General Business.

NICOL'S GOODS

MAKE SUITABLE

CHRISTMAS PRESENTS.

Moccasins,

Fancy slippers,

Fine Overshoes,

Kid Boots,

&c., &c., &c.,

GOLDEN BOOT.

CAUTION!

The subscriber would caution persons about purchasing

SPECTACLES,

to come or send direct to

The Medical Hall,

as he keeps the only

Diamond Cut Spectacles

in Canada. Every pair is plainly stamped,

MACKENZIE, CHATHAM,

on the frames. I would refer intending purchasers to the many hundreds of persons whom I have suited during the last eight years. I employ no Agents or Peddlers and sell cheaper than any other House in New Brunswick.

J. B. B. F. MACKENZIE.

Medical Hall, Chatham, N. B.

ROYAL BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity strength and Wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. Sold only in cans. ROYAL BAKING POWDER Co., 106 Wall St., N. Y.

Teacher Wanted.

A Second or third class female teacher is wanted for District No 1, (Lower) Newcastle. Apply, stating salary, to

JOHN G. BROWN,
Sec.y. &c. Trustees

Lower Newcastle Dec. 10th 1888. 1-3*

Teacher Wanted.

For District No 2, Newcastle, (Moorfield) Second class Female—age from 25 to 30 preferred—apply to

WM. GRAY. SEC'Y.

Teacher Wanted.

A SECOND CLASS MALE TEACHER is wanted for District No 4, Chatham. Apply stating salary expected to

Dennis Sullivan.
Sec'y to Trustees.

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.	60,274,650,00
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.

X'MAS 1888 X'MAS.

Hurrah for X'mas!

CALL AT THE

NEWCASTLE DRUG STORE

To Buy Your X'mas Presents!

WHERE YOU WILL FIND

The Best Assortment of Fancy Goods ever shown in Miramichi.

CONSISTING IN PART OF

LADIES' AND GENTLEMEN'S DRESSING CASES, in Plush, Leather and Amber;
LADIES' COMPANIONS, in Plush and Leather;
GENTLEMEN'S SHAVING CASES, in Plush;
PHOTOGRAPH FRAMES, in Plush and Bronze;
BRUSH AND COMB CASES, in Plush; ranging in prices from $1.15 to $20.00 each;
CUFF AND COLLAR BOXES, in Leather;
GLOVE AND HANDKERCHIEF BOXES;
PORTFOLIOS AND WRITING DESKS;
WHIST HOLDERS, in Plush, Bronze and Celluloid;
MANICURE SETS, in Culluloid and Plush;
SMOKERS SETTS;
MUSICAL BOXES, OPERA GLASSES;

—Also, a Great Variety of—

PERFUMERY

IN FANCY BASKETS AND BOXES,

Just the thing for a X'mas present to give

YOUR BEST GIRL

—AS WELL AS—

A Great Variety of other Goods too numerous to mention.

☞ Don't Forget the place!

THE NEWCASTLE DRUG STORE,

E. Lee Street, - Prop.

Miramichi Advance,

CHATHAM, N. B. - JANUARY 3, 1889.

Give Us a Rest, Gentlemen.

We haven't much faith in the "good resolution" idea for New Year time, for it seems too much like the Sabbath piety of so many men who are more sharp than honest on week days; and we are also well aware of the feeling generally awakened by those who tender unasked advice. We, however, take advantage of the season of good will to suggest to certain of our big contemporaries that it is very unseemly for them to occupy so much of their valuable space in decrying and berating that alleged traitor and generally bad man, Mr. John V. Ellis, M. P., editor of the St. John *Globe*. People abroad, who read, from day to day, the tirades aimed at Mr. Ellis, and who may not have personal knowledge of the good character, standing and aimability of St. John editors generally—not, by any means, excepting Bro. Ellis—will, we fear, conclude that New Brunswick journalism is conducted in a very personal way, that the profession of journalism is not up to recognised standards in the province, and that either St. John has exercised wretched judgment in the choice of its parliamentary representative, or that his non-parliamentary contemporaries are jealous. Whichever of these conclusions may be arrived at, it is clear that St. John and St. John journalism cannot gain much credit therefrom, and the strangers who are led to such conclusion will infer that if the press of the commercial metropolis is not up to the mark in its respect for the profession, the country papers must be "frightful examples" of the *Eatanswill Gazette* class of publications. In the interest, therefore, of the what some old-fashioned newspaper men still hold to be the correct thing in this respect, and for the sake of the good old times when St. John's leading papers were cleanly in their treatment of contemporaries and, especially, for sake of the good name of the city, on the taste of whose people the policy of abusing Mr. Ellis is a reflection, the New Year suggests that resolutions of future amendment be made. Mr. Ellis is believed by many people, both in St. John and elsewhere throughout the province, to be a man possessing the courage of his convictions and as much love for Canada as those who pose as being far more loyal than he. If, however, he is not so his fellow-citizens will not the sooner find it out by the policy of abuse adopted by his fellow-journalists, who, in the interest of their papers, should recognize the fact that sensible people only smile at the frenzy into which they lash themselves at times over the sayings, doings and suspected opinions and motives of St. John's best-abused editor.

The Ship Railway.

Fair progress is being made with the preliminary work on the proposed Ship Railway across the Chignecto isthmus. About one hundred and fifty men are working on it and it is proposed to make the force two thousand as soon as the frost is out of the ground next Spring. Mr. H. G. C. Ketchum is the Dr. Lesseps of this important undertaking, but, unlike the distinguished French engineer, he has succeeded in having the success of his great work assured, before entering upon its construction.

New Brunswick Tonnage.

The shipping returns of New Brunswick for the year just ended, which we find in the St John *Globe*, show that there has been another falling off in our tonnage, greater than that of last year, but the outlook being now better than it was at the corresponding date in 1888, on account of the great improvement in freights, the shipping interest may be said to be again assuming a hopeful aspect, notwithstanding that it is all in the future.

The returns of new vessels registered at Chatham are as follows:—

STEAMERS.

Grip, 3, New Brunswick Trading Co.
Henrietta, 13, Geo. Dutch, Beaver Point, Restigouche.
Mascott, 48, Henry A Muirhead, Chatham, N. B.
St. Nicholas, 42, J. B. Snowball, Chatham, N. B.

SCHOONERS.

Dollie Dutton, 13, John Young, Tracadie, N. B.
Hope, 18, William Ferguson, Tracadie, N. B.
Mary Jane, 14, Theodore Savoy, Tracadie, N. B.

The tonnage on the Chatham registry books in the last two years was as follows:—

	1887.		1888.	
Rig	No.	Tons.	No.	Tons.
Steamers,	26	1,087	27	1,031
Barques,	14	10,044	13	8,424
Brigantines,	1	115	1	115
Schooners,	134	3,475	136	3,394
	175	14,721	177	12,964

The tonnage on the registry books of the whole province in the two years was as follows:—

	1887		1888	
	No.		No.	
Ports	Vessels.	Tons.	Vessels	Tons.
St. John	616	204,256	598	194,254
St Andrews	172	7,762	171	6,026
Chatham	175	14,721	177	12,964
Dorchester	27	18,749	23	17,785
Sackville	12	2,892	11	2,915
Moncton	11	2,573	11	2,573
Richibucto	15	4,170	17	4,294
Total	1028	255,123	1008	240,811

The number of vessels now under construction in the province is considerably larger than last year, though not as large as in any year before 1887.

The Two Very Lucky Men of Vancouver.

In Sept, M. C. Harell, a laborer, bought one twentieth of ticket No. 46,755 in The Louisiana State Lottery, and that number drew the big $300,000 prize on Oct. 9th. J. C. Proebstel owns half of this ticket, which entitles them to $15,000, which was deposited for collection with Wells Fargo & Co's Express, at Portland, Oregon, and was promptly paid by The Louisiana State Lottery at New Orleans, and the money is now in Portland ready to be paid over on proper receipt for it.—*Vancouver* [Wash, Ter.] *Independent*, Nov. 7.

English Dairy Methods.

THE CO-OPERATIVE PRINCIPLE IN THE PRODUCTION OF BUTTER.

COMPARISON OF THE FARM-HOUSE SYSTEM AND THE FACTORY SYSTEM—THE ENGLISH DAIRY MAID—A POLITE SUGGESTION TO CANADIAN FARM GIRLS.

Registered in accordance with the Copyright Act and published by permission of the author.

In the fact of changes in the conditions of British agriculture, referred to in a former letter, are found new problems to vex the British farmer. One of these problems, though a minor one, is a troublesome one. It is a difficulty of

FINDING GOOD DAIRYMAIDS.

One speaker at the Conference argued that this problem, simple as it may appear, actually prevented farmers making butter at all. Another speaker said he "advertised for a nursery governess and had twenty applications, and for a dairymaid, had only one!" What a pity, say we all, that the nineteen unsuccessful applicants for the nursery do not learn to handle the churn as well as the milk bottle, and so increase their fitness for a home, as well as chance for employment. Punch has touched upon this question:—Scene, a a farmer's daughter playing a piano accompanyment for her brother singing. Pausing, she says: "Do you know, Jack, mamma says I must help in the dairy; she helped when she was a girl. I told her I would rather go out as a governess."

"As to dairymaids, they seem to be almost as extinct as the dodo. Those to be obtained did not sufficiently know what ought to be their work," so remarked one disgusted farmer at the conference. Another insisted that the sooner they trained up good dairymaids the sooner they should produce in England the butter and cheese for which they "paid the foreigner £15,000,000 a year.

Have we not

A DAIRYMAID PROBLEM IN CANADA?

Are the farmers' daughters learning to make butter as their mothers did? Or, *under the changed conditions*, does not the mother find it easier to do the whole work herself than to initiate the daughters into the mysteries of the (old-fashioned) dairy; It certainly is true, in some parts of Canada, that, while the girls have opportunities which their mothers never had for acquiring graceful and pretty accomplishments, the mothers largely monopolize both the knowledge and practice of dairy art, and even, in some measure, of the household art. Girls, take the advice of one who will not willingly stand second to one of his sex in his appreciation of and admiration for lovely girlhood, and who will ask for our daughters every accomplishment that their hearts desire, or that will make them more than ever charming in the home. That advice is not to allow yourselves, from false ideas of life, to lose the golden opportunity of girlhood to profit from all the rich experience of mother, in the short time that you may have the privilege of a mother under the same roof that shelters you. Let not a delight in brilliant accomplishments create a disdain for the commonplace acquirements. In a word try to anticipate as a girl, your estimate, as a woman, of the relative value of what may be learned or acquired in the days at home with mother.

There are various ways in which

A REMEDY MAY BE APPLIED.

First, young people may be taught by means of schools, how to do dairy work. This question of dairy schools and the training of dairy maids may well be left for fuller discussion in a later letter

Second, parents should see to it that the more intricate rule-of-thumb process of days gone by gives place to the simplest and easiest process known to the progressive workers of to-day, and one best adapted to the changed conditions under which we are living. Make the age which gives you a sewing machine and an organ give you a dairy suited to the new conditions which those other things have helped to bring about. This can be done. I have in mind a mother who has provided herself with the best implements she can get, and has adopted the best process she can learn of. Having no daughters, she has made her youngest son most efficient help. He is now able to churn, wash and salt the butter (in the churn), leaving to the mother herself only the shaping or packing and the general oversight. Even the husband, whose whole life was on the farm, has now begun to take a considerable interest in the dairy work and begins to pride himself on having acquired some knowledge of the "art of butter-making." It is safe to say that under the old system and the necessity of skillful hand manipulation the mother would have been to-day doing the whole work herself, almost wholly unrelieved of even the more laborious part of it.

The next thing noticeable in the discussions in England was the fact of a strong inclination towards

CO-OPERATIVE DAIRYING.

This subject appropriately follows one just discussed. Having done the best we can with the home dairy, let us make the most of that great corrective of its deficiencies—the co-operative dairy. Let us see what our English friends have to say about this question.

One speaker favored "small dairying" because it had been more profitable than grain growing. His "corn" return (grain growing) "did not pay his labor bill." Prof. Long expressed himself as doubtful about the establishment of creameries, owing to the low price of dairy goods. He favored the Normandy system of buying up butter and "blending" it in a packing house. Others, however, favored co operation. Said one speaker:—

"It is next to impossible to manufacture a uniform sample of good butter in the farm dairies to compete with that made in factories; the building and fittings are quite unsuitable. If factories were established on large estates for the use of tenants, or else were on co-operative principles, either milk, cream or butter could be collected or delivered there in bulk and treated and distributed in accordance with the tastes of modern customers. Butter could be graded at the factory, and consumers would know what they bought, indeed, a local industry might be re-established where the factory system extended."

Another speaker, (Mr. Howman), also favored creameries, where the farmer would send his milk to be seperated, leaving the cream to be dealt with, and taking back the skim to use on the farm. He said:

"The great difficulty in competing in the butter market is caused by the butter that is made in farm houses being not only small in quantity, but variable in quality and color, and I am convinced that if we combined together and formed butter factories we should be in a much better position to compete with the foreigners who now cut us out in our markets."

Professor Sheldon, who is so well known in this country, was not at the conference last May, but in 1886 he read a paper on this subject which took a dark view

OF THE FARM HOUSE SYSTEM

in England. He confessed to having lost hope that reform was possible in home dairies.

"In theory," said he, "reform is within reach in practice it is not. We cannot well expect that the future will induce people to improve their dairy goods any more than the past has done; and if it be true that they have not, as a rule, improved them in the past, then it is pretty sure they will go on just about the same in the future. What then, must be done? I am not one of those who believe that the best of butter and cheese cannot be made, and is not made at the farm houses. I merely say this, that the great bulk of butter and cheese made in farm houses is not by any means as good at it might be, and as it ought to be, and I affirm my belief that it will be neither better nor worse, as a rule, in the future than it has been in the past. If I happen to be sound in this notion, it follows that

ONLY BY CHANGE OF SYSTEM

shall we be able to effect the needed reforms. And what must this change of system be? Many there are, and their number grows, who think and believe that cheese and butter factories provide the only systems under which we can attain the best results; and yet we are not dead to the fact that even they are not always a success. They fail, like other systems, if not well looked after, if the head man is not skillful and mindful as well. Sometimes they fail, but not often; and when they do, the cause is not hard to seek as a rule. I favor them because they save expense, and produce even goods, and take labor from the women at the farms, and pay fairly well, as things go"

I endorse Prof. Sheldon's remarks so far as they bear upon the advantage of the factory system. So far as they bear upon the home system and its future, there are two weak points. First, the home dairy is a fact and has a lease of existance that is indefinite, so far as we are able to see now. It is, and is likely to be, a large factor in the problem before us. The factory has not replaced the home dairy to the extent that men have expected, either in England or in Canada. Believing this to be true, I am an advocate for the improvement of the home dairy. Prof. Sheldon's reasons for believing it will not improve are not conclusive. Because things go on badly when no adequate attempt is made to improve them, is not proof that they will mend when the era of improvment sets in. There was a time, in the history of Denmark, when there was more need than prospect of improvement. There came a time when there was less need than realization of improvement. We need only to know that the home dairy is a permanent factor in our problem here, to realize the necessity of urging its improvement so far as improvement is possible.

While believing in the largest possible improvement of the home dairy, I would urge the largest possible

EXTENSION OF THE FACTORY SYSTEM.

While there may be difference of opinion as to what extent the factory system will supplant the older system, all are agreed that so far as the one has supplanted the other, or is likely to do so, so far has the industry been advantaged. While we must not fall into the error of looking to the factory system as a cure-all, we may safely regard it favorably as one of the most effective means of improvement at our hand.

The *Island Farmer* (P. E. I.) quotes in connection with the publication of my letters the following extract from the *Rural New Yorker*, bearing upon this question—"Co-operation is a step towards a

COMPLETE AND POWERFUL ORGANIZATION.

It encourages a wholesome and good-natured rivalry. It encourages strict and methodical business habits. It breaks down the petty jealousies and distrusts so common in farming communities, and so harmful to the best interests of the farmer. It encourages public spirit and enterprise. The farmer who has an interest in the creamery and can examine the books from time to time can easily see how his returns for cream compare with those of his neighbors. If his neighbor is beating him, he will be sure to carry his investigation still further, and see what breed of cows, what foods, what care are needed to even the returns. An intelligent creamery patron would certainly see the necessity of providing good roads, and conducting other needed improvements. By driving some of the selfish, self-interest feeling out of a farmer and developing public spirit, the co-operative creamery would work good results," Here followed a preference for the cream gathering system, which because it will be discussed in other connection, I do not quote here.

W. H. LYNCH.

Danville, Que., December 29, 1888.

A Remarkable Cure by a Seventh Son

According to a story told the St. John *Globe*, James S. Cosman of that city has been remarkably cured by a "seventh son" named James Logan of Gondola Point. Cosman has been covered with sores for four years and had been dismissed as incurable after five months in the Massachusetts General hospital. He came home to die, but three months ago he was advised to consult Mr. Logan. He did so, and the result was that he is a strong, hearty man to day, with no sore of any kind, and perfectly able to do a good day's work. When asked about Mr Logan's cure he said he charmed the sores away—that he was the seventh son, therefore had great power. He said he took him for nine mornings before sunrise and after spitting on his hands he rubbed the sores and then blew on them. They dried up in a few days and disappeared altogether. Several of the St. John market officials corroborated the statement made by Cosman. The latter said that so far as he could remember 39 doctors had given him up as incurable.

Next!

Fatal Railway Accident.

MONCTON, Dec 27.—Romaine Casey, an old man of about 60 years, was killed by the Halifax express this afternoon, at Cook's Brook railway crossing, six miles from Moncton. He, in company with two other teams, was on his way from Moncton to Casey Cape, near Shediac. His companions had crossed the track but his horse stopped on the track and the engine struck the sled, throwing the deceased about fifteen feet, against a stick of lumber, breaking his neck. The horse escaped without injury.

The train was immediately stopped and the remains were taken on board and brought here, where an inquest was held to-night. After the evidence of the driver, conductor and the companions of the deceased a verdict was returned "that the deceased came to his death by the sled in which he was driving being struck by the Halifax express, and that no blame is attached to the railway men in charge."

There were no marks of the injury on the body. The remains were taken in charge by friends and will be sent home, where deceased leaves a widow and growing family.

Children Cry for Pitcher's Castoria.

Not to be Trifled With.

A sensational breach of promise case, says a Halifax despatch, is on the tapis. The preliminary step was taken in Halifax on Friday, when a writ was issued from the supreme court at the instance of Alice M. Prince against Robert H. Tremaine, druggest of Amherst. Miss Prince the plaintiff in the suit, is a daughter of Mr. James Prince, city marshal of St. John. Between six and seven years ago, while visiting friends in Truro, N. S., she formed the acquaintance of Mr. Tremaine, who was then residing there. The acquintance ripened into love, and vows of eternal fidelity were exchanged. The two, so the plaintiff's friends assert, became engaged, and they were to have been married some time ago, but the defendant asked for a postponement of the wedding day, which was consented to by the plaintiff. Of late Miss Prince has had reason to doubt the faithfulness of her betrothed, rumors having reached her that he was about to unite himself in marriage with a Miss Craig, of Nova Scotia. She inquired of him if the rumors were correct, and in reply received a missive which breathed everything else but sentiments of love. In fact, he practically told her that he would have nothing more to do with her, and that it was useless for her to write to him, as he would pay no heed to her letters. She then determined to punish her faithless lover, and with that end in view proceeded to Halifax where she obtained the writ as before stated. As she has not yet returned we have been unable to ascertain the amount of damages she claims. Tremaine's father is said to be very wealthy.

Terrible Steamboat Fatality.

NEW ORLEANS, Dec. 25—Steamboat John H. Hanna, from Ouachita River with a cargo of 2,500 bales of cotton, was burned last night at Plaquemine. Of the 100 persons on board, only 14 are known to be saved. The Hanna was built in Madison, Ind., 1876, hailed from Louisville, Ky., was 377 tons and owned by the Ouachita River consolidated line. She was valued at $18,000; insured for $15,000. The burning was one of the most terrible river disasters that ever happened in Southern waters. About 30 persons perished in the flames and a large number who jumped overboard were drowned.

Among the lost are Captain J. S. Holmes, and First Clerk Samuel R. Powell. Their bodies were recovered. Capt. Holmes' body was terribly burned. Rob. Smith, the old pilot of the J. M. White, at the time she was burned, was a passenger on the Hanna, and was burned to death. His body was recovered. One of the deckhands, who escaped, says there were about 100 persons on board, and only about a dozen can now be found alive. The engineers and pilot were saved, all more or less burned, some seriously.

The steamer was coming down river just before Christmas day dawned. Several passengers were seated in the cabin having a merry time. Many of the crew and passengers were asleep when the fire broke out and spread with indescribable rapidity. The details of sufferings and death of some of the passengers are harrowing in the extreme. The boat had reached port a short distance above the town, when a negro roustabout at the boiler room ran out to the deck and shouted that the boat was on fire. John Cullen, striker, seeing flames bursting forth from big tiers of cotton near the boiler, ran hastily to the engine-room, gave the alarm to Engineer Merriman, who blew the steam whistles and rang the bells. In an instant the flames shot through the cabin over the sides of the cotton enveloping the entire boat. Clerk Powell saw the flames and heroically ran through the smoke which filled the cabin, trying to arouse the sleeping people. He kicked at the doors and in a short time almost everybody was awake. Then confusion, worse confounded, appeared. The frantic people ran to different exits, but the boat was piled with cotton. The passage ways were filled with smoke. Many dropped before they were able to get to the forward part of the boat and were dead when the steamer went down.

As soon as the smoke and flames began to show through the sides of the boat, Capt. Jolles, pilot; headed her for the shore. The boat ran into a bank, bounded away again and swung around drifting down as she burned. Captain Jolles swam ashore. Floating cotton, charred timbers and other debris filled the river. Many people were struggling desperately in the water. Some swam ashore, but the most were so badly burned or so thoroughly exhausted that they struggled but a few moments and sank.

As the boat struck the bank the crew and passengers on the forward end sprang ashore, some with scorched faces, and bruised limbs, many with scarcely any covering. Capt. Holmes and Rob Smith, the unfortunate pilot of the ill-fated White, were horribly burned, and died together on the river bank.

The unfortunates who reached the shore were taken care of. The City and Central hotels, and private houses threw open their doors and fed and clothed them until the morning. The steamer's books, papers, as well as clothes of the crew and passengers were lost. The boat burned to the water's edge and sank.

A Wonderful Midget.

THE SMALLEST WOMAN IN THE WORLD.

A reporter learned that there was a wonderful small midget on exhibition in a museum in Brooklyn. He went to see the wonder and found her more than even his most charitable thoughts had pictured.

Lucia Zarate is the name of this little lady, and she is now 26 years of age. It would be hard, indeed, to draw a comparative picture of her size, to give an accurate idea of her as she actually appears, but, when compared with other midgets, they seem veritable giants.

Lucia Zarate was born in Vera Cruz in January, 1863. Her weight is exactly four and one-half pounds, and she can be carried in a large ulster pocket with ease.

At the hotel Mount Severn, in Brooklyn, the little mite was seen with her mother and manager at dinner. She was propped up in a high chair, and ate with the minutest knife and fork imaginable, they being not more than one-half the size used by babies of ordinary size. Her teaspoon was similar in size to those used in sets of dolls' dishes, and yet it was in correct proportion to her size. A tiny glass goblet, not larger than what is known as a brandy 'pony," with a capacity of one fluid ounce, stood before her plate and was filled with water.

The reporter watched the little lady as she ordered her dinner from a bill of fare. She took a small portion of roast turkey, a little roast beef, some potatoes, green peas and the tiniest little cup of coffee in the world. From as careful an estimate as could be made, without rudeness, the reporter concluded that not more than four solid ounces of food were taken at that meal. A teaspoonful of wine poured into her little goblet completed her meal, after which she was introduced to the writer, Her gentlemanly manager placed his silk hat on the table and picked Lucia up. Carefully tucking her skirts around her ankles he placed her in the hat, the brim of which reached nearly to her waist.

"Do you think there is as small a being alive to-day as she?" he asked, as he looked proudly upon the little mite of humanity in the hat. "Do you think she has been misrepresented in any way as to the size?"

"She is certainly very small."

"True; and she is as large as she ever will be. She was seen in Brooklyn ten years since at the Academy of Music, and is even a few ounces lighter now than she was then."

Miss Zarate's little hand is a study for a sculptor. It is perfect in shape, yet so delicate and small that a diamond ring which she wears on one finger was so little that it would not go over an ordinary lead pencil. She has offered it continually for ten years past to any baby whose corresponding finger it will fit, but none have ever been found to claim it.

The little midget is very wealthy. She owns a large cattle ranch near Vera Cruz and has thousands of head of cattle upon all branded with her initials. She is bright, entertaining and interesting and is undoubtedly the smallest living person on earth. The late Gen. Tom Thumb, who was for so many years a wonder, was twice her height and weighed almost twelve times as much as Lucia.—New York Evening Sun.

"Wide Awake."

The Christmas *Wide Awake* is so bright and beautiful that Santa Claus may be suspected to have written and illustrated it himself; at any rate, some of the private doings of Santa's household have got into the magazine. "Goody Santa Claus," by Katharine Lee Bates, with its dozen jolly pictures, is a regular fireside chronicle of "Father Christmas and his folks. Margaret Sydney opens her new Peppers serial in this number. "The Peppers Midway," the irrepressible, irresistable, "Phronsie" coming to meet us in the opening sentence. This story will run through the year. J. T. Trowbridge in his serial, "The Adventures of David Vane and David Crane," opens the door upon a typical New England farmhouse family, where every member is a distinct character. Elizabeth Stuart Phelps (Mrs. Herbert Ward) contributes one of her best short stories, "The Toddlathwaite Prize." John Strange Winter, the author of *Bootles' Baby*, has a good story with a sweet lesson, entitled Yum-Yum: A Pug." Mrs. General Fremont has a remarkable account, "How the Good News came out of the West." Mary E. Wilkins is represented by one of her best fantastic stories, "The Silver Hen." Mrs. F. E. Butts has a naive story, called "Mussentouchit." Hjalmar Hjorth Boyesen opens the magazine with a splendid ballad of the North, "Inge the Boy-King," with a drawing by Howard Pyle. Mrs. Frances A. Humphrey furnishes a charming paper from Scotland, about "Pet Marjorie," written among the child's kinsfolk; the portrait of this famous little girl whom Sir Walter Scott loved so dearly, and whom Dr. John Brown has immortalised, will make the Christmas *Wide Awake* prized by thousands. Emilie Poulsson has a dainty poem, "Little Tree and Little Maid." Mrs. Whiton-Stone contributes a beautiful Christmas sonnet. Miss Amanda B. Harris tells the touching story of a captive eagle. Mrs. William Claflin gives the first of "Daisy's Letters to Patty." Mrs. Sally Joy White opens her series, "Cooking in the Public Schools," with a chapter entitled "Master Allen's Prophecy." Professor Starr's geological series, "A Long Line of Hills," opens with "The Labor of a Giant." Mrs Goddard Orpen's series, "The Stories of the Famous Precious Stones," gives an account of "The Regent." There are many other interesting features, the wonderful "Celestial Bear," and the new department of Crisp miscellany, "Men and Things."

Only $2.40 a year. D. Lothrop Company, Boston, Mass.

Milburn's Beef, Iron and Wine is prepared from fresh beef, soluble iron and pure sherry wine, combined with choice aromatics.

THE PEOPLE OF CANADA are rapidly attaining to a high standard of culture, and it becomes increasing difficult year after year to satisfy their refined taste for higher productions in art and literature. We know of no newspaper which takes such great pains and incurs such great expenses in the endeavor to serve its readers in these respects as does the MONTREAL WITNESS. Science is making rapid progress toward perfection in reproducing the masterpieces of art, and the WITNESS takes the fullest advantage of this on behalf of its subscribers. In former years it has supplied its readers with copies of some of the great works of masters; this year, with the help of one of the latest processes, it offers the subscribers to its daily and weekly editions, for twenty-five cents, a beautiful and accurate copy of that masterpiece of M Munkacsy, "Christ before Pilate," a great subject dealt with in a startingly realistic but sympathetic manner. The original of this picture sold for $120,000, and is constantly surrounded by spectators whenever and wherever exhibited. With high standards in art and literature the WITNESS, as everyone knows, has become a household word in Canada for high moral purpose, for unflinching steadfastness of aim in religious work, and for undaunted and unpurchasable independence.

It is a great misfortune for the young and middle aged to be gray. To overcome this and be young, use Hall's Hair Renewer, a reliable panacea.

A Big Fire.

MARBLEHEAD, MASS., Dec. 25.—Marblehead is on fire to night. The entire business portion of the town is in ruins. The fire started in Power's furniture store, and was the most extensive that ever visited the town. The people were panic stricken.

Dec. 26. (2 a. m.)—The fire is under control; seven acres were burned. Some sixty buildings were destroyed; loss $500,000.

Charles Choate, who broke a leg by jumping from a second story window, is the only person injured so far reported. The heat on all sides was intense—curbstones were cracked and crumbled, car rails were twisted out of shape, tall chimneys fell with terrific crashes, and boilers exploded with the force of cannons. The water was inadequate, and at times the steamers were unable to perform effective work. None of the manufacturers think it possible to rebuild this winter. There is a general feeling of depression in trade. Estimated loss is $800,000, with 15,000 men out of employment and many families rendered temporarily homeless. Thirty seven structures in all were destroyed, including manufactories, prominent blocks and business houses Thirteen of these are dwellings, 12 shoe factories, and 12 miscellaneous. Though the boundaries of fire are almost idential with those of the big fire of June 25th, 1887, the losses in last night's fire are nearly double these.

I. C. R. Freight Rates.

At a meeting of the Council of the St. John Board of Trade on 29th ult., Mr. Thorne, president, stated that he had received communications from Messrs Pottinger and Schrieber, with reference to reducing freight rates on lumber from the North Shore. He had written to Mr. K. F. Burns, asking him if the reduced rates would be satisfactory. He had received no reply from Mr. Burns, but it was his opinion that the rate would not be low enough, as, in conversation with Mr. Burns some time ago, he had informed him that he could not afford to pay more than $15 per car for deals. The rate named by Mr. Scriebner in his letter was $20 per car.

The communications from Messrs. Pottinger and Schrieber were read. Mr. Pottinger stated in his letter of December 19 that on the application of Mr. K. F. Burns the railway department had agreed to a reduction in the rates of freight on lumber from Bathurst and other points on the North Shore to St. John and Halifax, that is, on lumber which would be forwarded to those places for shipment during this winter up to the 30th April, 1889. The reduction, he stated, will be made by paying a rebate of $2.50 per car from the current tariff rate. After deducting this rebate the rate will be to St. John from Campbellton and Dalhousie, $25.50 per car; from Bathurst $22.50; Newcastle, $18.50. These rates are for carloads of 8000 superficial feet, board measure, and are, of course, open to the public.

Mr. Schrieber's communication on Dec. 21 stated that a special rate of $20 per car load of 20,000 lbs between Bathurst and neighborhood to St. John had been decided on by the minister of railways.

Mr. Pottinger sent in another communication in reply to a question asked by Mr. Estey, with reference to the rates of freight on canned goods from Richibucto to St. John and Halifax. The rates from Richibucto to St. John are, for small lots, 19 cents per hundred pounds, and for carloads 15 cents; to Halifax, 23 cents for small lots and 19 cents for carloads.

Mothers!

Castoria is recommended by physicians for children teething. It is a purely vegetable preparation, its ingredients are published around each bottle. It is pleasant to the taste and absolutely harmless. It relieves constipation, regulates the bowels quiets pain, cures diarrhœa and wind colic allays feverishness, destroys worms, and prevents convulsions, soothes the child and gives it refreshing and natural sleep. Castoria is the children's panacea—the mothers' friend, 35 doses, 35 cents.

UNPRECEDENTED ATTRACTION!
OVER A MILLION DISTRIBUTED.

L.S.L.

Louisiana State Lottery Company.

Incorporated by the Legislature in 1868 for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote

Its MAMMOTH DRAWINGS take place Semi-Annually, (June and December), and its GRAND SINGLE NUMBER DRAWINGS take place on each of the other ten months of the year, and are all drawn in public at the Academy of Music, New Orleans, La.

Famed for Twenty Years,
For Integrity of its Drawings, and Prompt Payment of Prizes.

Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorise the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

R. M. WALMSLEY,
Pres. Louisiana National Bank.
PIERRE LANAUX,
Pres. State National Bank
A. BALDWIN,
Pres. New Orleans National Bank.
CARL KOHN,
Pres. Union National Bank.

Grand Monthly Drawing

at the Academy of Music, New Orleans, Tuesday, January 15. 1889.

Capital Prize, $300,000.

100,000 Tickets at Twenty Dollar each Halves $10; Quarters $5 Tenths $2; Twentieths $1.

LIST OF PRIZES

1 PRIZE OF	$300,000 is	$300,000
1 PRIZE OF	100,000 is	100,000
1 PRIZE OF	50,000 is	50,000
1 PRIZE OF	25,000 is	25,000
2 PRIZES OF	10,000 are	20,000
5 PRIZES OF	5,000 are	25,000
25 PRIZES OF	1,000 are	25,000
100 PRIZES OF	500 are	50,000
200 PRIZES OF	300 are	60,000
500 PRIZES OF	200 are	100,000

APPROXIMATION PRIZES.

100 Prizes of	$500 are	50,000
100 do	300 are	30,000
100 do	200 are	20,000

TERMINAL PRIZES.

999 do	100 are	99,900
999 do	100 are	99 900
3,134 Prizes amounting to		$1,054,800

NOTE.—Tickets drawing Capital Prizes are not entitled to terminal Prizes.

☞ FOR CLUB RATES, or any further information desired, write legibly to the undersigned, clearly stating your residence, with State, County, Street and number More rapid return mail delivery will be assured by your enclosing an Envelope bearing your full address.

Send POSTAL NOTES, Express Money Orders, of New York Exchange in ordinary letter, Currency by express (at our expense) addressed

M. A. Dauphin,
New Orleans, La.,

or M. A. DAUPHIN,
Washington, D. C

Address Registered Letters to
NEW ORLEANS NATIONAL BANK,
New Orleans, La.

"REMEMBER that the payment of Prizes is GUARANTEED BY FOUR NATIONAL BANKS of New Orleans, and The Tickets are Signed by the President of an Institution whose chartered rights are recognized in the highest Courts; therefore, beware of all imitations or anonymous schemes."

ONE DOLLAR is the price of the smallest part or fraction of a Ticket ISSUED BY US in any Drawing. Anything in our name offered for less than a Dollar is a swindle.

NOTICE.

The subscriber has on hand and will sell 1 TROTTING SULKY, weight 45 lbs; also 2 HORSES one four years old, Sired by "Zulu Chief," 1100 lbs offers good speed, and one 12 year old,—weight from eleven to twelve hundred lbs.

R. FLANAGAN.

Chatham, Sept 5 1888.

MUSIC Every one having a PIANO or an ORGAN should send for our Lists of 5 and 10 Cent Music. Send Postage 12 cents.

LANDRY & CO, 52 King Street, St. John N. B.
6 13