General Business.

Scott's Sarsaparilla

A BLOOD PURIFIER and spring medicine is unequaled by all other compounds. It is a new medicine and contains newly discovered vegetable substances in any other preparation

IT ACTS WITH ENERGY ON THE LIVER, KIDNEYS AND PORES OF THE SKIN

expelling, by means of these organs, disease germs of scrofulous, inherited, or contagious humours which foul the blood, pimples, blotches and sores.

THE NEW MEDICINE

Its most pronounced feature is its remarkable efficacy in eradicating poisons and impurities from the blood, and building up the worn and wasted tissues and parts of the system. Thus in chronic cases of scrofula and other diseases depending upon impure blood, which results are obtained from its purifying and tissue-building properties.

"THE KIND THAT CURES."

SCOTT'S BER SOAP Beautifies the Complexion.

For sale by CLIFFORD HICKEY Chatham N. B.

50 YEARS!

For the Last 50 Years Cough Medicines have been coming in and dying out, but during all this time.....

SHARP'S BALSAM OF HOREHOUND

Never Left the Front Rank for Curing Croup, Coughs and Colds. All Druggists and most Grocerymen sell it. 25 Cents a Bottle.

ARMSTRONG & CO., PROPRIETORS.

CARDING.

The Subscriber will receive, at his store, Black Brook, wool to be carded at the

DOAK CARDING MILL,

Doaktown, and deliver it back again carded at the same place, at the usual rate for carding—no extra expense being charged for conveyance to and from the Mill.

F. W. RUSSELL,
BLACK BROOK

WANTED.

A good man in your district to represent the "Foothill Nurseries of Canada,"—over 700 acres. The largest in the Dominion. Position permanent. Rivet or Commission to right man.

With the increasing demand for fruit, a position with us as salesman will pay you better than engaging in farm-work. Send us your application and we will show you how to earn good money.

School Teachers! It's just the thing for you during the summer. Write for particulars.

STONE & WELLINGTON,
J. W. Bell Manager Montreal.

NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 12 JUNE, 1895.

The attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations, which reads as follows:—

"19 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 12 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage and the License be forfeited."

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly adhered

L. J. TWEEDIE,
Surveyor General

JUST ARRIVED AT APOTHECARIES' HALL.

THE MOST DELICATE

PERFUMES AND SACHETS,

CHOICE TOOTH POWDERS AND TOOTH WASHES

FINE TOILET SOAPS AND TOILET POWDERS,

TOILET, BATH AND WAGGON SPONGES,

SPONGE BAGS, SPLENDID VALUES IN

HAIR, TOOTH AND NAIL BRUSH-ES, COMBS AND WHISKS,

CHAMOIS SKINS, LADIES' AND GENTS' SHOULDER BRACES.

CENTURY CREAM,

WIND'S HONEY AND ALMOND CREAM.

Apothecaries' Hall.

C. HICKEY, - - PROP.

INTERNATIONAL EXHIBITION

1895, SEPT. 24 TO OCT. 4

The exhibition Association of the city and county of

ST. JOHN, N. B.

Will open their fair, on their largely extended fair grounds south of Sheffield Street on

SEPTEMBER 24, 1895.

New buildings are in course of construction, for the accommodation of live stock and the exhibition of

Farm and Dairy Products.

Our exhibits will include:

LIVESTOCK, AGRICULTURAL AND HORTICULTURAL PRODUCTS, MACHINERY AND MANUFACTURES, FINE ARTS, ETC., ETC.

Cash prizes are offered in the

LIVE STOCK, AGRICULTURAL

AND

Horticultural Departments

Special fares will be arranged with railways and steamers for freight and passengers.

Intending exhibitors should apply at once for forms of entry.

Prospectus or letters of inquiry should be addressed to

CHAS. A. EVERETT,
Managing Director.

Send name and address for our new catalogue, giving Steamer Fares, etc

S. KERR & SON,
St. John Business College.
Odd Fellows' Hall, St. John, N. B.

Miramichi Advance.

CHATHAM, N. B., - SEPTEMBER 12, 1895.

Defender or Valkyrie?

The first and second of the five races which are to decide whether the American yacht Defender or the British yacht Valkyrie III will hold the America's cup have been run off New York harbor and honorsare nominally easy, the Defender having won the first and the Valkyrie the second. The third is to come off to-day. We give a pretty full account of the first race from the New York Herald in this issue, but defer that of the second, as there was a foul and a protest which is under consideration. It is needless to say that nearly everybody on the North Shore or NewBrunswick at least hopes the Valkyrie will win. Our British cousins have been so uniformly defeated, and yet have so persistently renewed the contest, that their pluck and pertinacity deserve victory. If they carry the trophy back to England it will give an impetus to yachting on both sides of the Atlantic which will be wanting if the cup remains on this side. We therefore, hope Valkyrie will be successful.

Signs of the Times.

There are no vacant houses in Chatham.

There are no idle people in Chatham who are fit and willing to work.

There are fewer people in our County Alms House than there have been for many years.

There were never so many steamers employed in the business of the river as at present.

More dwelling houses are being built this season than in any other during the present generation.

"Advance" Scientific Miscellany.

GAS BUBBLES IN THE EARTH'S CRUST—STRANGENESS OF DUSTLESS RAIN—HEAT FROM DIFFERENT LIGHTS—ARTIFICIAL RESPIRATION BY ICE—PROGRESS IN UTILIZING FRAT—DISEASE AND ITS TREATMENT—HEAT-SIFTING GLASS.

Bed-bugs, unlike the house-fly are found fossil, proving them to be an old insect. Four species are now known. These species are parasitic respectively upon the swallow, the pigeon, the bat and man. The old notion that bats bring bed-bugs is not unfounded.

An electrical engineer finds the relative quantity of heat given off by different forms of light to be: Arc light, 4; incandescente, 14; kerosene, argand burner, 331; gas, argand burner, 380; candle, 473; butterfly burner, 511. In the matter of vitiating the air, electricity, of course, compares even more favorably with other sources of light.

A curious industry, to which the attention of the United States Fish Commission has just been directed, is that of the artificial propagation of alligators to supply the trade in Florida curiosities. The hatching is effected in a very simple incubator. The eggs, about the size of those of the goose, are covered in sand in boxes which are exposed on a roof to the rays of a tropical sun, the young reptiles appearing in a few days.

The influence of dust on rainfall was noticed during a trip to Greenland last summer by Prof. Wm. H. Brewer, of the Sheffield Scientific School. The fogs progressively thinned toward the north; and, owing to the small amount of dust in the air, the rain, even when falling in such quantity as quickly to drench one, was extremely fine, appearing like a very thin fog. Another effect was the absence of that bluish haze which so softens and beautifies a distant view in lower altitudes.

About 86 per cent of the heat of sunlight passes through ordinary window glass. A German inventor claims, however, that his new glass sifts out nearly all the heat rays, but is perfectly transparent to light. A plate of the material 4-10 inch thick, containing 28 per cent of iron in the form of ferrous chloride, allowed only 4.06 per cent of radiant heat to pass through it, while another plate of equal thickness, having quite as much iron in the form of ferric chloride, permitted 11.2 per cent to pass.

A new and remarkable method of artificial respiration is described in a French journal by Dr. Berthold Beer. The mucous membrane of the lips and of the mouth is rubbed slowly with a piece of ice, the rhythm of the motion corresponding as much as possible to that of normal respiration. In the cases observed by Dr. Beer the result was a return of respiration, very strong at first, but, with the continued application of the ice, becoming very regular, quiet and deep. The ice, moreover, is said to have a general sedative effect, and to have been successfully employed in cerebral troubles. Two cases of asphyxia have been treated in this way by Dr. Foges of Vienna, with equal success. The method is harmless for the patient and easy for the physician, so that it may be employed for several hours at a time.

Important industries are being gradually evolved by the attention that has been given to peat during recent months. The extensive tract of peat land near the English town of Ramsey is being opened up, and great factories are to be built for converting the substance whose waste has been so deplored into valuable and wonderful products. It is found, surprising as it seems, that the peat fiber can be bleached to snowy whiteness, while it will dye any color. It can be woven into cloth, varying in texture from the finest flannel for underwear to the coarsest matting, it is made into a marvellous antiseptic "wool" for surgical use, and it can be compressed into a material for pianoforte legs, or even machine bearings, axle boxes, etc.

Some effects of the expulsion of gases from the interior of the earth were dealt with in an address by Prof. N. S. Shaler, of Harvard, to the Geological Society of America at its Springfield meeting. Whenever gases are generated in a liquid or semi-liquid mass, the pressure is diminished over a given bubble, developing a "chimney" up which a series of bubbles may rush. There is much water in rocks and much more in soft strata. Mud lump springs along river bottoms and particularly along the Mississippi are due to discharges impelled by the liberation of gases. Outbreaks of gases follow earthquake shocks. Hundreds of blow holes or "shock fountains" were formed along the Ashley River after the great Charleston earthquake, ten years ago, these holes being from 10 inches to 3 feet in diameter. The liberated gas was found to have come from a stratum about 50 feet below the surface. Very large and strong fountains, 100 feet in diameter and throwing mud to a height of 200 feet, were formed along the Mississippi River during the earthquakes of 1811 and 1813. A volcanic eruption works on the same principle.

Even now disease is very imperfectly understood, and physicians are groping in a dim light in their search for means of curing it. In the treatment of organic or structural diseases, as of the nervous system, the blood-vessels, and various vital organs, the fact, says *Modern Medicine*, is quite generally overlooked that the structural change is a consequence and not an actual disease. The real disease is the morbid process which has resulted in the tissue change. The researches of Bouchard and other modern investigators have thrown great light upon this subject, and have placed upon more than probable grounds the theory that the presence in the blood and tissues of various morbid substances of a toxic character, such as uric acid and various leucomains and ptomains, originating in the tissues as the result of imperfect oxidation or absorbed from the alimentary canal wherein they are produced by microbic action and morbid digestive process, constitutes the real morbid entity in a large number of organic or structural maladies, especially those of the nervous system and kidneys. In the treatment of these affections, it is, then, of the utmost importance that the physician should look carefully after the processes of digestion and respiration. These are the two great means by which the blood is to be purified. The exclusion from the dietary of poisonous substances and of such food substances as readily undergo putrefactive processes in the alimentary canal, and the introduction of an increased quantity of oxygen whereby the poisons resulting from morbid tissue changes may be destroyed by oxidation, constitute the most important measures for combatting the onward march of an organic affection. An ideal mode of treatment will necessarily include both remedies aimed at the morbid tissue itself and measures which strike at she root of the disease. Bacteriology and physiological chemistry are opening up for us almost daily new lines of thought new methods of treatment and new possibilities of cure.

The Great Yacht-Race.

[N. Y. Herald.]

The first of the five races for the America's Cup was sailed on Saturday. In the early morning the yachts got under way and were on the ground off Sandy Hook by 9 o'clock. Looking over the decks of both yachts there were the same familiar faces seen two years ago.

Lord Dunraven, in white cap, blue flannel coat and white trousers, appeared on deck, and he had along with him his daughters, Ladies Rachel and Aileen. They wore blue yachting jackets, with snowy white lapels, and under these were silk waists, made of the same colors as those of Dunraven's yacht, blue and yellow.

CONFIDENT IN THE VALKYRIE.

Genial Arthur Glennie was also on board, a newcomer since 1893; also Lord Dunraven's trusted friend, Mr. H. Maitland Kersey. "Ned" Sycamore had the tiller lines and Captain Cranfield tailed on to them, just to help out. Mr. Nathan A. Fish represented the New York Yacht Club on board.

A glance over the decks showed a confident look on the face of every one, high and low. They showed also by their bearing that they intended to win, and would win, and it is safe to say, even up to the gun fire, all those connected with the Valkyrie thought they would win.

A look over the Defender's deck showed Mrs. Iselin on board, also Mr. C. O. Iselin, Commodore Morgan, Newbury Thorne, Herbert C. Leeds and others. Mr. Henderson, of the Anchor line, represented Lord Dunraven. "Nat" Herreshoff was also on board, but he did not interfere with Captain Haff, who sailed the boat, and Captain Terry, who looked after the head sails.

Looking over the sails it was quite evident that the Valkyrie had the better setting suit. The Defender's head sails were not so good as the Valkyrie's neither in cut nor material, nor were they so large. Watson clearly had a better looking suit of sails on the Valkyrie than Herreshoff had on his boat.

The sails on the Valkyrie were charms, in fact, they were pieces of art in the sailmaking line. The Defender's sails have not so much draught as the British boat, and the Bristol sails were not equal to those on the Valkyrie for light work. The clubtopsail on the Defender stood well and it was quite as good as the Valkyrie's which, by the way, had two battens in the head extending down the sail.

Both boats looked well, and each was most favorably commented on. The Defender's topsides were painted blue, while the Valkyrie's were white. The Defender had a wheel, while the Valkyrie had a large steel tiller, with tackle attached to it for working it. Both ships had had big club topsails on, the Valkyrie's being the larger.

The Defender's sails were of Herreshoff's make, with the cloths running at right anglos from leach to luff. A bird's eye view of the scene and gathering proved to me quite conclusively that no such big fleet ever gathered about a starting line before. On all sides there were yachts, both sailing and steam, big excursion steamers, both harbor and deep water ships, also sloops and catboats.

WELL WORTH SEEING.

All was life and animation about the line.

And the great show was well worth coming many miles to see. Americans were out by the thousands, and add to these foreigners from every clime, and the number will go well up into the thousands.

The weather was not all that could be wished for. Overhead there were dark, heavy clouds, and at eight o'clock the weather was not very promising for the race. Away to the southward the sky was black, indicating a heavy storm, which never came. The sun was hidden behind dark, heavy clouds, and there was a heavy mist, so that an observation could not be had for ten miles.

In the early morning a drizzling rain set in, and this no doubt kept many away who would have gone had the weather report man not given out for publication that a storm was expected before nightfall. Captain Harry Haff was a guest on board the boat, and he was in a happy mood throughout. When the Defender seemed to be doing her poorest Captain Harry also had plenty of nerve, and he never hesitated to back the ship his father sailed and raced in.

A drizzly rain came on in the early morning, and this is the reason why the crowds in a few boats were less than they were in 1893. The racers were ready and out to the line before ten o'clock, and each skipper tried his hand during the limit time sparring for a berth. In order that a course of fifteen miles dead on end might be laid, the committee's tugs steamed down to off Seabright, N. J., and there anchored and laid the line for the course.

Two tugs were anchored about two cables' lengths apart, and with the wind the way it was, the course was laid east by south, or out to sea from off Seabright. This was done for two reasons, in order that the ships might get a proper distance, and also to get away from the big accompanying fleet, which were lying around Sandy Hook, where the start was officially announced to take place from.

After consultatiation with Lord Dunraven and Mr. Iselin, it was decided to take a tow and go further down the New Jersey coast, so that a windward course of fifteen miles might be laid, without any break from the headlands. Immediately on this agreement, both the Defender and the Valkyrie, which had been previously jogging off and on about the Sandy Hook lightship, were each taken in tow and headed down the coast.

MANOEUVRING FOR POSITION.

The yachts manoeuvred for positions off the established line off Seabright. The wind there was light, and there was a roll of the sea on.

It was long and not steep, but it was such a roll as usually ends up the falling of the sea after an old time easterly storm. It was a dull, dead sea, and to the onlooker, while it had hills, it was not lively.

All was in readiness for the start at about noon. At this time the Regatta Committee's tug had anchored at the windward end of the line, and a quarter of a mile to leeward of her, in a direct line, was anchored the tug Scandinavian. All was in readiness for the start just before the noon hour, and when the preparatory gun sounded at twelve o'clock all hands knew, according to the rules of the New York Yacht Club, that the race had begun.

The great fleet of excursion steamers which had gathered about Sandy Hook Lightship had in the meantime assembled about the new starting line, off Seabright, and many of the captains, anxious to see the race, and to lose no part of it, put their tugs and sailing yachts in position to weather of the line, where they banked the wind of the vessels.

DIDN'T KEEP AWAY.

It is not generally understood by captains of excursion steamers and steam yachts how serious the effect is on the boat which is banked behind a lot of steamers and steam yachts. There is nothing that so interferes with a yacht's progress in a race as this, and the surprise is that captains of experience do not understand it, or that, if they do understand it, they don't keep out of the way.

The preparatory gun was fired at twelve o'clock. This announced that the race was on, and that the yachts were from that time amenable to the rules. The sky was heavy the sun was shut in behind the dark clouds and the weather was dull, heavy, damp and disagreeable. The wind was not over seven knots at the time of the start.

The battle was now on. It was one of the greatest fights and most masterly that I ever saw before the line in any yacht race, be it match, regatta or for the America's Cup.

The pride of Britain, Captain "Ned" Sycamore, was at the tiller line of the Valkyrie, and he was put to his best in trying to place the Valkyrie in the commanding position at the start. Beside him stood Cranfield, advising him where the Defender was, and what Cranfield missed seeing Lord Dunraven and Mr. H. Maitland Kersey saw and told to Sycamore. There was ten minutes limit time between the preparatory gun and the send away gun, and during this time the great yachting skippers of Britain and Uncle Sam's domain were at it,

Captain Haff stood at the wheel of the Defender and was absolutely in control of it. There was no interference with him; he wouldn't have it. Those on board the Yankee ship knew this, for twenty-four hours before he told them in the plainest terms that no interference with him would be tolerated.

HAD MUCH AT STAKE.

He said that he had more at stake than any man on board, excepting the designer, and he was going to do his best to save the race and uphold the honor of his countrymen. The old sea dog spoke to the men on board the Defender in no doubtful terms.

He laid the law down to them most plainly, and they understood when he said it that he meant it. Suggestions, of course, would be accepted, but Captain Haff had the right to use his own judgment after they had been offered. With Captain Haff was his right bower, Captain Terry, Haff at the wheel, Terry looking after the head sails, the best pair that Uncle Sam could produce.

So the battle before the line began, and it was a battle, royal. Immediately upon the preparatory gun being fired both went at each other to gain the best berth, for from what had been told and published about these boats it was thought that the start would play the most important part of the race, and that the boat getting in the lee might be shut out even before she crossed the line.

It had been told that Sycamore had the most artistic touch of any man in Britain at the tiller. He was backed to be without an equal at a start, and Lord Dunraven and those on board the Valkyrie looked for him to put the Valkyrie in a berth on top of the Defender at the start, and thus cripple her at the very beginning. As clever as Sycamore and Cranfield are at starts they both met their match yesterday.

A ROYAL BATTLE.

They had the tables turned on them in moves which they had planned and in which Haff and Terry outgeneralled them. It was grand play before the line. No such royal battle had ever been seen before. Americans especially looked upon the outcome of the battle at the send away with some doubt and misgivings.

They had argued and argued well, that the Englishmen had more opportunity to build themselves up in all the points that go to make a great start. They race more. They are brought to the line more and they study the tricks of beating a boat at the very outset. When Dunraven took Sycamore for the job the latter's reputation supported the move, for he was known to be the best to send away a yacht in the vantage place of any man in England.

From the time the preparatory gun fired at noon, American eyes, American thoughts and American wishes were with the Defender. No skippers were ever watched so closely before, nor were so many eyes ever riveted on helmsmen before. Dunraven, Kersey and Glennie, with bended backs, looked under the Valkyrie's boom in the direction of the Defender. Iselin, Morgan and Newbury Thorne did the watching for the Defender people. Iselin watched Dunraven, and Dunraven watched Iselin.

Immediately upon the preparatory gun firing the play began, and Sycamore at once went for Haff. The Defender, on the port tack, crossed the middle of the starting line, and held in to the Long Branch shore. Sycamore followed, and the pair worked away from the line about two cables' lengths, when the Defender wore ship and headed back to the line again. The Valkyrie followed, but held on further than the Defender, when she wore ship. The trick was to draw the Valkyrie out and across the Defender and get on her weather quarter.

MAKING THE START.

Just as Valkyrie was nearing the Defender Captain Haff wore the Defender again and by doing this placed the Defender on the weather quarter of the Valkyrie. In this position both boats headed for the line, the Defender being to leeward and working through the lee of the Valkyrie. The boats were too close to the line. There was five minutes more of the limit of time to run out, so Sycamore, in order to get the vantage position of the Defender, took his boat by the judges' boat and to weather of it, while the Defender passed between the two mark boats on the line.

The Valkyrie, clear of the judges' boat, wore round and held along the line on the starboard tack. The Defender, which at this time was between the two mark boats, wore with the Valkyrie, which put her ahead of the Valkyrie and on her weather bow. The pair then kept on across the line, when the Valkyrie again wore, recrossed the line and sailed back again in the direction of Long Branch. Here she wore again, and headed for the judges' boat.

She wore around this a second time, crossed the starting line, and stood along on the port tack, away from the line, with the Defender following her. The time limit of ten minutes had now all but run out, and, so far as could be seen, neither boat had any advantage of the start. The Valkyrie did not hold on long from the judges' boat, which was at the weather end of the line, before she wore ship and again headed for the judges' boat.

The Defender, at this time, was coming from the leeward end of the line and parallel to it. She was sailed close to the wind on the starboard tack, and was not going very fast. In fact, her headway was deadened in order to meet the Valkyrie, which was coming from the direction of Long Branch. The minutes had run out to seconds.

HAFF'S SPLENDID JUDGMENT.

Just thirty seconds before the last gun was fired, Captain Haff had, by splendid judgment, worked the Defender across the Valkyrie's wake, and staid her just right on top of her as the boats were coming for the line, and within a hundred feet of the judges' boat.

Sycamore pinched the Valkyrie hard to put her on the weather bow of the Defender, but, let him do what he would, Haff checkmated him, and as the gun fired he drove the Valkyrie about, called for room and having an overlap, made the Valkyrie give way, and so, to the cheers of thousands of American throats, and the screeching of hundreds of steam whistles, Captain Haff won the first move of the great battle.

While Captain Haff gained the vantage position at the start, still it had some penalty accompanying it. In such a close fight, and working into the position he took, he was compelled to deaden the Defender's headway so that the Valkyrie with more life and greater headway pulled through his lee and was away and clear before the first minute of the race had passed.

It turned out that the Valkyrie was not in such a bad position as the sendoff showed, for she soon drew far enough away to backwind the Defender, and for the twenty minutes that the pair held on the starboard tack the Valkyrie forereached the Defender and drew away from the latter. To an onlooker it seemed, judged by the way the Valkyrie was running, that while she was not holding so high as the Defender, she was going so much faster than the Defender that she was more than holding her own.

Captain Haff no doubt pinched the Defender more than he would have, had the race not appeared to be so apparently close. It is evident, judged by the way Captain Haff sailed the first twenty minutes, that he was coaxing the Valkyrie into doing the pinching act. He probably thought if he could only get the Valkyrie to do the same thing he would be able to drive down on her and work a passage through the Dunraven boat. But the Valkyrie people were cute and would not do this. On the contrary, sheets were pinned in as hard as possible, and the Dunraven boat was then given a hard pull. Although she was widened off, she did not lie within half a point so high as the Defender.

There was a lumpy sea on, and quite a swell came in from the ocean, but the buffeting of the waves against the Britisher's bow did not keep her back. She outpointed and outfooted the Herreshoff boat, to the amazement of the great crowd of spectators. But after establishing a lead of a good quarter of a mile the wind freshened, the cup hunter failed to hold her own and the Yankee boat began to gain.

When the crowd saw it there was a general brightening up, and as it became plain that the product of American brains was picking up her rival a cheer went up, and tug boat whistles screamed.

As both yachts were beating to windward it is impossible to say just when the Defender overhauled the British boat, but it was about 1.25 p. m. when the boats had covered nearly half of the fifteen miles of windward work.

Once the Defender got her gait there was no catching her, and as the wind continued to freshen she opened up a very large gap between her stern and the bow of Lord Dunraven's boat. When Defender reached the outer mark she had an advantage of three minutes and twenty seven seconds. There was a big demonstration as the Yankee boat made the turn. The wind having shifted, the run home became a broad reach, and it was of constant gain for the gallant American boat.

Going home the gain was four minutes fifty-three seconds.

With the time allowance of 29 seconds the Defender's victory was 8 minutes 49 seconds. The wind was ten knots at the finish. The day's race showed Valkyrie III, moved like a ghost in a wind of less than six knots and that she seemed speedier than the Defender in that. It also showed that with a wind of from eight to ten knots in both windward work, and broad reaching the English boat could not keep the pace set by the Defender.

News and Notes.

Gen. Gascoigne will sail on the steamer Parisian Sept. 19th to assume command of troops in Canada.

Lord and Lady William Beresford (the latter formerly the dowager duchess of Marlborough) have been fishing for salmon in Norway. It is said that they paid $4000 for a salmon stream and caught only two fish.

The largest cannon in the world was taken by the English when India was conquered. The cannon was cast about the year 1500, and was the work of a chief named Chuleby Koomy Khan of Ahmednugger. The inside of the gun is fitted up with seats, and is a favorite place for English officers to go for a quiet noond ay sleep.

A Havana despatch to the London Times says that the meeting of Insurgent delegates at Najasa proclaimed a constitution for the Republic on a federal basis of five states. They also elected the Marquis of Santa Lucia president, and appointed various officers as well as confirming the nomination of Antonio Maceo to be general commanding in Santiago De Cuba: Maximo Gomez in Puerto Principe and Releff in Santa Clara. Najasa was proclaimed as the provisional federal capital. A resolution was adopted permitting farmers to sell their produce in the towns on the payment of 25 per cent. ad valorem duty. A proposal to proclaim Maceo dictator of Cuba was discussed for six days and finally withdrawn. The Autonomist party intend to petition Spain for self government on Canadian lines. It is stated that Maximo Gomez is inclined to accept conditional autonomy but Antonio Maceo declines any compromise.

Most Rev. Edward White Benson, Archbishop of Canterbury, has issued a pastoral letter dealing with the Pope's recent letter to the people of England. The Archbishop says the Roman communion, in which western Christendom once found unity, has not proved itself capable of retaining its hold upon the nations which were once its own. It passes before the English people modes of worship and rewards of worship repugnant to Teutonic Christendom and its nations, which become leaders with the Bible. The letter continues: "For the unquestioned kindliness which now invites our communion in prayer we are thankful, but this happy change of tone and the transparent sincerity of the appeal make the inadequacy of its conception of unity more patent." The Archbishop concludes: "The Anglican communion seems marked by God to bring the churches of Christ to a better understanding."

This is Concentration.

One pill a dose, one box 25 cents. One pill relives constipation. One box cures an ordinary case. One pill taken weekly neutralizes formation of uric in the blood and prevents Bright's Kidney disease and Diabetes. True only of Dr. Chase's Kidney-Liver Pills.

THE MIRAMICHI-OSCEOLA DISASTER.

The adjourned inquest on the death of the Misses Lobban, killed in the collision of 17th August, was resumed at the Chatham police court on Thursday evening last at 7.50, although the adjournment was until seven, it being some of the jurymen who were, this time, dilatory in putting in an appearance.

MISS CATHERINE F. MCLEOD

of Newcastle, who is at present engaged as a teacher in the town of Woodstock, was sworn and she said: I was on board the Miramichi on Saturday 17th August. On leaving Black Brook for Chatham was on the upper deck, aft, just at the head of the stairs. I was alone. There was a lady at my right, quite close and a gentleman beside her, and five ladies further aft. I was not acquainted with the other ladies. [Witness produces a sketch of the deck made by herself, showing the positions of the persons on the deck.] I did not see the schooner at all, until I saw the jibboom. I was watching those who came on board at Black Brook. My attention was first attracted by someone crying out, and then the jibboom came in between the wheelhouse and smokestack. I feared the smokestack would strike me, and stood up to escape it and then I knew I was struck, and felt myself carried through the air and the next thing I knew I was in the water. Then I knew nothing until I was in a boat—had been rescued.

I did not know where the captain of the steamer was at the time of the collision I didn't see him after we left Black Brook. I had seen him at Neguac.

I could see the wheelhouse from where I sat. I was not in a position to see into the wheelhouse to know whether there was any person there or not.

Do you know deck hand Tait?

I didn't know him by name at the time of the accident. I could pick him out now, I suppose, as I noticed the deck hands and have had descriptions of him since. I didn't know whether any person was in the wheelhouse or not at the time of the accident. I saw no others go overboard when I did.

WM. G. TAIT,

was called and his testimony at the former inquest and this, also, was read over to him by the corner and signed by him.

CAPT. ALEX. DEGRACE,

was sworn and the testimony given by him at the former inquest was read over to him, as follows;

I am a certified captain; have been captain of the Miramichi for about 8 years. She plies between Newcastle and Chatham and points down river—Escumjuac and intermediate places. We are required to have a captain, mate, engineer, and one deck hand, a steward and fireman on board when running. We had all these on board on Saturday afternoon last, excepting the mate, who had remained at Neguac by leave from me, for which he had asked. We are required to have the mate on board at all times. It is against the law to sail without a mate. Our mate holds a certificate as master, the same as mine.

We left Black Brook at 5.30 p. m. Saturday 17th Aug.; had between 30 and 35 passengers on board. Did not know the Misses Lobban by name. I had charge that day as captain. When the collision occurred I was in the cabin below at my tea. I generally take fifteen minutes at my tea. I had just begun eating when I heard the crash of the collision. It is my practice to take my tea after we leave Black Brook; to take it whenever it is ready, provided we have time before coming to a landing.

I left the deck hand, Wm. Tait, in charge of the wheel when I went to my tea. I don't think Tait has any certificate; I gave him no instructions, as he always took the wheel when I was absent. He had been on board two months this season. It is a rule to put deck hands, or sailors at the wheel when the master is at tea: There should however, be some officer on deck, also. Neither I nor the mate was on deck at this time. The schooner was in sight when I went below to get my tea and I knew she was beating down the river. She was just going in stays in a N. W. direction, about a mile from us when I went down below. We were going between 8 and 9 knots at the time of the accident.

When I heard the crash I ran up on the main deck, and found the passengers in confusion, and steam escaping from the steam whistle pipe. Seeing no danger there, I went up to the hurricane deck, and in going found my way barred by the fallen smokestack. I got up the best way I could past the stack and saw the rail, seats, boat, davits and funnel were carried away. I saw some passengers—10 or 12—on the hurricane deck. I think Mr. Morrison and Mr. Wm. Sinnot were there; also Mrs. Morrison and others. There were two other ladies on the fore part of the deck. I looked behind and saw the schooner's boat and the St. Andrew's boat pulling towards each other, and knew there was something wrong and I then turned back. I saw no one in the water, nor did I know, when I came on deck, that any of the passengers had been thrown overboard. Just as I was turning around someone said somebody was overboard, but no names were mentioned. I was about a quarter of a mile away from the scene of the collision. I looked but could see no one in the water. This was as I was turning the steamer. I stopped alongside of the Osceola's and St. Andrew's boats, and took on board, from the Osceola's boat, two young ladies they had picked up out of the water, and I brought them up as far as the Canada Dock—that being as far as our steam would carry us. I then went ashore to Mr. Fraser's and telephoned for doctors to meet us at the Muirhead wharf. I was in court this morning and heard the evidence of the captain and mate of the Schooner Osceola.

Mr. Thomson: What would you have done had you been at the steamer's wheel at the time when her helm was changed by Tait?

Witness: I would have backed her.

Would that have avoided the collision?

Witness: It might. The proper course would have been to pass under the schooner's stern. I suppose the man at the steamer's wheel did the best he could at the time. I asked him, when I came up, what he meant, and he said he did not see the schooner. I don't know what he meant, but that's what he said. He was in the wheel house with both doors open and a glass front and he could see to the right and left and in front of him. I think it is extraordinary he didn't see the schooner. He said she was between him and the sun, which prevented him from seeing her.

Mr. Thompson: In your judgment, did the man at the wheel do all he could to keep clear of the schooner?

Witness: I think he should have backed. He should have gone around her stern, which he didn't do. The wind was very light and the schooner was going about three knots or less an hour.

To Mr. Tweedie.—I have been 8 years captain of the Miramichi. This is the first accident of the kind I have had since I have been on the boat. As far as the company is concerned everthing is provided for the steamer according to law. I never had any authority from them to go without a mate or in any other way to violate the rules or law. This accident was entirely outside of their control. The bell was not given for the boat to stop when the collision occurred. My way was barred and it took me some time to get to the hurricane deck and I then turned the steamer.

Tait was on the Miramichi last season. What passed between the mate and me at Neguac was: he said "I'm going ashore to stop till Monday," and I said "all right." Ordinarily, Tait has been a competent man to steer. I thought he would see and keep clear of the schooner and therefore, gave him no orders concerning her.

The mate has been in the habit of stopping ashore Saturday afternoons and coming aboard Monday afternoons. The manager knew of this. Sometimes both the mate and I go to our meals together and leave the wheel to Tait.

I think if either of us had been on deck the collision would not have taken place.

I do not know that Tait knew the schooner had the right of way and yet I left him in charge of the wheel. I had no authority from the manager or company to let the mate off, or to let Tait steer the boat. I do not know that Tait had taken any lager that day. He appeared quite sober. He was standing at the wheel when I went into the wheelhouse. If the boat had been properly handled it is not likely this accident would have occurred. I could have required the mate to stay by the steamer and not remain ashore. This is the second time he has stayed off this summer.

If the mate had been on board he might have been taking tea with me and Tait been at the wheel. The mate acts as purser, also, and might have been collecting fares. If I had been on deck I would probably have taken charge of the wheel as soon as I saw the danger of collision. I could not say whether the officers of the schooner were, in any way, accountable for the collision.

To Mr. Tweedie: I meant by what I said about the custom of putting the deck hand at the wheel, that it should be done under the charge of an officer, who should be on deck. I have had no experience of Tait's steering in passing vessels—that is, in my actual presence. It is optional for a steamer to pass by the bow or stern of a sailing vessel, so long as either can be safely done.

Capt. DeGrace gave the following additional testimony on Thursday evening last:—

I never saw any written law requiring an officer to be on the deck of passenger vessels, but it is customary.

Mr. Tweedie: How long have you been acting as coasting pilot?

About 14 years.

How many years have you been engaged on steamers plying between this and other ports?

About 25 years. The Rothsay Castle was the first; passenger steamer I was on. I was on her as deck hand for three years; I was second mate of her after that for about two years. She plied between Newcastle, Chatham, Campbellton, Dalhousie, Shediac etc.

During the time you were deck hand on the Rothsay Castle, did you ever steer her without an officer being on deck?

I have.

What other steamers were you on?

I was coasting pilot on the City of St. John two years; then I was on the tow boat Soltan two seasons as pilot and deck hand; then I was on the St. Patrick, and I was captain of the tug Relief after that. She was the first boat I had charge of as master.

Is it not quite customary for deck hands to steer passenger vessels?

It is.

From your knowledge of Tait, during the time he was on board did you think him competent to steer?

Yes, as competent as I was myself.

Had you been on deck and in his position wouldn't you have done about as he did, if placed as he was?

I do not know whether, had I been on deck, I could have avoided the collision. If Tait did not see the schooner until she was right on him, I don't think I could have done any better than he did, had I been at the wheel and so situated.

You've heard the testimony given as to the relative positions of the steamer and schooner. Suppose you had been on the schooner and saw the steamer coming and keeping on her course, could you have done anything to avoid the collision—what would you have done?

I think I would have kept her away, for then they would have come side to side and I think the collision might thus have been avoided.

You say this, Capt. DeGrace, from your 25 years experience?

Yes. If the schooner could have been managed, I think I would have done it. I heard no alarm from the schooner. The injury to the steamer was comparatively slight.

Mr. Thomson: You say, in your experience of 25 years it was customary for deck hands to steer passenger vessels. Do you say it was customary for deck hands to steer such vessels without any officers being in charge of the deck?

I don't know whether it's customary or not, but I've done it.

Do you know of it being done on other vessels besides this?

Yes, on the Rothsay Castle, City of St. John and others.

Has not a sailing vessel the right of way?

Yes.

Did Tait come to take the wheel before you left it?

Yes, I gave up the wheel to him.

Have you, while master of the Miramichi, on other occasions, left the wheel without putting some one in charge of it?

No sir, on no occasion.

To Mr. Tweedie.—The course from Black Brook to Chatham is an easy one to steer for vessels of the Miramichi's draught.

To juror Anderson—Tait took the wheel before I left the wheel house.

Do you know which side of the wheel house he came in on?

The port side; I thought Tait a competent man. I did not direct his attention to the schooner.

Juror Anderson: Don't you know it's custom for the man taking the wheel to have his attention directed to vessels or other objects in sight?

You give the course, if necessary, when relieved—that's all that is customary. It takes quite a little time for a schooner to answer her helm when going slowly.

To Mr. Tweedie: I had no thought of a collision when I went below. We were about one third across to the south shore. It is good water along there to Tyrell's Point.

MISS NELLIE BURKE

was sworn and questioned by Mr. Thomson: I live at Douglasfield; was on board the Miramichi 17th August when she was on her way from Black Brook to Chatham; was in front of the wheelhouse. [Points out from Miss McLeod's plan where she was sitting.] From where I was sitting I could see distinctly into the wheel-house. Capt. DeGrace was at the wheel when we left Black Brook. I saw Capt DeGrace go down stairs. He had come to my sister and asked her if our tickets were for Newcastle. He then went around the wheelhouse and down stairs.

When he came to ask about the tickets did he come from the wheelhouse?

I can't say.

Could you see into the wheelhouse from where you sat?

I could see distinctly.

When Capt. Degrace came to speak to you about the tickets did you see anybody in the wheelhouse?

I did not. I don't know the deck hand, Tait.

The Coroner: Was it not possible for someone to be in the wheelhouse and you not see them?

There could have been.

Mr. Thomson: Did you see