The Mad Enginee This thrilling story is furnished by a

My train left Dantzic in the morn rally about eight o'clock; but once mer from Stockholm. It on the platform. He was one of the a week we had to wait for the arrival was the morning of the steamer's arrival that I came down from the hotel and found that my engineer had been so seriously injured that he could not perform his work. A railway-carriage had run over him, and broken one of his legs. I went immediately to the en

gine-house to procure another engineer for I knew there were three or four in reserve there, but I was disappointed. told me his name was Kroller, and that I inquired for Westphal, but was informed that he had gone to Sreegen to to run the engine, and—" see his mother. Gondolpho had been sent to Konigsberg, on the road. But man. "Good heavens, sir, he is as where was Mayne? He had leave of crazy as a man can be! He turned his absence for two days, and had gone no brain over a new plan for applying one knew whither.

Here was a fix. I heard the puffing but did not fully recognize him, as I of the steamer, and the passengers was in a hurry. Just now one of your would be on hand in fifteen minutes. I passengers told me that your engineers ran to the guards and asked them if were all gone this morning, and that they knew where there was an engineer you found one that was a stranger to but they did not. I then went to the firemen and asked them if any one of them felt competent to run the engine had escaped from the hospital at Stetto Bromberg. No one dared to attempt tin. You must get him off somehow." it. The distance was nearly one hundred miles. What was to be done?

The steamer stopped at the wharf, was increasing every moment, and I and those who were going on by rail knew that a few more miles per hour They had saten breakfast on board the boat, and called to the guard, and then made my were all ready for a fresh start. The baggage was checked and registered, reached the after platform of the after the tickets bought, the different car- tender, and there stood Kroller upon riages assigned to the various classes of the engine-board, his hat and coat off, passengers, and the passengers them- his long black hair floating wildly in selves seated. The train was in readit, the wind his shirt unbuttoned at the ness in the long station-house, and the front, his sleeves rolled up, with a pistol engine was steaming and puffing away in his teeth, and thus glaring upon the impatiently in the distant firing-house. fireman, who lay motionless upon the It was past nine o'clock.

"Come, why don't we start ?' growled an old fat Swede, who had been the whole engine was quivering and watching me narrowly for the last swaying as though it would shiver to

teen mintes.

And upon this there was a general pieces.

"Kroller! Kroller!" I cried at the And upon this there was chord top of my voice.

top of my voice.

The crazy engineer started and caught settled to downright murmuring. At The crazy engineer started and caught this junction some one touched me on the pistol in his hand. O, how those the elbow. I turned and saw a stranger great black eyes glared, and how ghastby my side. I expected that he was ly and frightful the face looked!

"Ha! ha! ha!" he yelled demonia going to remonstrate with me for my backwardness. In fact, I began to cally, glaring upon me like a roused lion. have strong temptations to pull off my uniform, for every anxious eye was fixed upon the glaring badges which marked me as the chief officer of the train.

However, this stranger was a middle-aged man, tall and stout with a mid-aged man, tall and stout with a middle-aged man, tall and stout

However, this stranger was a middleaged man, tall and stout, with a face of
great energy and intelligence. His
eye was black and brilliant,—so brilliant that I could not for the life of me
it. And I have got it! Ho! ho! ho! we're on the way to the moon, I say!

we're on the way to the moon, I say!

we're on the way to the moon, I say!

we're on the way to the moon, I say!

By the Virgin Mother, we'll be in the
moon in four-and-twenty hours. Down,
down, villan! If you move, I'll shoot
you." His dress was black throughout, and not only set with exact nicety, but was This was spoken to the poor fireman

mot only set with exact nicety, but was acrupulously clean and neat.

"You want an engineer, I understand," he said, in a low, cautious tone, at the same time gazing quietly about him, as though he wanted no one to hear what he said.

"I do," I replied. "My train is all ready, and we have no engineer within twenty miles of this place."

This was spoken to the poor freman, who at that moment attempted to rise, and the frightened man sank back again. "Here's Little Oscue just before us?" cried out one of the guard. But even as he spoke the buildings were at hand. A sickening sensation settled upon my heart, for I supposed that we were now gone. The houses flew by like lightning. I knew if the officers here had turned the switch as usual, we should be hurled, into eternity in one fearful.

enty miles of this place."

"Well, sir, I am going to Bromberg; crash. I saw a flash,—it was another twenty miles of this place.'

I must go, and I will run the engine engine,—I closed my eyes; but still we thundered on! The officers had seen "Ha!" I uttered, "are you an not head up in that distance, they had changed the switch, so that we went

I am, sir,—one of the oldest in the forward.

"I am, sir,—one of the oldest in the country,—and am now on my way to make arrangements for a great improvement I have invented for the application of steam to a locomotive. My name is Martin Kroller. If you wish, I will run as far as Bromberg; and I will show you running that is running."

Was I not fortunate? I determined to accept the man's offer at once, and so I told him. He received my answer with a nod and a smile. I went with him to the house, where we found the iron-horse in charge of the fireman, and all ready for a start. Kroller got upon the platform, and I followed him. I had never seen a man betray such peculiar aptness amid machinery as he did. He let on the steam in an instant, but yet with care and judgment, and he backed up to the baggage-carriage with the most exact nicety. I had seen enough to assure me that he was thoroughly acquainted with the business, and I felt composed once more. I gave my engine up to the new man, and then hastened away to the

was thoroughly acquainted with the business, and I felt composed once more. I gave my engine up to the new man, and then hastened away to the office. Word was passed for all the passengers to take their seats, and soon afterward I waved my hand to the engineer. There was a puff,—a groaning of the heavy axietrees,—a trembling of the building,—and the train was in motion. I leaped upon the platform of the guard-carriage, and in a few minutes more the station-house was far behind us.

In less than an hour we reached Dirsham, where we took up the passengers that had come on the Konigsberg railway. Here I went forward and asked Kroller how he liked the engine. He would have harded at what I thought his enthusiasm, and then went back to my station. As soon as the Konigsberg passengers were all on board, and their passengers to take their seats, and soon the formation of the guard-room, ene of the guard recognized him, and told us that he had been there about two weeks before.

"He came," said the guard, "and swore that an engine which stood near by was his. He said it was one he had made to go to the moon in, and that it had been stolen from him. We sent for more_help to arrest him, and he fied."

"Well," I revlied with a shuck of wood which he caught as the came over the tender.

Kroller settled down like a dead man, and on the next instant I shut off the steam and opened the valve. As the freed steam shrieked and howled in its escape, the speed began to decrease, and in a few minutes more the station from the rewell back in the red steam shrieked and howled in its escape, the speed began to decrease, and in a few minutes more the danger was passed. As I settled back, entirely overcome by the wild emotions that from the river; and before I was fairly recovered, the fireman had stopped the train in the station-house at Schwartz.

Martin Kroller, still insensible, was taken from the guard-room, ene of the guard recognized him, and told us that he had been there about two weeks before.

"He came," said the guard, "and

I smiled at what I thought his enthusiasm, and then went back to my station. As soon as the Konigsberg passengers were all on board, and their baggage-carriage attached, we started on again. Soon after, I went into the guard-carriage, and sat down. An early train from Konigsberg had been through two hours before reaching Bromberg, and that was at Little Oscue, where we took on board the Western mail.

"How we go!" uttered one of the guard, some fifteen minutes after we had left Diraham.

"The new engineer is trying the speed," I replied, not yet having any fear.

But erelong I began to apprehend he was running a little too fast. The carriage began to sway to and fro, and I could hear exclamations of fright from the passengers.

"Good heavens!" cried one of the guard, coming in at that moment, "what is that fellow doing? Look, sir, and see how we are going."

Looked at the winders and found their thanks and see how we are going."

Looked at the winders and found their thanks and see how we are going."

Looked at the winders and found their thanks and see how we are going."

Looked at the winders and found their thanks and a paper and having taken out the Western mail to carry along, we saw that Kroller was properly attended to, and then started on.

The rest of the trip we ran in safety, though I could see the passengers were not wholly at ease, and would not be until they were entirely clear of the railway. A heavy purse was made up by them for the German student, and he accepted it with much gratitude, and I was glad of it; for the current of gratitude to him may have prevented a far different current of feeling which might have poured upon my head for having engaged a madman to run a railroad train.

But this is not the end. Martin Kroller remained insensible from the effects of the blow nearly two week's and when he recovered from that, he was sound again, his insanity was all gone. I saw him about three week's afterwards, but he had no recollection of me. He remembered it, and I remember it still ; and the

"what is that fellow doing? Look, sir, and see how we are going."

I looked at the window, and found by a crazy engineer.

But I remembered it, and I remember it still; and the people need never fear that I shall be imposed upon again by a crazy engineer.

Medical.

never before travelled on that road. Posts, fences, rocks, and trees flew by **MATTISON'S** in one undistinguished mass, and the carriages now swayed fearfully. I Pancreatic Emulsion of Cod Liver Oil started to my feet, and met a passenger LACTO-PHOSPHATE OF LIME in cases of Consumption, Coughs, Colds, Hoarse-ness, Bronchitis, Scrofula, Chronic Rheumatism, General Debility, Wasting Diseases of Children and on his way to Berlin. He was pale and "Sir," he gasped, "is Martin Kroller

that we were dashing along at a speed

on the engine?'

"Yes," I told him.

steam power. I saw him at the stati

The whole fearful truth was now

open to me. The speed of the train

Nearly every person that has taken any preparation of Cod-Liver-Oil, knows hew very liable it is
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to science, in the treatment of any of the above "Holy Virgin! didn't you know "Know?" I repeated, somewhat puzzled; "what do you mean! He he was an engineer. We had no one FOR SALE BY ALL DRUGGISTS. "You took him !" interrupted the \$1 per Bottle. Six Bottles for \$5. Trial size 25 cts.

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ALL DISEASES
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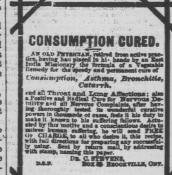
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Zaw, etc.

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Il persons having claims against the Estate of late James Stothart are requested to render same, duly attested, within 8 months, and all sons indebted to the said Estate are requested to ce immediate payment to Wm. Scott who is duly horized to receive then. MARY STOTHART, Executrix. George I. Wilson Executor. LAW BLANKS

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All kinds, for sale at the Miramichi Bookstore.

10 be sold at Public Auction, on FRIDAY, the 4TH. DAY OF JULY, next, in front of the gistry office, Newcastle, between the hours of 1: ATH. DAY OF JULY, next, in front of the Registry office, Newcastle, between the hours of 12 noon and 5 o'clock, p. n:
All the right, title and interest of George Loggie in and to all that certain piece or parcel of Land, lying and being in the Parish of Chatham, County of Northumberland and bounded as follows:
Westerly by lands owned and occupied by Wim. Grey, Southerly by the Napan River, and by marsh land owned by Alexander Loggie, Easterly by lands occupied by David Loggie, and Northerly by the River Boundry of the lot of land and lands owned by John Loggie—being the piece of land and premises at present occupied by the maid George Loggie and being part of the lands for Missiry owned by the late Robert and George Loggie, deceased, containing—acres more or less.

The same having been seized under and by vir-Loggie. Sheriff's Office, Newcastle, March 24, 1879. JOHN SHIRREFF,

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THOS, F. RAYMOND St John, July 9 1877.

Travelers' Column.

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ON AND AFTER MONDAY, 18th NOVEMBER, 1878, until further notice, Trains will run on this Railway, in connection with the Inter-colonial Railway, daily, (Sundays excepted) as GOING SOUTH.

NO.1 No.2

EXPRESS. ACOMPOSITIONS.

Chatham, Depart, 200 a m. 9.50 a m.

"Depart, 200 a m. 10.20 "

Chatham, Arrive, 3.20 " 10.40 "

Chatham, S.20 " 11.10 " GOING NORTH. STATIONS.
Chatham,
Depart 4.30 p.m.,
Chatham June, Arrive, 5.00 " 12.10 a. m.

" Depart, 6.20 " 12.90 "
Chatham,
Arrive, 6.60 " 12.90 " The above Tables are made up on St. John (or Miramichi) Time. All the above Trains stop at Nelson Station, both 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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For the last four years, and are now offering to the farming community this, the BEST MOWER combining greater excellence of mechanical simplicity together with greater durability and entire reliability for all the requirements of the field, than any other Mower extant.—In construction they are similar to the celebrated Walter A. Weod's Iron Frame Mower, and the Richardson Buckeye, both American Machines. Of the former there are over 200,000 in use, and the extraordinary number of 20,000 were manufactured and sold last season, by the Wood Company of United States. We have over 500 off our manufacture now in use, every one of which (no exceptions) stands as a monument of the grand and unprecedented success of home manufacture and our enterprise. A list of our Agents in this section of the Province will be found appended, and farmers are requested to ask information of them relative to our Mowers in use in their respective localities, which will establish beyond doubt their unquestisnable superiority over any other mower to be had in our market.

The facility of procuring all parts or pieces withen a nominal length of time must show beyond the shadow of a doubt the claims such an enterprise. For the coming harvest of 1877 we will manufacture LARGLY in excess of our numbers of last season, and trust that our growing enterprise may find such inducements held out to it as will be commensurate with its merits.

Let it be remembered we bave no hesitation at all times, in entering our market.

WE GUARANTES OUR MOWERS TO BE INFE-RIOR TO NONE. Farmers would do well to enquire prices and terms before purchasing elsewhere.

AGENTS: Campbellton—Malcom Patterson, Dalhovsie—David Ritchie, Bathurst—Charles Ross, Newcastle—Stephen Y. MITCHELL. Doaktown—Robt. Swim & Son.

M'Farlane, Thompson & Anderson. P. S.—Various patterns of the most improved HORSE RAKES to be had of our Agents, CHEAP.

Fredericton, June 5, 1877.

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am now prepared to supply the Public with Superior Quality of Doors, Windows, Blinds HOUSE FINISHING,

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Chatham, N. B. 4th April, 187

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