combines it with a five-gored upper portion and is satisfactory in every way. As illustrated, it is made of castor-colored serge with stitched bands of taffeta; but all suiting and skirt materials are appropriate.

The upper portion of the skirt fits with perfect smoothness, the fullness at the back being laid in inverted plaits, while below the knees it takes the fashionable flare. The flounce can be arranged over the skirt on indicated lines or if preferred the material can be cut away beneath and the flounce seamed to the edge, or, again, the skirt can be cut full length and left plain.

To cut this skirt for a miss of fourteen years of age, 6¾ yards of material 21 or 27 inches wide, 6¼ yards 32 inches wide, or 4½ yards 44 inches wide will be required when the flounce is used, 4¾ yards 21 or 27 inches wide, 4¼ yards 32 inches wide, or 2¾ yards 44 inches wide, when the skirt is made plain.

NAVAL PREPARATION.

Confusion of Expert Opinion as to Plans and Methods.

An amazing confusion prevails. For a long period the simple screw was preferred to the twin system in Great Britain, and now in the German, American and Russian navies triple screws are being fitted, says the Nineteenth Century. While these rivals are developing the screw system, the British Admiralty are looking to the turbine as a possible means of securing in men-of-war a speed hitherto regarded as unattainable. Britains have been using the Belleville boiler; the Germans are building ships of war, not only one or two, but many, in which half the boilers are cylindrical and half water-tube. In the British navy coal is exclusively used; Russia is building ships in which half the boilers will be heated by coal and half by oil. In Britain two big guns are mounted in the turrets of her battleships fore and aft; the Americans, in spite of the diversity of opinion prevailing on the other side of the Atlantic, are placing one turret on the top of the other which is known as the "superposed turret" system. Sweden is following the American fashion. France is relying mainly on torpedo boats; Great Britain is placing her trust in torpedo-boat destroyers. Britain's neighbors across the Channel are modernizing many of their older battleships; Britain is concentrating all her efforts on entirely new ships. France hurriedly adapted an armor-piercing shell for her 50-ton guns; Britain experimented, and has now a much superior projectile.

THE GREAT POWERS

some years since established pigeon lofts along their coasts and spent large sums in breeding and training suitable birds to carry communications from ships of war to the naval centres ashore; the British Admiralty hesitated, at last established three lofts, and now it is evident that wireless telegraphy will supplant the winged messengers of war.

These are examples of the disordered state of naval opinion as it appears to any one who attempts to get a birdseye view of the tendency of construction and equipment in the arsenals of the world. Some of the powers are endeavoring to perfect flying machines which will bring aerial warfare within the realms of possibility; others are relying on the feasibility of carrying destruction secretly beneath the waves. There are persons again—and among them one of the most skilful naval constructors under the British Admiralty—who believe that in the near future a complete revolution in the means of naval warfare may be witnessed. They look to the marshalling of ships in something of the same order as land forces. In their dream they see squardons afloat corresponding to army divisions on land, and comprising the three arms, infantry, artillery and mounted troops. The battleships will be heavily armored and will carry big guns, but no torpedoes; the cruisers, built to scout, will have lighter guns, but will be also without torpedoes; and lastly, torpedo craft will be innocent of guns of any type, even of the smallest calibre, relying solely upon the weapon that gives them their distinctive name.

In the knowledge of these diverse opinions on every subject that comes within the realm of the naval officer, who would dare to prophesy as to the future of warfare on the high seas? Nelson and even his successors as late as the sixties would have

LAUGHED TO SCORN

a forecast of the world's fleets constituted as they are to-day. The transformation has been effected in forty years. Wood has given place to iron, and iron to steel, and steel is now largely disappearing in favor of armor. Sails were used in co-operation with steam with reluctance. When Queen Victoria ascended the throne the Admiralty recorded their opinion that the steam engine could never be more than a useful auxiliary to sail power under special conditions. To-day we have not a sailing ship in commission. Ten years ago wireless telegraphy was regarded as an impracticable toy. To-day every ship in the Channel has it installed, and along the coast from Dover to Land's End stations have been equipped.

Restless as the sea, those who are searching for means with which to hold the sea's supreme command never sleep, and as new competitors have entered the field—Russia, then the United States and now Germany—the contest of naval fashions has grown keener. An increasing army speaking various tongues is devoting itself to the study of sea power, its acquisition and its retention. The battle of ideas grows in area and in intensity as rivals spring up on every hand—in the Far East, where Russia and Japan have supplanted British domination afloat, and in the American waters, where the United States rule unrivalled.

THE CORONATION ROBES.

Orders for Lyons Silk Causes Dissatisfaction.

Dissatisfaction was rife among manufacturers and prominent members of the wholesale distributing drapery houses in the city recently at the news which has leaked out that an order for 4,000 yards of the costliest silk velvet in crimson, for the robes of peers or peeresses at the coronation has been given in Lyons, says the London Telegraph. It is not that English manufacturers have shown any lack of enterprise in the matter, for, on the earliest possible occasion, an official pattern of the correct shades of crimson was obtained from the earl marshal, and lengths of the finest fabric that can be produced are waiting upon the counters of their makers for the demands which it was naturally expected would follow at once upon the expression of Queen Alexandra's wishes upon the subject.

The proper shade of crimson is a deep and rich one, with the least tint of purple in it, and it involves very delicate and careful dyeing to obtain precisely the tone desired. For lining a white corded silk must be employed, and here again our own looms might well have looked for preference. In the all-important matter in price the English velvets compare favorably with those of foreign make, but with moderately good ermine it is estimated that each robe will cost from £120 to £180. There are "silk finished" velveteens, and another material, known in the trade as "shab velvets," at 16s. to 18s. a yard. An expert, however, points out that the robes will have to be worn for several hours, and that creases and crushing would immediately betray the imitation of the real and sumptuous material, while robe-makers themselves express the opinion that it will be impossible to obtain the sweeping and dignified folds desirable in anything save the best qualities of velvet.

Meantime, some few great ladies and leaders of fashion have been giving their orders direct to the English silk weavers for the brocades or satins they will wear at the great ceremony. One thoughtful young countess is having her dress woven at Bedford Leigh, in Lancashire, where, together with Rochdale and Middleton, some very choice materials are turned out. In another and less costly direction there is evidence that English products are coming into brisk demand, and that it is for pretty and useful silk shirt blouses. It is satisfactory to learn, on the highest authority in the trade that no other descriptions of light thin silks are equal to the surahs of Manchester and Macclesfield for making up the dainty tucked and trimmed blouses now so widely worn, and indications point to a continued and extending call for the charming wares of this description throughout the coming spring.

MISSES SAILOR WAIST.
12 to 16 Years.

The shirt waist with sailor collar and shield of contrasting color is, and will be, a favorite for young girls, both for school and afternoon wear. For the school the materials chosen are cheviot, linen, madras, flannel, cashmere and the like; for the more fancy waists silk of simple sorts, embroidered and plain cashmere in light colors. The model shown is suited to both uses and all the fabrics mentioned, but in the original it is of moire louisine silk, showing lines and dots of blue on white, with trimming of blue velvet ribbon, and shield, tie and cuffs of white banded with blue.

To cut this waist for a girl of fourteen years of age, 3½ yards of material 21 inches wide, 2½ yards 27 inches wide, 2¼ yards 32 inches wide, or 1¾ yards 44 inches wide will be required, with ¾ yard for shield, stock collar, tie and cuffs, and one piece of velvet ribbon to trim as illustrated.

FRUIT GROWING UNDER SNOW.

Heaps of Cranberries on Canada's Frozen Barrens.

It is a curious fact in nature that many of her products arrive at preeminence where they have their severest struggle for existence. Just where the season is barely long enough to ripen wheat is where the hard grain which produces the finest flour is grown, for instance. And it is where the summer, untouched by frost, is never more than two months long, in northeastern Canada that the low-bush cranberry is at its very best. The great swamps near the height of land, where thousands of bushels of these acid berries ripen every year, are all unknown to commerce. Quite secluded, far away from roads, nourishing no fauna of any kind, known only to a few hunters ann explorers, the socalled economy of nature becomes an empty dream in the face of the immense waste of acres of good fruit, often three or four inches deep, which has been going on for centuries.

The writer has pushed away the snow in midwinter so that he might thrust his hands down to the bed moss, and bring them up laden with fruit, which though frozen was still very acceptable to one travelling light with fat pork and hard-tack biscuit for an unwavering diet. Once in August a sack was filled with fine berries in twenty minutes, and from all appearances thousands more might have been filled without depleting the supply.

One swamp, the most southerly of a prolific chain, was visited this year by an enterprising band of French Canadians, who carried out to where was a canoe route, a few score of bushels, which they peddled about the outskirts of Montreal early in the season for 15 cents a quart—double the price ordinary cranberries usually bring.

Having realized what appeared to them a little fortune, four young men of the party went back to the swamp in September with the intention of picking all the fruit they could, and storing it in a shanty they were to build. There they were to await the frosts, when, as soon as the ground and water were frozen, their comrades were to make their way to them with teams, by way of the lakes and streams.

But the early snow, which settled in deeply around their camp on Oct. 13, has prevented the frost from reaching the ground; streams are still open, and the poor fellows have been driven by hunger to abandon their enterprise. They have now reached their homes in desperate condition, half starved and weakened almost to death by their long journeying on foot without shelter at night in the inclement weather lately experienced. It is probable that they will not meddle again with the cranberries of the northeast wilderness.

PROOF POSITIVE.

Mistress—"Now, Jane, you've been talking again! Haven't I repeatedly told you that what you hear in my house is my affair and should not be repeated outside?"

Jane—"If you please, mum, it's not me; it's next-door servant that's been talking. I know it is, mum, 'cos I told her meself."

"Did you ever taugh until you cried, Tommy?" "Yes, only this morning." "What at?" "Well, pa stepped on a tack and I laughed; then pa caught me laughing and I cried."

I each (who wants advice on the cheap)—"I'll settle that bill of yours doctor. Now, in case I've any more trouble with my head, what had I better do?" Doctor (pocketing his fee)—"Call me in again at once."

Canada House,
Corner Water and St. John Sts., Chatham.
LARGEST HOTEL IN CHATHAM.
Every attention paid to THE COMFORT OF GUESTS.
Located in the business centre of the town Stabling and Stable Attendance first-rate
Wm. Johnston, Proprietor

The Factory
JOHN McDONALD & CO.
(Successors to George Cassidy.)
Manufacturers of Doors, Sashes, Mouldings
—AND—
Builders' Furnishings generally.
Lumber Planed and Matched to order.
BAND AND SCROLL-SAWING.
Stock of Dimension and other Lumber constantly on hand.
East End Factory, Chatham, N. B.

Mark You!
We have the BEST Studio, BEST assistants and the largest and most varied EXPERIENCE, and use only the BEST materials and therefore produce the
Best Photographs.
Whether our patrons be RICH or POOR we aim to please every time.
—IF YOU WANT—
Picture Frames
Photographs or Tintypes
Come and See Us.
Morsereau's Photo Rooms
Water Street, Chatham.

MACKENZIE'S
Quinine Wine and Iron
THE BEST TONIC AND
—BLOOD MAKER—
50c Bottles
We Guarantee it at
Mackenzie's Medical Hall,
CHATHAM, N. B.

WE DO
Job Printing
Letter Heads, Note Heads, Bill Heads, Envelopes, Tags, Hand Bills.
Printing For Saw Mills
IS A SPECIALTY
WE PRINT—
ON WOOD, LINEN, COTTON, OR PAPER WITH EQUAL FACILITY.
Come and see our Work and compare it with that of others.
Miramichi Advance Job Printing Office
CHATHAM, N. B.

RED RAIN IN ALPS.

It Will Help to Show Glacier Movements.

Last March a curious phenomenon was observed in the eastern Alps. It was called the "blood rain," because above the snow levels there were several falls of a red sleet of snow. The cause of this has not been satisfactorily explained, but good use is now to be made of it. It appears that owing to the fall of this blood rain the layer of snow which accumulated last winter has been defined by a reddish line. This will be used as an aid to the inquiry into the progress of glaciers. Scientific men who are interested in the question have long desired to have a large area of freshly fallen snow colored, in order that it may be possible to ascertain the distance which this layer of a glacier in motion passes over in a year, to observe the deformation and bend which it undergoes and to understand what happens to it in passes, crevasses, ice-falls and the like. What has to be done now during the coming years and decades is to watch at the crevasses and see where the outcrop of the red layer is, and especially in what relation it stands to the blue coloring of the glaciers. One of the most difficult questions in the theory of glaciers will, it is hoped, thus be solved.

RETURNING THE COMPLIMENT.

In London art circles a story is being told about a famous French painter and an equally famous French physician.

The painter is a great lover of dogs, and the other day his favorite St. Bernard became sick and speedily grew so weak that his master determined to save his life at any cost, sent for the famous physician, feeling confident that he could cure him. When the physician arrived and learned what was wanted of him he seemed at first literally petrified at the thought that anyone could have the audacity to ask him to prescribe for a dog, but he quickly recovered his composure and examined the animal as carefully as though he were a human patient.

Then he prescribed a medicine, and, taking his hat, was about to go away, when the painter approached and politely asked him what his fee was.

The physician replied, blandly, that he did not care to charge anything for such a trifling service, but, as the painter insisted, he said, quietly:—

"Well, if you are determined to remunerate me, I will tell you how you can very easily do me a favor. I have just placed some new railing around my new country villa, and I would be exceedingly obliged to you if you would paint it for me."

NO CHANGE DESIRED.

The Mother—"My daughter has been used to the tenderest care, to the utmost sympathy and to unflagging guardianship. I trust this will be continued."

The suitor—"I hope so; I'm sure."

AN AFRICAN REMOUNT CAMP.

Scenes and Incidents at Naauwpoort, Cape Colony.

Bishop Heber did not know South Africa. Whatever may be the natural features of the country to the north of the Zambesi—there may be sunny fountains and golden sand—to the south of that grand river sunny fountains and golden sand are so rare that few have seen them, says a correspondent of the London Mail. The principal rivers in Cape Colony Natal and the new sister colonies too frequently assume the appearance and consistency of pea soup. When the pea soup period terminates the rivers dry up or dwindle into a driblet of water in a wild waste of rocks, or of dreary stretches of yellow sand.

Naauwpoort as a township or camp is Euclid's definition of a line in tin, wood, and brick—it is length without breadth. The houses stand mostly in a long strip on each side of the railway; from south to north they would not exceed a mile in length. Tents, piles of straw, hay, provisions, wood, ammunition, are to be seen within "the town." If the Boers look down from the top of some neighboring kop their mouths must water at the sight of so many eatables for man and beast.

Not only is Naauwpoort a centre for military operations and for provisions, it is one of the main remount depots in the midlands of Cape Colony. At the present moment there are something over 3,000 horses here, and their numbers are being steadily added to. Thousands of horses from the United States, South America and Australia, not to mention the hardy Afrikanders, have passed through this remount department. Whole regiments of cavalry, not one regiment, but threes and fours together, pass through and are supplied with fresh mounts. Men who have spent years on the ranches of Arizona and in other States are to be found in this remount department—men who shave and wash once a month, whether they require it or not, they say—who give a strong nasal accompaniment to their spirited conversation, and who seem to be never so happy as when mounted on an unbroken colt or tricky filly. One from Arizona, whose acquaintance I made—Buck T—— his name was—rode what he called a broncho, a dark-brown beast, whose coat seemingly never saw brush or comb. This was the animal which had performed wondrous feats "out-West" and was ready to repeat them.

At the remount department the wilder horses are broken and accustomed to the saddle. When the remount horses are taken out for exercise, it is not in twos and threes, but in troops of many hundreds. A thousand splendid semi-wild horses tearing across the veldt at full gallop form a magnificent spectacle. It is when handling a great number of horses like this that the skill and the daring and the extraordinary prowess of horsemanship of the "boys" from the West are seen. They may brag, but they can perform.

A German paper contains the following unique advertisement: "Any person who can prove that my tapioca contains anything injurious to health will have three boxes of it sent to him free of charge."

BOBBY'S CRITICISM.

Gather the pumpkins and make the pies,
And bring in a turkey of monstrous size;
Cook it and dress it and bring it in brown,
Put on your best bib and tucker and gown.

Thanksgiving Day is the time for me,
Such dinners we have are a sight to see;
So gather the pumpkins and make the pies,
Thanksgiving dinner is just my size.

—Jean C. Hayes.