TERRIBLE RAILWAY ACCIDENT THE Intercolonial Railway has been very unfortunate of late, accidents when going head-first.

Succession, notwithstanding the fact that the regulations to guard against mishap on the Intercolonial are said to be equal to those of any other line. The last accident was of the most serious character resulting in terrible loss of life. It occurred at a distance of about eleven miles from Newcastle, who died before reaching Newcastle, and the succession, notwithstanding the fact that the regulations to guard against mishap on the Intercolonial are said to be equal to those of any other line. The last accident was of the most serious character resulting in terrible loss of life. It occurred at a distance of about eleven miles from Newcastle, and the defore reaching Newcastle, and the defore reaching Newcastle, and the defore reaching Newcastles and hands seriously burns on the fact that the regulations to guard against the regulations to guard against the regulations to guard against mishap on the Intercolonial are said to be equal to those of any other line. The trains kept the track with the exception of one and a quarter miles north of Beaver Brook station. I don't know for what. I jumped off to go to protect the train who died before reaching Newcastle, and the deriver can be a distance to the work of some of them. Those interest of the wind and some and a quarter mile and the collector at Chatham, we cull them the Collector at Cha following one after the other in quick a mile or so north of Beaver Brook. The facts, as we have gleaned them, are as follows. On Saturday morning, between the hours of twelve and one o'clock, the express bound south stopped near Beaver Brook to get up so on account of the engine not steaming well. In order to protect the train, Conductor Olive sent out brakemen to place torpedoes, and as soon as steam was raised, the whistle sounded a recall, and the men came in, taking the precaution, however, to leave two of the torpedoes at the furthest point. Apparently there-

TELESCOPING THE PULLMAN "MONC-TON." crashing through the wash, smoking and drawing rooms, and sections

Duporte, of Montreal, was lying in a half reclining position in last berth of car. He was thrown forward about ten feet, escaping with bruise side and shoulder The tender teles coped the Pullman far enough to but up against and smash the wood wo k of berth number nine, but slmost miraculously every occupant of the sleeper escaped, which was due in a great measure to the fact that the express was moving in same direc tion, which broke the force of the collision. Be; th nine was occupied by Mr. W. J. Morrison, of Morrison Bros., Manufacturers of machinery Toronto, and Mr. W. H Boifuiellet. of Montreal. These gent emen es caped with a few bruises and cuts Occupants of number eight escaped uninjured. In number seven. the gentleman occupying it was cov ered with debris, but was unhurt to any serious extent. The same pro vidential hand watched over occupants of three, six and five, those in the latter being a newly married couple, from Montreal. Mr. Leckie of Sherbrooke. P. Q., was in number three. The Pullman Conductor, H E. Hinds, Mon real, was standing in the aisle, and was thrown into a sea

From the broken tender a flood of water swept the Pullman, and as the lamps were extinguished the horror of the situation can be imagined. The Porter fully believed that they

FALLEN OVER A BRIDGE, and that the water pouring through the Pullman was the current of some river, and with this thought in his mind he made a dash for the door. For a time the passengers were really

ctors Smith and McLearn, who on arval did all in their power to alleviate the sufferings of the poor fellows, which was all that could be done.

There were about twenty workmen on

a good head of steam, having to do which would draw tears to the eyes of the a signal from the engine calling me back. most hardened. He died in about an hour I left both torpedoes fastened to the after. Poor Fraser had breathed his last track at the other point. Another right. I have known torpedoes miss ex-

earnings for a living.

On Saturday A. A. Davidson, Esq.

Coroner, empanelled a jury consisting of C. C. Watt, (foreman,) Donald Suthernd, E. Lee Street, John Maltby, H. D. Harper, Thos. J. McEwen and James O. Fish. After being sworn in, the jury viewed the bodies, inspected the wreck at the station, and then repaired to the ffice of the Coroner. The first witness was HENRY E. HINDS,

onductor of the Pullman car. His evi-ence does not furnish anything additional to the facts already related, with the exception that after the collision ocarred he ran into a first class car and rocured a lantern, and then returned to opened. ook after his passengers.

Owen McGinty, driver of the express engine, corroborated the statement that the engine would not steam well; the engine stuck when it reached the up grade about two miles north of Beaver Brook, where a stop was made for some ten or fifteen minutes to raise steam. He stated that he heard conductor Olive send his men with signals a red lantern and torpedoes; that when steam was raised he gave the signal of five whistles for the men to return, and started as soon as the conductor gave the signal. The principal part of his evidence is govered in the account already given. He stated in addition that the engine he was then driving was a special, leaving Bathurst about fiftee minutes after the express. Had crossing orders for Red Pine and Bartipog was informed by agent that he was clear of the express. Said when train reached down grade at McLean cut he put on brakes and steadied train to the foot of grade where there is a curve about two miles from Beaver Brook. At time of collision was in van; did not think the speed was over twenty miles an hour. After collision he went out with danger signals and torpedoes to protect train. He went back a mile and a half. (Witness then alluded to the collision, giving facts already mentioned.)

not usually used for express—out for freight, and did not have an air brake. He did not know what was the matter with the engine, and never saw an engine work as she did. The speed made was slow—from 15 to 20 miles an hour. A train was not supposed to follow another train sooner then fifteen minutes, and they were about that length of time getting up steam on the grade. He stated that Brown had been driving two or three months, and that Crossman had acted as fireman for about.

Said, had left Newcastle on Friday morning the word first, and had to return tender first, there being no turn table at Bathurst. Had he been informed at Bathurst that express engine would not keep up steam, thought he would have taken more care. Heard no torpedoes before the collision, being in the sistant Trackmaster, was next witness. No new facts were elicited. He closed have taken more care. We must not be severe shock caused by the severe scalding. I hatribute the death of all three to the severe shock caused by the severe scalding. I heard none of the men say, "that John van ing I heard none of the men say, "that John van it is stant Trackmaster, was next witness. No new facts were elicited. He closed have taken more care. We and not the engine of a stormy night.

W. M. Thourson, of Moncton, brakem diving two or three months, and that the men were solven when he saw them at Bathurst sober when he saw them at Bathurst better trum from the return from the severe shock caused by th

ifreman of express, did not elicit any new particulars.

ALFRED E. OLIVE, conductor of the express, being sworn, said:—I was conductor of the express. It left Campbellton 18 minutes late. Owen McGinty of the contraction of the left of the special, of which no notice was taken. When train was close upon them, they all jumped. The balance of his evidence related to matters after the collision, nothing new being elicited.

JAMES E. PRICE, District Superintendation of the special, of which no notice was taken. When train was close upon them, they all jumped. The balance of his evidence related to matters after the collision, nothing new being elicited.

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JAMES E. PRICE, District Superintendation of the special of

ting a per centage from the vessel. The eason begins in October and closes in April. An average seaman's work is from 500 to \$40.00. Some diseased. There are thrifting a behind time—left that places \$4.000 to \$2.00. Some diseased. There are thrifting the per who have earned vessels, or their own. At \$1.50 per hundreg this season's work, they asser, is and the order of the engine struck the Pullman tender. I tumped of the average season's work, they asser, is and to work of one-half, and the men claim that they must quit fishing altogether. The return of the flee was the topic of the spread of danger of dangers, tested the operator at Newcastle. It was on the siding of the skip per who have earned vessels, or the large of the skip per who have earned vessels, or the large of the skip per who have earned vessels, or the rough of the same they was informed by station agont that they must quit fishing altogether. The return of the flee was the topic of the surface of the spread of the street to-night. A public meeting, to be held to-morrow evening in the City Hall to discuss the fishermen's interests, is talked of to-night.

George J. Torr & Co., who bought the six trips of fresh shis. 200,000 pounds, or the large and the train started slowly. We had not got more than two ould make up some lost time to Newcastle and the mer claim would be there, if she had arrived, and he aswering in the City to sake the flow of the struck and between the first prompting the constraint of the proper of the same flow, and a sent time to Newcastle and the time I expected the train time to Newcastle. Is aked the operator at Newcastle and arrived, and he as a struck the Pullman and the time I expected the train the time I expected the train the time I expected the train the time I expected when the fine I connection what the fuels are the consumption and the time I connection with the fuer from the time I connection with the fuer to make the consumption and the same place, and the time I connection with the fuer from the time I connect want the skipper's crised of soil prakeman James Frascr, of Camp Language and an late data from the skippers have that if the other skippers have to all engaged in the fish bosiness in this year came in the mediate contact with the Miller drawbar, which profile in the France and the carry of the action taken by the Observe at a many above was in type we learn that the "Right of the carry of the early in the same than the skippers have the action taken by the Observe at a many above was to all engaged in the fish bosiness in this Profile in the France and the carry of the action taken by the Observe and the carry of the skippers have to all engaged in the fish bosiness in this Profile is a state of that it is a second to be a second to be

has not the same facility for seeing as ton in time for the express train coming

who died before reaching Newcastle Station, said just previous to his decease—
"I'M DYING—TAKE ME HOME TO MY Brown and Fraser were taken to Graham's Hotel. The former was conscious when he arrived, and as Mr. Graham entered the car where he was he swild—"Is that you, Graham," in a tone which would draw tears to the eyes of the most hardened. He died in about an hour I left both tornedoes, fistened to fisher and put plenty of torpedoes. I went to five torpedoes. I went to five torpedoes. I went to five the driver to run the train with the engine he had the usual express to five the McNutt's special would be expected to run twenty miles an hour, his engine was also a freight engine. I would not say that McNutt was running beyond his proper speed when he passed Red Pine. I don't know that he exceeded his proper speed. I spoke to driver Brown on Bathurst platform that night, I also saw him at Red Pine when he signed a signal from the engine calling me back. I left both torpedoes fistened to the word of the mitution. Guy, Bevan & Co —31 vessels, 21,113 do to run twenty miles an hour, his engine was also a freight engine. I would nhis proper speed when he passed Red Pine. I don't know that he exceeded his proper speed. I spoke to driver Brown on Bathurst platform that night, I also saw him at Red Pine when he signed a crossing order; he was apparently all

raser leaves a wife and child in Campbellton. They were all young men, beween twenty and thirty.

Superintendent Price, who happened superintendent Price superintendent P tween twenty and thirty.

Superintendent Price, who happened to be here, attended to the disposition of the remains, which were placed in caskets to be forwarded to friends, the content of the remains, which were placed in the content of the remains, which were placed in the content of the remains, which were placed in the content of the remains, which were placed in the content of the remains, which were placed in the content of the remains, which were placed in the content of the remains, which were placed in the remains of the remains, which were placed in the remains of the remains, which were placed in the remains of the re furthest point. Apparently therefore, everything possible was done to guard against accident, the men in charge of the express having no idea that a train was following and almost upon them until the rumbing of its wheels were heard, and soon after it was seen approaching (dimly seen on account of the snow storm then prevailing) upon which the men prevailing) upon which the men prevailing) upon which the men then prevailing) upon which the men prevailing) upon which the men then prevailing the express was just a moment or two too late in moving off, for, in another instant a train, tender lead, in g. rashed into the rear of the express was just a moment or two too late in moving off, for, in another instant a train, tender lead, in g. rashed into the rear of the express, and the curve about a quarter or a mile, or between that and a half mile distant with two white lamps showing. It is add the set of the graph of the state of the project of the propose of the express was plus to a write the provided provided the train to stop, and shoulded to the driver of fireman could of the men was referred. God grant that in the truncation of the project o undertaking being carefully done by Mr. Thos. Malthy.

around the curve about a quarter of a badly scalded. I administered an opiate. The scale of the gave him a stimulant. Then I distant with two white lamps showing. on Monday. The late driver was son of the late Rufus Brown, and it appears was a widower. Crossman leaves a widowed mother and sister, who depended on his a widower. The late distance at which we first detected mother and sister, who depended on his late a propage for a living.

In 130 or 200 yards if an unexpected obstacle was met. All our lamps on the obstacle was met. All our lamps on the mother and sister, who depended on his late distance at which we first detected the approaching train. There could not have been a proper leakout or they would be a propage for a living.

McLearn, and then proceeded as 1010ws:

There we found brakesman Fraser lying on the floor in a semi-conscious state from a heavy shock, his face and hands the proceeded as 1010ws:

boards, etc., 125,954 pieces palings and laths, 12,000 shingles, 213,900 pieces the distance at which we first detected from a heavy shock, his face and hands the proceeded as 1010ws:

Note and the proceeded as 1010ws:

There we found brakesman Fraser lying on the floor in a semi-conscious state from a heavy shock, his face and hands badly scalded; he seemed to be dying.

the approaching train. There could not have been a proper lookout or they would have seen our signals and avoided the collision. I did not see the train on Bathurst siding or along the road any place as we passed. There is a standing rule that freight trains shall not exceed in about the same condition as Fraser, but talked a little. After a short time driver and conductor are each responsible for the rate of speed at which the train is run. I don't know whether the conductor has authority over the driver any one of them. As conductor has authority over the driver in this respect. Torpedoes and danger signals are always kept in the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of the rear car of overwite the rear part of of the rear car of every train and every train is supplied with them.

The inquest was adjourned till Monday, then at the appointed hour, the Court reopened. The first witness was DAVID MCNUTT, very much of feeling cold although clos WM. H. DUPORTE, of Montreal, Pullman porter, testified to some of the facts
liready related concerning his escape.

Owen McGinity, driver of the ex
Owen McGinity, driver of the exthe angine he was then driving was lision, giving facts already mentioned.) We could not at any time feel any pulse and usually used for express—but for Said, had left Newcastle on Friday morn—I attribute the death of all three to the

rossman had acted as fireman for about to place torpedoes, that Humphrey went again on Tuesday, at 10 a. m. out with signals, and that signals were at the hour appointed yesterday testimony of Wm. T. Sawyer, made to the special, of which no notice Court met, but adjourned again till 7 p.

For a time the passengers were really ignorant of what had happened. The ignorant of what had happened. The passengers in the other cars, (among whom was the Hon. A. A. Davidson, of this town) were pretty well shade in the production of the stown was a self-only lady in the Pulman was as self-possessed as might be expected underly passengers were really ignorant of what had happened. The believe of the express. It left Campy whom was the Hon. A. A. Davidson, of this town) were pretty well shade in regular expression, and it is only saisfactorily composed to the pollution of the best witters and the productions of the albest witters and the production of the production o

only difficulty with her that I know of. With the tender in advance the driver Bathurst, and could not reach Campbell-

this way. We had no spare express en

would expect the driver to run the train statement had been prepared. with the engine he had the usual express Guy, Bevan & Co -31 vest

a few minutes previously.

Brown and Crossman belonged to Moncton. They were both unmarried, the latter leaving a widowed mother.

Fraser leaves a wife and child in Campbellton. They were all young men, bebacks, 2,471 ft. cloth boards, 570,000 box which have been done in a most work-

Balance due depositors 1st July, 1882. we administered morphine at once. As soon as we made them as comfortable as Deposits to 15th Nov., 1882, 17,175

Add 5 per cent. Dominion Stock 4,700

Bal. due depositors \$87,533 77

GEORGE MOFFAT & Co.-Loaded 17 vessels, 10,827 tons, carrying 7,410,849 sup. ft. sawn lumber, 14,800 pieces palings. 6½ cords lathwood, 3119 tons timber. R. A. & J. Stewart.—6 vessels, 3741 N. S., which is rather surprising, that cons. 3,118,000 sup. ft. sawn lumber, 397 tons. 3,118,000 sup. ft. sawn lumber, 397

George Dutch.—2 vessels, 589 tons, JOHN FRASER, JR.-3 vessels, 1459 tons,

J. D. Sowerby.-1 vessel, 623 tons, 538,184 sup. ft. sawn lumber. J. P. Mowat.--1 vessel, 473 tons, 415. 899 sup. ft. sawn lumber. CARVELL, MCKEAN & Co.-1 vessel, 640 tons, 550,508 sup. ft. sawn lumber.

She made her running time for the first engine at Campbellton to send out with The increase in deals etc., is over two pulled off. A few days ago one of the Fire.—Mr. Alex. Atchison's barn, out-It was after that she combened to lose steam. That was the been delayed at a smash which had taken and laths a falling off of 105,000 pieces; was favelily pulled out. The same thing fire on Tuesday night was favelily pulled out. The same thing off ast week, with being repeated after the damage had been repaired. The fence in front of the

The introduction of the new and andsome pipe organ into St. Andrew's sitated some changes in the building, tive. We are sorry that want of space prevents us from entering into a de-The congregation held a tea meeting on

BLACKWOOD'S EDINBURGH MAGAZINE for November has the following list of contents:

-" The Ladies Lindores; False Coin in Sacred Hermeneutics; The Factor's Shooting; Baghdad on the Queen's Birthday; Smith & Sons, but would not as he thought they had done damage enough. Dutch Seaside: Resemblances in Literature; Jewish Tales and Jewish Reform; The late Campaign."

The periodicals reprinted by THE LEONARD SCOTT PUBLISHING Co. (41 Barclay Street, The value of grindstones exported in 1881 was \$20,900, which shows an interly, Edinburgh, Westminster, and BRITISH QUARTERLY REVIEWS, AND BLACKwood's Magazine. Price \$2.50 a year for any one, or only \$10 for all, and the postag

Important Fisheries Decision. An important decision has lately been Withdrawn to 15th Nov., 1882 12,090 07 delivered in New York by Judge Nilson of the United States Court. In a suit brought against the Providence Steamer Company, the Judge decided that Long Island Sound is not partly in the PORT OF CARAQUET.

Messrs. K. F. Burns have shipped from this port during the season of 1882, 3,312,804 sup. ft. deals etc. 21,000 effect of this decision, if sustained, will be to throw the valuable fisheries in the Number of vessels loaded 7 aggregating.

Number of vessels loaded 7 aggregating.

Partly in the State of Connecticut, but of Dalhousie, N. B.

In Campbellton, N. B., on the 24th of Dalhousie, N. B.

In Campbellton, N. B., on the 24th of Connecticut, but of Dalhousie, N. B.

In Campbellton, N. B., on the 24th of Dalhousie, N. B.

Nov., 1882, by the Rev. J. C. Herdman, be to throw the valuable fisheries in the N. B., Colporteur of the B. A. Book & Shippelat lately. be to throw the valuable fisheries in the Sound open not only to the fishermen of the United States, but of Canada. Heretofore the fishermen of Connecticut Co. Bonaventure, P. Q.

By the deast etc., 21,000 be to throw the valuable fisheries in the Sound open not only to the fishermen of the United States, but of Canada. Heretofore the fishermen of Connecticut Co. Bonaventure, P. Q.

By the deast etc., 21,000 be to this decision, it sustained, with the station here station here station here station here station here shingled lately, which has decidedly improved its appearance. Other improved its appearance. Other improved its appearance of Figure 1. Co. Bonaventure, P. Q. and those of New York had the monopo-

ly of them.

There is a coal famine in New Glasgow. John McNark.—7 vessels, 2335 tons, 2,098,692 sup. ft. sawn lumber, 36 tons timber.

Chronicle" says it is no uncommon thing to see people borrow a basketfull from their neighbors to cook a meal, or to keep themselves warm. Coal is sometimes. what scarce in Newcastle. During the wood for mel on that account. Those who secure their coal early in the summer take the wiser course.

LITTEL'S LIVING AGE FOR 1883. This

was forcibly pulled out, the same thing fire on Tuesday night of last week, with contents, valued at between three and

A contract has been entered into with sto astery at Niagara Falls. K. J. McKenzie, Druggist, of Pictou, so bad after all.

Woodley's shoe factory at Quebec was Insurance \$50,000.

cow. Three men on the cars were killed mises here we look for in vain." and a number wounded. The Postmaster General has decided

udents attending St. Joseph College, tailed description of these changes. Memramcook, "and still they come. The convent is likewise well filled.

At a meeting of the shareholders of the Bank of Nova Scotia, recently, a resolution was passed authorizing the directors to amalgamate the Bank with the Union Bank of P. E. I., the capital to be increased to an amount not to exceed \$250,000: also to reduce the par value of weeks. Experience, in Ferria and the shrine of the god Mismanagement. If ever a minister had a reason to feel thoroughly ashamed of his administration that man is the Right Hop. Hugh Childers, Secretary of State for War. The tales I could teil you after a few weeks. \$250,000; also to reduce the par value of weeks' experience in Egypt would the shares from \$200 to \$100, making make the blood of the British taxpay

double the number. ticultural hall of the exhibition building the horses lost by the British cavalry was burned. At the fire the police ar- during the campaign, nearly all fell rested two lads, named Smith and victims to starvation, or exhaustion Schleyer, on suspicion. Smith states that Schleyer set fire to the building, and and Navy Gazette

Its certainty-To cure Dyspepsia and liousness is not speculation, but is proved with letters from persons of high respectability constantly coming in. ZOPESA is an absolute cure. Nov. 8-1m.

Married.

On Tuesday, 21st, at St. John, by the Rev. G. Osborne Troop, Rector of St. James' Church, Percy Henry Wilbur, to MINNIE RICHARDSON, both of Bathurst,

At the residence of the bride's mother New York City, Nov. 16th, by Rev. J. H. Long Island Sound is not partly in the territory of the State of New York and treal, to Mary Ethel, eldest daughter partly in the State of Connecticut, but of the late John Lambert Barberie, Esq., that it is a portion of the Atlantic ocean. of Dalhousie, N. B.

In Campbellton, N. B., on the 24th the Transcript as follows: -Our plea-

laughter of the late John Scott Esq., of on the 23rd inst., by the Rev. Allan Simp-on, Maggie, eldest daughter of John

Died.

At Maple Green, very suddenly, on Monday morning. 20th Nov., Mr. John Robinson in the 70th year of his age, leaving a wife and numerous family to mourn their irreparable loss.

On the 25th Nov. 1882, of injuries re- A large number of people whose

san'ly whiskers. Has a scar on his forehead, in the hair, and another on his hand above the forefinger. His name is Alex. Cooper; is a shoemaker by trade, and is subject to attacks of quinzy sore throat. His stepfather's name is Thomas Lorrie: his mother's maiden name was Catherine

MRS. ALEXANDER COOPER.

McCole. Any information respecting him

will be gladly received by me.

Insurance Loss at Lloyds.

So heavy have been the marine in surance losses from which Lloyds have suffered that we hear that as much as £750,000 has lately been paid

stone Administration.

LONDON, Nov. 24.-The Marquis of Salisbury, in an address before the Scottish Conservative Club at Edin-PORT OF CHATHAM.

Not having received the returns from Not having received the returns from Church also bears marks of this species have established "Snow Drift" Lodge, Government with having adopted its predecessor's Egyptian policy. strongly denounced the action of the Government towards Ireland and con-THE POPULAR DIAMOND demned the Arrears of Rent Act. He had, he said favored the schemes of peasant propriety that were now im possible, as church surplus funds have been otherwise disposed of. He, stigmatized the vagueness of form at Buffalo to erect a \$75000 mon-stery at Niagara Falls. fees I do not often envy the United States, but their institutions possess one feature which appears to as succeeded in ripening green grapes subject for greatest envy, namely, the open air. Our climate cannot be their magnificent institution of a Supreme Court. If their Parliament passes a measure inconsistent with the destroyed by fire on the 23rd inst. Loss, including machinery and stock \$100,000. exists a court which will negative it at once, thus giving stability to the At Indian Pon 1, Newfoundland, a rail-way train was thrown off the track by a der the system of vague and vain proremarks were received with applause.

Starved in Egypt.

It is not a satisfactory thing to know that the deaths of many of the officers and men who have succumbed have been due to one cause-starva Mr. C. A. Doull, of Sackville, has been tion. "In many instances," writes a awarded the contract for the furnishings medical officer, "I know that the unwas an organ recital, for the purpose of of the Male Academy. The building is fortunate fellows were lett in the most testing the instrument. One who was present informs us that it was in every some structure.

One who was an organ rectan, for the purpose of the Mane Academy. The dutang to helpless state. I endeavoured by some structure. P. E. Island had its first snow storm nourishment for them-but none had this season on Monday of last week—a heavy one—the wires being broken there-by in twenty places between Charlette system became weakened; blood by in twenty places between Charlotte- poisoning set in; and the poor fellows own and Georgetown, and trains delay-

> er boil." Incendiaries have been at work at We have it on the authority of a On Thursday last the hor- cavalry officer now at Cairo, that, of

> > Ireland's Troubles

London, Nov. 24.-It has been officially reported to the Government that widespread distress in Ireland is feared this winter. The districts most seriously affected, through want of employment on farms and the failure of the potato crop, are Sligo, Ballina, Swinford, and the greater portion of Galway. There is much destitution in West Clare and Connaught. Owing to a continuously heavy demand upon Irishmen in America to support the Land League, there has been a considerable decrease in the remittances to the struggling natives in Ireland. This has reduced many natives to the condition of being unable to purchase new seed.

IMPROVEMENTS AT BATHURST STAprovements are going on such as the enlargement of the Doucett House, At the residence of the bride's mother, kept by the proprietress Madame Dou on the 21st inst., by the Rev. William cett. Being affably disposed and ob-Aitken, MR. John Scott to Jane, only liging, her house is well patronized by liging, her house is well patronized by the railway employees. Many travellers find this place convenient, and At the residence of the bride's father, call for tea on their way north by accommodation trains, especially those who travel on Conductor Armstrong's Ross, to Captain Alfred Ellis, of Bathtrain, as they are sure to get special attention. Another restaurant is being fitted up by A. Gelont, formerly of Rodgerville station, who expects some of the increasing patsonage of the "boys."

It is announced by a telegram from Glasgow that the liquidation of the Standard weekly magazine, now nearly forty years old, continues to afford the most convenient means of keeping informed in the best ilterature of the day, and abreast with the most eminent writers. It gives an amount of reading unequalled by any other family and friends to mourn their loss.

On the Richibucto Road, on the 12th inst., after a short illness, William Dunn, aged 47 years, leaving a large family and friends to mourn their loss.

On the Richibucto Road, on the 12th inst., after a short illness, William Dunn, aged 47 years, leaving a large family and friends to mourn their irreparable loss.

On the Richibucto Road, on the 12th inst., after a short illness, William Dunn, aged 47 years, leaving a large family and friends to mourn their irreparable loss. City of (+lasgow Bank is closed, and