THE FROZEN PIRATE.

BY W. CLARK RUSSELL.

[*Continued.*]

CHAPTER XIII.

I EXPLORE THE HOLD AND FORECASTLE.

It was pitch dark when I awoke, and I conceived it must be the middle of the night, but to my astonishment, on lighting the lanthorn and looking at the watch, which I had taken the precaution to wind up overnight, I saw it wanted but twenty minutes of nine o'clock, so that I had passed through twelve hours of solid sleep. However, it was only needful to recollect where I was, and to cast a glance at the closed door and port, to understand why it was dark. I had slept fairly warm, and awoke with no sensation of cramp; but the keen air had caused the steam of my breath to freeze upon my mouth in such a manner that, when feeling the sticky inconvenience I put my finger to it, it fell like a little mask; and I likewise felt the pain of cold in my face to such an extent that had I been blistered there my cheeks, nose and brow could not have smarted more. This resolved me henceforward to wrap up my head and face before going to rest.

I opened the door and passed out, and observed an amazing difference between the temperature of the air in which I had been sleeping and that of the atmosphere in the passage—a happy discovery, for it served to assure me that, if I was careful to lie under plenty of coverings and to keep the outer air excluded, the heat of my body would raise the temperature of the little cabin; nor, providing the compartment was ventilated throughout the day, was there anything to be feared from the vitiation of the air by my own breathing.

My first business was to light the fire and set my breakfast to thaw, and boil me a kettle of water; and some time after I went on deck to view the weather and to revolve in my mind the routine of the day. On opening the door of the companion-hatch I was nearly blinded by the glorious brilliance of the sunshine on the snow; after the blackness of the cabin it was like looking at the sun himself, and I had to stand a full three minutes with my hand upon my eyes before I could accustom my sight to the dazzling glare. It was fine weather again; the sky over the glass-like masts of the schooner was a clear dark blue, with a few light clouds blowing over it from the southward. The wind had shifted at last; but, pure as the heavens were, the breeze was piping briskly with the weight and song of a small gale, and its fangs of frost, even in the comparative quiet of the sheltered deck, bit with a fierceness that had not been observable yesterday.

The moment I had the body of the vessel in my sight I perceived that she had changed her position since my last view of her. Her bows were more raised, and she lay over further by the depth of a plank. I stared earnestly at the rocky slopes on either hand, but could not have sworn their figuration was changed. An eager hope shot into my mind, but it quietly faded into an emotion of apprehension. It was conceivable indeed that on a sudden some early day I might find the schooner liberated and afloat, and this was the first inspiriting flush; but then came the fear that the disruption and volcanic throes of the ice might crush her; a fear rational enough when I saw the height she lay above the sea, and how by pressure those slopes which formed her cradle might be jammed and welded together. The change of her posture then fell upon me with a kind of shock, and determined me, when I had broken my fast, to search her hold for a boat or for materials for constructing some ark by which I might float out to sea, should the ice grow menacing and force me from the schooner.

I made a plenitful meal, feeling the need of abundance of food in such a temperature as this, and heartily grateful that there was no need why I should stint myself. The having to pass the two figures every time I went on deck and returned was extremely disagreeable and unnerving, and I considered that, after searching the hold, the next duty I owed myself was to remove them on deck, and even over the side, if possible, for one place below was as sure to keep them haunting me as another, and they would be as much with me in the forecastle as if I stowed them away in the cabin adjoining mine.

Whilst I ate, my mind was so busy with considerations of the change in the ship's posture during the night that it ended in determining me to take a survey of her from the outside, and then climb the cliffs and look around before I fell to any other work. I fetched the cloak I had stripped the body on the rocks of and thawed and warmed it, and put it on, and a noble covering it was, thick, soft, and clinging: Then, arming myself with a boarding-pike to serve as a pole, I dropped into the fore-chains and thence stepped on to the ice, and very slowly and carefully walked round the schooner, examining her closely, and boring into the snow upon her side with my pike wherever I suspected a hole or indent. I could find nothing wrong with her in this way, though what a thaw might reveal I could not know. Her rudder hung frozen upon its pintles, and looked as it should. Some little distance abaft her rudder, where the hollow or chasm sloped to the sea, was a great split three or four feet wide; this had certainly happened in the night, and I must have slept as sound as the dead not to hear the noise of it. Such a rent as this sufficed to account for the subsidence of the after-part of the schooner and her further inclination to larboard. Indeed, the hollow was now coming to resemble the "ways" on which ships are launched; and you would have conceived by the appearance of it that if it should slope a little more yet, off would slide the schooner for the sea, and in the right posture too—that is, stern on. But I prayed with all my might and main for anything but this. It would have been very well had the hollow gone in a gentle declivity to the wash of the sea, to the water itself, in short; but it terminated in the edge of a cliff, not very high indeed, but high enough to warrant the prompt foundering of any vessel that should launch herself off it. Happily the keel was too solidly frozen into the ice to render a passage of this description possible; and the conclusion I arrived at after careful inspection was that the sole chance that could offer for the delivery of the vessel to her proper element was in the cracking up and disruption of the bed on which she lay.

Having ended my survey of the schooner, I addressed myself to the ascent of the starboard slope, and scaled it much more easily than I had yesterday managed to make my way over the rocks. I climbed to the highest block that was nearest me on the summit. To my astonishment, the first objects which encountered my eye were four icebergs, floating detached but close together at a distance of about three miles on my side of the north-east trend of the island. They swam low, and it was very easily seen they had formed part of the coast there, though, as the form of the ice that way was not familiar to me, and as, moreover, the glare rendered the prospect very deceptive, I could not distinguish where the ruptures were.

Satisfied as to the state of the ice and the posture of the schooner, viewed from without, I sent a slow and piercing gaze along the ocean line, and then returned to the ship. The strong wind, the dance of the sea, the grandeur of the great tract of whiteness, vitalized by the flying of violet cloud-shadows along it, had fortified my spirits, and being free (for a while) of all superstitious dread, I determined to begin by exploring the forecastle and ascertaining if more bodies were in the schooner than those two in the cabin and the giant form on deck. I threw some coal on the fire, and placed an ox-tongue along with the cheese and a lump of the frozen wine in a pannikin in the oven (for I had a mind to taste the vessel's stores, and thought the tongue would make an agreeable change), and then putting the candle into the lanthorn walked very bravely to the forecastle and entered it.

I was prepared for the scene of confusion, but I must say it staggered me afresh with something of the force of the first impression. Sailors' chests lay open in all directions, and their contents covered the decks. There was the clearest evidence here that the majority of the crew had quitted the vessel in a violent hurry, turning out their boxes to cram their money and jewellery into their pockets, and heedlessly flinging down their own and the clothes which had fallen to their share. This I had every right to suppose from the character of the muddle on the floor; for, passing the light over a part of it, I witnessed a great variety of attire of a kind which certainly no sailor in any age ever went to sea with; not so fine perhaps as that which lay in the cabins, but very good nevertheless, particularly the linen. I saw several wigs, beavers of the kind that was formerly carried under the arm, women's silk shoes, petticoats, pieces of lace, silk, and so forth; all directly assuring me that what I viewed was the contents of passengers' luggage, together with consignments and such freight as the pirates would seize and divide, every man filling his chest. Perhaps there was less on the whole than I supposed, the litter looking great by reason of everything having been torn open and flung down loose.

I trod upon these heaps with little concern; they appealed to me only as a provision for my fire should I be disappointed in my search for coal. The hammocks obliged me to move with a stooped head; it was only necessary to feel them with my hand—that is, to test their weight by pushing them in the middle—to know if they were tenanted. Some were heavier than the others, but all of them much lighter than they would have been had they contained human bodies; and by this rapid method I satisfied my mind that there were no dead men here as fully as if I had looked into each separate hammock.

This discovery was exceedingly comforting, for, though I do not know that I should have meddled with any frozen man had I found him in this place, his being in the forecastle would have rendered me constantly uneasy, and it must have come to my either closing this part of the ship and shrinking from it as from a spectre-ridden gloom, or to my disposing of the bodies by dragging them on deck—a dismal and hateful job. There were no ports, but a hatch overhead. Wanting light—the cradle making the darkness but little more than visible—I fetched from the arms-room a handspike that lay in a corner, and, mounting a chest, struck at the hatch so heartily that the ice cracked all around it and the cover rose. I pushed it off, and down rolled the sunshine in splendour.

Everything was plain now. In many places, glittering among the clothes, were gold and silver coins, a few silver ornaments such as buckles, and watches—things not missed by the pirates in the transport of their flight. In kicking a coat aside I discovered a couple of silver crucifixes bound together, and close by were a silver goblet and the hilt of a sword broken short off for the sake of the metal it was of. Nothing ruder than this interior is imaginable. The men must have been mightily put to it for room. There was a window in the head, but the snow veiled it. Maybe the rogues messed together aft, and only used this forecastle to lie in. Right under the hatch, where the light was strongest, was a dead rat. I stooped to pick it up, meaning to fling it on to the deck, but its tail broke off at the rump, like a pipe-stem.

Close against the after bulkhead that separated the forecastle from the cook-room was a little hatch. There was a quantity of wearing apparel upon it, and I should have missed it but for catching sight of some three inches of the dark line the cover made in the deck. On clearing away the clothes I perceived a ring similar to that in the lazarette hatch, and it rose to my first drag and left me the hold yawning black below. I peered down and observed a stout stanchion traversed by iron pins for the hands and feet. The atmosphere was nasty, and to give it time to clear I went to the cook-house and warmed myself before the fire.

The fresh air blowing down the forecastle hatch speedily sweetened the hold. I lowered the lanthorn and followed, and found myself on top of some rum or spirit casks, which on my hitting them returned to me a solid note. There was a forespeak forward in the bows, and the casks went stowed to the bulkhead of it; the top of this bulkhead was open four feet from the upper deck, and on holding the lanthorn over and putting my head through I saw a quantity of coals. If the forepeak went as low as the vessel's floor, then I calculated there would not be less than fifteen tons of coal in it. This was a noble discovery to fall upon, and it made me feel so happy that I do not know that the assurance of my being immediately rescued from this island could have given a lighter pulse to my heart.

The candle yielded a very small light, and it was difficult to see above a yard or so ahead or around. I turned my face aft, and crawled over the casks and came to under the main-hatch, where lay coils of hawser, buckets, blocks, and the like, but there was no pinnace, though here she had been stowed, as a sailor would have promptly see. A little way beyond, under the great cabin, was the powder-magazine, a small bulkheaded compartment with a little door, atop of which was a small bull's eye lamp. I peered warily enough, you will suppose, into this place, and made out twelve barrels of powder. I heartily wished them overboard; and yet, after all, they were not very much more dangerous than the wine and spirits in the lazarette and fore-hold.

The run remained to be explored—the after part, I mean, under the lazarette deck to the rudder-post—but I had seen enough; crawling about that black interior was cold, lonesome, melancholy work, and it was rendered peculiarly arduous by the obligation of caution imposed by my having to bear a light amid a freight mainly formed of explosives and combustible matter. I had found plenty of coal, and that sufficed. So I returned by the same road I had entered, and sliding to the bulkhead door to keep the cold of the forecastle out of the cook-room, I stirred the fire into a blaze and sat down before it to rest and think.

(*To be continued.*)

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Daisy Dandelion, Essex, Ct., is perplexed over the question of short and long courtships, and wants our advice. Well Daisy, it is hard to make a rule to fit every case, but in general we will say that long courtships are not advisable. Many women, pale, haggard, wan and wasted from long continued uterine ailments, are forced to banish all thoughts of marriage. Such unfortunate sufferers should know that Dr. Pierce's Favorite Prescription is a positive cure for the most complicated and obstinate cases of leucorrhea, excessive flowing, painful menstruation, unnatural suppressions, prolapsus, or falling of the womb, weak back, "female weakness," anteversion, retroversion, "bearing-down sensations," chronic congestion, inflammation and ulceration of the womb, inflammation, pain and tenderness in ovaries, accompanied with "internal heat."

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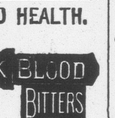

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The STALLIONS belonging to the Government of New Brunswick

WILL BE LEASED

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THE SEASON OF 1889,

AT FREDERICTON, ON

Wednesday, March 29th,

When the following animals will be Leased:

The Morgan Stallion Aurora;
The Thorough-bred Sir Peter;
Three Percheron Stallions;
Two Shire Stallions;
One Coaching Stallion;
Six Clydesdale Stallions;

HARRY WILKES.

The Standard bred Stallion HARRY WILKES 1896, will make the season of 1889 at St John, and will stand there from May 15th till the end of the season.

Terms $35.00 for the Season,

The book is now open; a deposit of $10.00 must accompany each application, otherwise it will not be recognized.

DEPARTMENT OF AGRICULTURE,
Fredericton, 26th February, 1889.

CHAS. H. LUGRIN,
Secretary for Agriculture.

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Castoria cures Colic, Constipation, Sour Stomach, Diarrhœa, Eructation, Kills Worms, gives sleep, and promotes digestion, Without injurious medication.

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NORTHERN AND WESTERN RAILWAY.

WINTER Arrangement.

On and after WEDNESDAY, NOV. 28th, until further notice, trains will run on the above Railway, daily, as follows:—

CHATHAM TO FREDERICTON. LEAVE			FREDERICTON TO CHATHAM. LEAVE		
Chatham	8.00	a. m.	Fredericton	7.10	a. m.
" Junction	8.40	"	Gibson	7 15	"
Blackville	9.50	"	Marysville	7 35	"
Doaktown (arrive 11.15)	11.35	"	Cross Creek	9.05	"
Boiestown	12.35	p. m.	Boiestown	10.30	"
Cross Creek	2.00	"	Doaktown (arrive 11.30)	11 55	"
Marysville	3.30	"	Blackville	1.20	p. m
Gibson (arrive)	3 40	"	Chatham Junc. (arrive 2.40)	3.05	"
Fredericton	3 45	"	Chatham (arrive)	3.30	"

The above trains will also stop when signalled at the following flag Stations:—Nelson, Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield, Stewart's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac

CONNECTIONS are made at Chatham Junction with the INTERCOLONIAL RAILWAY for all points east and west, and at Gibson with the N. B. RAILWAY system for St. John and all Western points; also at Cross Creek 11h Stage for Stanley.

CHATHAM RAILWAY.

WINTER 1888-9.

On and after MONDAY, NOV. 26TH, Trains will run on this Railway in connection with the Intercolonial Railway, daily, (Sunday nights excepted) as follows—

GOING NORTH.

	LOCAL TIME TABLE. No. 1 EXPRESS.		No. 3 ACCOM'DATION		THROUGH TIME TABLE	EXPRESS.		ACCOM'DATION.
Leave Chatham,	12.10	a. m.	2.30 p. m.		Leave Chatham,	12.10	a. m.	2.30 p m
Arrive Chatham Junc.,	12.40	"	3.00 "		Arrive Bathurst,	3.22	"	5.47 "
Leave " "	1.10	"	3.15 "		" Campbellton,	5.45	"	9.00 "
Arrive Chatham,	1.40	"	3.45 "		" Dalhousie,	5.55	"	8.55 "

GOING SOUTH.

	LOCAL TIME TABLE. No. 2 EXPRESS.		No. 4 ACCOM'DATION		THROUGH TIME TABLE	EXPRESS.		ACCOM'DATION.
Chatham,	Leave,	12.10	a m	10.50 a m	Leave Chatham,	12.10	a m	10.50 a m
Chatham Junc n,	Arrive,	12.40	"	11.20 "	Arrive Moncton	3 40	a m	3.20 p m
" "	Leave,	1.10	"	11.30 "	" " St. John	7.00	a m	7.30 "
Chatham	Arrive,	1.40	"	12.00 p m	" Halifax	12.05	p m	

Trains leave Chatham on Saturday night to connect with Express going South, which runs through to St. John, and Halifax and with the Express going North which lies over at Campbellton.

Close connections are made with all passenger Trains both DAY and NIGHT on the Intercolonial.

☞ *Pullman Sleeping Cars run through to St. John on Mondays, Wednesdays and Fridays, and to Halifax Tuesdays, Thursdays and Saturdays, and from St. John, Tuesdays, Thursdays and Saturdays and from Halifax, Mondays, Wednesdays and Fridays.*

The above Table is made up on I. C. Railway standard time, which is 75th meridian time.

All the local Trains stop at Nelson Station, both going and returning, if signaled.

All freight for transportation over this road, if above Fourth (4th) Class, will be taken delivery of at the Union Wharf, Chatham, and forwarded free of Truckage Custom House Entry or other charges.

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Province of New Brunswick Directory

D. McALPINE & SON are now preparing of this Province, which will include all persons (Male) from the age of 20 years old and upward, and all Females in Mercantile Business; also an Historical Sketch of the Province up to 1888, with other general information. It will be well bound and printed on good paper. The publishers have been requested several times, by leading business men and others, to publish the above work and promised their support. They therefore feel confident that the work is needed, and that business men of all classes will consider that it is necessary to Advertise in it to make it a success, otherwise the publishers will not be able to publish it. We are now behind nearly all the other Provinces in the Dominion, and of the States in America, in not having a Directory of the Province since 1870-71. There will not likely be a similar work published for the next ten years, therefore the special inducement to those who do advertise in it now. Any persons who wish their Advertisements inserted, by applying early will obtain better positions. Except the covers and pages opposite covers, the prices will be one al, viz: $20.00 per page; $12 00 per half; $10 00 per third; $8.00 per fourth—with Directory included.

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A supply of the above celebrated remedies for Horses and Cattle just received direct from the manufacturer.

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6 TONS Good Straw for sale. Apply at office of W. S. LOGGIE.

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Office over Bank of Nova Scotia Benson Block Apply M. S. Benson, Barrister.

Chatham, Sept. 5th 88.

For Sale.

THE House on Water St., Chatham, formerly occupied by Daniel Desmond, and known as the Revere House. For terms and other particulars apply to

L. J. TWEEDIE

Chatham, Jan. 10, 1889.

BUILDING LOT FOR SALE.

The subscriber is instructed to offer for sale the building lot on the corner of Cunard and Church Streets, Chatham, owned by the estate of the late Hon. Wm. M. Kelly, being the premises in the rear of the Bank of Montreal property.

WARREN C. WINSLOW,
Barrister.

Chatham, Dec. 29, 1888.

Valuable Property

FOR SALE.

THE Subscriber offers for sale the VALUABLE COMMODIOUS and DESIRABLE

Dwelling House & Premises

situate on Henderson Street, in the Town of Chatham, known as the property formerly owned and occupied by the late James T. Griffin, Esquire, deceased.

☞ Terms of Sale easy.

t. f. Sam. Thomson.

County Buildings, Newcastle, 28th Nov., '88.

For Sale or To-Let.

THAT very desirable residence situate on Upper Water Street in the Town of Chatham, adjoining the property of Samuel Hadberry, Esq., lately occupied by Mrs F J Letson.

The House is fitted with all the modern improvements—heated by a furnace, and has a bath-room supplied with hot and cold water. There is a good garden and five acres of land under cultivation belonging to the property.

The Dwelling House, Carriage House and Stables are all in good order.

If the property is not sold before the First May, it will be rented for one or a term of years.

—ALSO—

The House known as "The MacFarlane Cottage" situate opposite the Bank of Montreal is offered for sale, or will be rented to a suitable tenant.

For terms and particulars apply to

L. J. TWEEDIE.

Dated Chatham, 21st Jan'y, 1889

MILL PROPERTY FOR SALE.

That well known and conveniently situated Mill Property formerly known as the DesBrisay Mill, situated at Clark's Cove, about one and a half miles above Chatham, on the south side of the Miramichi River. It has the advantage of a convenient boom that will contain nearly two millions of logs safe from all weathers. The Mill is something out of repair, not having been kept going for the past three years, but might be easily fitted up to do good work in a short time. It also possesses a deep-water Wharf nearly one thousand feet in length; has six dwelling houses—two fitted for two families. There is also about twenty acres of cleared land, all under grass; a blacksmith shop, carpenter's shop, a Retail Store, an Office, a large Farmhouse, two Barns and Stables. The Mill is fitted up with two Gates, Circulars and Trimmer, and will be sold cheap, the proprietor having decided to go out of the business.

ALEX: MORRISON,
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January 5th, 1889

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J. D. B. F. MACKENZIE

HATHAM, Oct., 6th 1886.

Legal Notices.

Mortgagee's Sale.

To Geo. McKay of the Parish of Nelson in the County of Northumberland, Carpenter, and Margaret McKay his wife and to all others whom it may concern.

Notice is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the Sixteenth day of February in the year of Our Lord One Thousand Eight Hundred and Seventy-one and made between the said George McKay of the Parish of Nelson in the County of Northumberland and Province of New Brunswick, Carpenter, and Margaret McKay his wife of the one part and George Burchill of Nelson aforesaid in the County and Province aforesaid Merchant of the other part, and duly recorded in the office of the Registrar of Deeds and Wills for the said County of Northumberland on the Sixteenth day of February, A D. 1871 in Volume 52 of the County Records, pages 645, 646, 647 and 648 and numbered 462 in said volume There will in pursuance of the said Power of Sale and for the purpose of satisfying the monies secured by the said Indenture of Mortgage default having been made in payment thereof and of the interest due thereon be sold at Public Auction on Thursday the Fourteenth day of March next in front of the Post Office in the Town of Chatham in said County of Northumberland at Twelve o'clock, noon, the lands and premises in said Indenture of Mortgage mentioned, and described as follows, namely: "All that piece or parcel of land being part of lot number thirteen situate lying and being in the said Parish of Nelson conveyed to the said George McKay by the Reverend James Souter and Helen O his wife by Indenture bearing date the Twenty ninth day of May A D 1843 and therein described as beginning at a stake placed on the Southeastern Bank or Shore of the South west Branch of Miramichi River at the most Northern angle of the piece or parcel of land sold by the said Reverend James Souter to James Davidson thence running by the magnetic needle South twenty one degrees East one hundred and twenty four chains of four poles each along the North-eastern boundary line of the said piece of land, thence North forty-five degrees East fourteen chains and twenty-five links until it meets the boundary line of lot number fourteen thence north twenty one degrees west one hundred and twenty-three chains to the said bank or shore and thence following the several courses of the same up stream to the place of beginning containing one hundred and sixty and one-fourth acres more or less.

Together with all and singular the buildings and improvements thereon and the rights, members, privileges and appurtenances to the same belonging or in anywise appertaining. Also, the reversion and reversions, remainder and remainders, rents, issues and profits hereof of the said George McKay and Margaret his wife, of, in, to or upon the said land and premises and every part thereof.

Dated the 9th day of January, A D 1889

L J TWEEDIE, Solicitor for Mortgagee. GEO BURCHILL, Mortgagee.

NOTICE OF SALE.

To The Chatham Skating Rink Company of Chatham, in the County of Northumberland, and to all others whom it may concern:

Notice is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the Sixth day of July in the year of Our Lord One Thousand Eight Hundred and Eighty Three and made between said Chatham Skating Rink Company of the first part and Richard Hutchison of Douglastown in the County of Northumberland, Merchant, of the second part, there will, in pursuance of said Power of Sale, and for the purpose of satisfying the moneys secured and made payable by the said Indenture of Mortgage, default having been made in payment thereof, be sold at Public Auction on FRIDAY, the THIRD DAY of MAY, inst., at 12 o'clock noon, on the premises in Chatham, the lands and premises described in said Mortgage as follows, namely:—

"All that piece or parcel of land situate, lying and being in the Town of Chatham in the County of Northumberland aforesaid and abutted and bounded as follows, to-wit: Beginning on the easterly side of St. John Street and on the southerly side of Church Street, at the intersection of said Streets, thence easterly along the southerly side of Church Street one hundred and fifty feet, or to the westerly side of lands owned by Francis Martin, thence southerly on a line parallel to St John Street, one hundred feet, or to the northerly side of lands owned by Thomas F Keary, thence westerly along the said Thomas F Keary's northerly side line and parallel to Church Street one hundred and fifty feet, or to the easterly side of St John Street, thence northerly along the easterly side of St. John Street one hundred feet or to the place of beginning," which piece of land was conveyed to the said parties of the first part by Daniel Ferguson by deed bearing date the First day of June, 1883.

Together with all and singular the rights, members, privileges, buildings and improvements whatsoever thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof; also all the estate, right, title, interest, property claim and demand whatsoever of the said parties hereto of the first part, there successors or assigns in law or equity of, into or out of the same and every part thereof.

Dated this Twenty-seventh day of January, A D. 1889.

RICHARD HUTCHISON, Mortgagee.

NOTICE OF SALE.

THERE will be sold at Public Auction on SATURDAY, the 30th day MARCH, instant, at 12 o'clock, noon, at the Kent Hotel, Richibucto, the following lots of land and premises:

1 That valuable Water Power Saw Mill with 3 Gangs, Blacksmith Shop, Store and Dwelling Houses, being the property formerly owned by the late Wm. St. Cale on the Kouchibouguac River in the Parish of Carleton.

2 That valuable Mill Property in Parish of St. Louis consisting of One Gang Water Power Saw Mill and Grist Mill with Store, Dwelling Houses, etc., being the property formerly owned by the Hon D. Wark, on the Kouchibouguacis River.

3 Farm Lot containing 100 acres on north side Black River in the Parish of Carleton with Dwelling House, Barn, etc., at present occupied by one Roderick Stewart.

4 Farm Lot on south side Kouchibouguac River containing 65 acres formerly owned by one Donald Stewart.

5 The Molus River Mill Property consisting of Saw and Grist Mill formerly occupied by A. & D. Walker, with buildings thereon.

6 Farm Lot in Parish of Weldford on north side Richibucto River, containing 100 acres, at present occupied by Alex, Glencross, with House, Barns, etc., thereon.

7 Building Lot at Acadieville siding, I. C. R., containing one half acre.

8 100 acres of Timber Land on west side Tweedie Brook, originally granted to one James Grogan.

9 250 Acres Timber Land in Parish of Acadieville. Crown grant No. 16,022.

10 600 Acres Timber Land in Parish of Acadieville. Crown grant No. 18,823.

11 200 Acres Timber Land in Parish of Acadieville. Crown grant No. 17,807.

12 100 Acres Timber Land on McInnis Brook in Parish of Acadieville.

For Terms of Sale and other particulars, apply to James F. Atkinson, Kouchibouguac, or Allen O. Earle, St John.

ALLEN O. EARLE, JAMES F. ATKINSON, } Trustees of Estate and Effects of Geo. McLeod.

RICHIBUCTO, Kent Co., N B., 4th March, '89.

NOTICE.

I JOHN BROWN of Chatham in the County of Northumberland, Merchant, have sold and transferred all my Stock and interest in the business lately carried on by me at Chatham, aforesaid, to my sons Andrew and Alexander Brown, who will collect and pay all debts due in respect thereto.

I beg to take this opportunity of thanking my friends and the public generally for their generous patronage so long extended to me and I hope it will continue to my successors.

JOHN BROWN

Referring to the above notice we beg to announce that under the name of "Brown Bros." we are carrying on the business lately conducted by John Brown, Esq. and solicit a liberal share of public patronage.

ANDREW BROWN.
ALEXANDER BROWN.

Chatham, 4th February, 1889.

Caution & Notice

I hereby caution any and all persons against giving employment to my son, James Walls, a minor, without first making arrangements with me in reference thereto, as I shall hold them responsible to me for his wages.

And I further give notice that I will not be responsible for any debts contracted by the said James Walls.

DULDEY P. WALLS

Chatham July 23rd 1888

NOTICE.

JAMES FERGUSON of Chatham, Merchant, having assigned all his books of accounts and debts to me, all persons indebted to the said James Ferguson are requested to make immediate payment to me or my attorney R. A. Lawlor.

E. M. ARCHIBALD.

Chatham, 5th December, 1888.

NOTICE.

I HAVE PLACED MY ACCOUNTS in the hands of John Fotheringham, Esq. who is authorized to collect them:

Robert Bain.

Dec. 3 1888

Steam Saw-Mills.

THE ATLAS ASSURANCE COMPANY of London and THE NATIONAL of Ireland, will insure against fire, Steam Saw Mills with Brick Boiler Houses. Application may be made to and risks accepted at lowest current rates by the Companies' Agent,

WARREN C. WINSLOW, Barrister,

WATER STREET, - - CHATHAM

DR LOW'S WORM SYRUP

DESTROYS AND REMOVES WORMS OF ALL KINDS IN CHILDREN OR ADULTS SWEET AS SYRUP AND CANNOT HARM THE MOST DELICATE CHILD

GENERAL BUSINESS.

Now Opening

AN IMMENSE STOCK OF

New Dry Goods

imported direct from LONDON and GLASGOW also DOMINION Manufactures.

Variety, Style AND Value

UNSURPASSED.

William Murray.

CHATHAM, Feb. 28th, 1889.

FIRE!

NATIONAL ASSURANCE COMPANY OF IRELAND, Incorporated 1822. Capital $5,000,000

ATLAS ASSURANCE COMPANY OF LONDON, Incorporated 1808. Capital $6,000,000.

NORTHERN ASSURANCE COMPANY OF LONDON, Incorporated 1836. Capital $15,000,000

CITY OF LONDON FIRE INSURANCE COMPANY, Incorporated, 1881. Capital $10,000,000.

BRITISH AMERICA INSURANCE COMPANY, Incorporated 1833. Cash Capital & Assets $1,133,666,52

CITIZENS, INSURANCE COMPANY, Incorporated 1864. Cash Capital & Assets $1,531,904

LIFE!

EQUITABLE LIFE ASSUR. SOCIETY OF THE U. S.

Assets	$84 378,904,85
Liabilities 4 per cent.	66,274,650,00
Surplus	$18,104,254.85

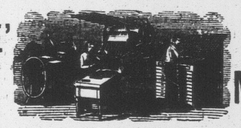
NOTE—Policies issued and endorsed at this Agency of the British America without delay or reference to head office

☞ Fire Risks accepted and made binding in all Companies without reference to head offices.

WARREN C. WINSLOW, BARRISTER,

CHATHAM, NEW BRUNSWICK.

JOB-PRINTING

'ADVANCE' Building,  Chatham, MIRAMICHI

Having completed the removal of the ADVANCE establishment to the old Methodist Church building, corner Duke and Cunard Streets, we are now prepared to execute all kinds of

BOOK AND JOB-PRINTING

in first class style. This establishment was the only one in the Province in a position to enter into competition with the city offices at the

Dominion Centennial Exhibition

at St. John, where it received a

—MEDAL AND DIPLOMA—

for "Book and Job Printing" and "Letter-Press Printing." This is good evidence of the fine character of its work.

We have also, constantly on sale a large line of blank-forms, such as:—

RAILWAY SHIPPING RECEIPTS.
FISH INVOICES, (newest form,)
MAGISTRATES' BLANKS.
DEEDS AND MORTGAGES.
SUPREME AND COUNTY COURT BLANKS.
SHERIFFS' BLANKS.
TEACHERS' AGREEMENTS.
SCHOOL ASSESSMENT FORMS,
ETC.; ETC., ETC.

☞ Send along your orders.

D. G. SMITH.

Chatham N B.

MUSICIANS TAKE NOTICE!

GEO. A. CUTTER,

—DEALER IN—

PIANOS, ORGANS AND SEWING MACHINES,

CHATHAM, N. B.

REPRESENTING THE

Evans Bros. Piano Co.; Wm. Bell Pianos; Estey Piano Co.; Thomas Organ Co.; Wm. Bell Organs and the New Williams Sewing Machine.

A Full Line of

Violins, Accordeons, Banjos, Strings, Sheet Music and Music Books

kept constantly on hand.

☞ A 150 page Catalogue of Sheet Music and Books sent free to any address.

As I purchase the above direct from the Manufacturers I can afford to sell as low as any house in the trade. Send for Catalogue and prices before buying elsewhere.

GEO. A. CUTTER, Chatham, N. B.

SILVERWARE! SILVERWARE!

ROGERS' KNIVES, ROGERS' FORKS ROGERS' SPOONS

Breakfast Cruets, Dinner Cruets, Pickle Dishes, Cake Baskets, Butter Coolers, etc.

IMPORTED CIGARS, DOMESTIC CIGARS, BRI