

General Business. COMMON SOAP. ROUGH SKIN. We have just imported a large lot of Olive Oil and Cucumber Soap.

THE BEST STORE TO PATRONISE. I beg to return thanks to my patrons for their favors of 1902, and for the year that has passed.

Agents Wanted. Either on full or part time. Are you satisfied with your business? In your time fully occupied? If not, why not?

Three Departments. BUSINESS, SHORTHAND and TYPEWRITING, TELEGRAPHY. The graduates from these departments receive a better chance for success in life than the graduates from Harvard or Oxford university.

C. WARMUNDE IS OFFERING SPECIAL BARGAINS IN WATCHES, CLOCKS, JEWELRY, Silverware & Novelties.

WANTED. 1,500 to 2,000 CORDS SPRUCE AND FIR BOX WOOD delivered on cars at C. E. R. and I. C. R. at my mill, South Nelson.

Yacht for Sale. The "Bliss" (Winged) 40 ft. long, 10 ft. 6 in. beam, 3 ft. 6 in. draft, 1000 lbs. displacement.

Marlin. 32 Cal. High-Pressure Smokeless IN MODEL 1893. We are pleased to announce that we have received the honor of being named the "Best Rifle" in the world.

Miramichi Advance. DECEMBER 11, 1902. THE REFERENDUM VOTE in the Province of Ontario last week fell far short of being sufficient to bring the Act in force.

Cowen's Ministry. The sentence of Frank Higgins, St. John's boy-miracle, who was to have been hanged on Monday next has been commuted to life imprisonment for life.

Christmas Amusements. Our volatile and versatile friend of the Mouton Transcript appears to have believed that the Advance's statements that the Advance would have the Transcript say "the Advance editor talks of swelled head," and it hurled the alleged "most insulting epithet" back at him.

It is not safe for the Transcript or any other paper to rely on the Sun's statements concerning this or any other paper. Brother Hawke should ponder over our columns for himself, if he were to do that he would, we are sure, not attribute to them words which cannot be found in them.

The Cattle Exports—More Mistakes than One. A great and, seemingly, unnecessary interference with the shipment of cattle from the West to Great Britain has taken place, and caused no little loss to cattle-men, the Canadian Pacific and Grand Trunk Railways, and Portland, Maine, as a winter port.

Canada's Budgetary Revenues. The financial statement of the dominion was issued on Friday last. The revenue for the five months from June 30th last was \$25,904,975, an increase of \$2,782,699 over the same time last year.

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as the Grand Trunk did. While that policy may not have done much money in the business for the C. E. R., it would help to build up and more firmly establish both St. John and Halifax as cattle shipping ports, for, in Boston and Portland transportation circles, it is said that once St. John and Halifax show that they can handle this business as they are well prepared to do—much of its volume heretofore going through the United States ports will remain with the Canadian winter ports.

St. John, especially, has done much for the promotion of Canadian Pacific interests. It has assisted, to the extent of over \$750,000 in providing facilities for that railway's winter port business, and the people of that port must have reasonably expected all possible returns from the management of that line for their self-sacrificing outlay.

It really seems that Mr. Scott will write anything, however, ridiculous, so long as he is paid by the man who employs him to do so. He says: "While at this moment there may be nothing too false for the ADVANCE to say against Mr. Hazen, whom it has always opposed as a rival opponent, even though when he came here recently he thought it a proper thing to travel in certain questionable political company, if we did not know him well and were not convinced that he realized his mistake, in that regard, we might have said something against him, but we have not yet done so. If Mr. Scott will reproduce anything false which the ADVANCE has said against the provincial opposition and its leader, he will be relieved, in part, of the odium which now attaches to him as a member of their own."

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but elsewhere claims to be a liberal. The ADVANCE has always supported all the governments in sight. When they were all of the same party it belonged to that party.

The "nearest minister" referred to in Mr. Blair's. When that gentleman led the opposition in the New Brunswick legislature, the government supported him, and he was known as the "nearest minister."

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was twelve o'clock soon when the accident took place. LATER. TRURO, Dec. 7: The names of the dead are: Samuel Trider, engineer, Moncton, aged 55; William B. MacDonald, from New Glasgow for destination, 46; William Wang, Hobe Cove, N.S., 27; Michael Meehan, L. 63, F. E. I., 27; John C. Tools, Newfoundland, 25; Wm. Kennedy, 23.

The injured are: R. H. Brown, passenger, legs injured and body lacerated; W. R. Edwards, brakeman, leg broken; R. J. Norton, Dominion express messenger, arm broken; Samuel Taylor, commercial traveller, Seattle, slight injury; John W. McVicar, passenger; Frank Debo, of Newcastle, N. B., express messenger, legs injured; James Cavagagh, passenger, slightly injured; Wm. Yokers, N.S., bruised on legs and body.

Conductor Chapman, of the dining car, slightly injured. J. P. Hipwell, postal clerk, St. John, bruised. A. S. Byles, postal clerk, hand injured. W. Loomes, M. Morrison, passengers; George Woods, baggage master, St. John, back bruised; George McFarlane, Newfoundland, head hurt.

When the fatal train arrived here this morning, owing to the heavy condition of the road and the train being late, it was admitted to the station on an engine. The second engine was actually coupled on with Rufus Palmer, of Moncton, in charge. However, the order was changed and the train went out with one engine, with poor track conditions at the station. The train arrived at the scene a few minutes afterwards in charge of the engine that took the officials and doctors to the awful wreck.

The train which contained six cars, was just passing Belmont when the locomotive—No. 229, and lately built—jumped the track. She plunged into the ditch on the right and fell over. She was followed by the postal, baggage and coal cars, the latter being telescoped by the baggage car. It was in the coal car that the majority of the fatalities occurred. Each of the coaches, it is left the rail for the first time, Pullman and diner, remained on the road, but each was slightly off the rails.

The telescoping of the coal car was a lightning flash of death. The baggage car, mounted slightly, then rumbled and splintered, shoving into the passenger-coach, jamming seats and causing a stampede of people. The dining car in the rear had nearly all its dishes broken and a dish laden with pudding was sent from one end of the car to the other.

Conductor Chapman, of the diner, had just left the second-class car, where he had been conversing with Miss Minnie Croke, of Halifax, when the disaster came. He was about entering his own car at the moment his foot struck the locomotive. In the collision he was thrown from the car and he was killed. In the collision he was thrown from the car and he was killed.

When the coaches began to work and were probing and searching for the bodies. The body of a man in a suit was pulled out in the space it was earth and splinters partly covering what looked like a bundle of clothing. Mr. Moffat saw a man lying prostrate on the ground, and that what was supposed to be a bundle of clothing was in reality the body of the young woman. She was tenderly drawn forth and carried to the waiting room of the station.

One passenger—Rev. A. M. Hill, Presbyterian, who, with his wife, was on the way to his home in Fairville, in a redial to a report on the St. John Telegraph, and, amongst other things: "Mrs. Hill and myself, occupied a seat in a first-class car, at the end nearest to the coal car, or second class car. We reached Belmont about 12 o'clock and dined part of the night. I do not recall the exact hour. The station was a small affair and around in the vicinity there was about 20 or 30 houses. The outlook from the car windows showed what we had just passed, practically broken, and the train was trying, I repeat, to make up lost time."

"We had barely passed the station platform when suddenly we felt the application of the emergency brakes—applied with such swift and sure action, and indeed nearly every passenger in the car were pitched forward. Some were flung into the aisle. A pair of ribbers under my seat were chucked fully five feet into the air. There was a jolt and a jolt and a jolt, and then came the crash; such a grinding, crunching, splintering sound. I can only liken it to hearing such a thing as the Victoria rail being shattered in pieces. I ran to the end of the car, opened the door and saw—it is almost impossible to describe it.

"There was a pall of steam and smoke shrouding a heap of twisted, splintered cars to the right of the track. The coal car had been telescoped by the baggage car and they together lay shattered in the ditch. Further along was the overturned postal car, while a few hundred feet beyond was the locomotive, dished and dented and humped around it and a roadway of gashed and broken railroad sleepers and torn up snow and dirt marking the course which it had travelled after leaving the track.

break through one of the windows. With him in the car were brakemen Crandall and Edwards, who also wriggle through with our assistance. Not a man was seriously hurt. Crandall, who belongs to Essex, had his leg broken, and Edwards, of this city, received a bad blow and creased to his knee and leg.

"J. P. Hipwell and A. Byles, both of St. John, in the postal car, escaped much in the same manner as did Crandall, Edwards and Norton.

"Pending the arrival of the wrecking train from Truro a' heads began the work of removing those who were in the telescoped coal car—the dead trap. It was a narrow car and the baggage car. The latter after it had left the rails became firmly crammed against the wreckage ahead of it. The velocity of the coal car was so great that it was very hard to get out. This was the telescoped baggage car and had slightly mounted up towards the coal car platform, because such that the coal car broke through and rushed along the floor, ripping up the seats and shoving passengers and all before it into a mass of scragging wood and debris.

"These both cars fell over into the ditch, the coal car literally in splinters. It was difficult, pitiful work, reaching for and striving to pull away the litter of debris over the dead and dying passengers.

"One man I saw, who had been thrown a bit clear of the wreckage was sitting up in the snow, mortally injured, and trying to prevent his entrails from falling out.

"There was another man, a Newfoundland, I think, who had been horribly bruised by flying wood, but was conscious and trying, to his full power, to aid those suffering around him.

"We dragged from out the wreck a man who was badly injured. We carried him to one side and covered up the remains. It was heart-rending. There were frayed calls for help and pleas for mercy. With me it was an experience that will live.

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Do You Want to Make A CHRISTMAS PRESENT OF A Sleigh! A Set of Harness! A Fur Coat! Fur Robe or other Seasonable Article to somebody? IF SO GO TO George Hildebrand, Cunard St. Chatham, N. B.

Why not also get something in these lines for yourself just at this Season?

ROYAL BAKING POWDER. ABSOLUTELY PURE. Makes the food more delicious and wholesome.

CANADA EASTERN RAILWAY. IN EFFECT OCT. 13, 1902. Table with columns for destinations, fares, and train numbers.

CONNECTIONS. The Atlantic Coast Line, the New Brunswick Railway, the Grand Trunk Railway, the Canadian Pacific Railway, and the Intercolonial Railway.

Public Notice. Notice regarding the sale of land in the Parish of St. John, County of Miramichi.

CHRISTMAS FURNITURE. Arrived and to arrive. A large variety of furniture for the Christmas season.

HOW ARE YOUR KIDNEYS? THIS SIMPLE TEST WILL TELL. Advertisement for a kidney medicine.

Bank of Montreal. ESTABLISHED 1817. Capital (\$1,000,000) and Reserves (\$2,000,000).

THE MARLIN FIRE ARMS CO. NEW HAVEN, CONN.