to meet us at the Muirhead wharf. I was in court this morning and heard the evidence of the captain and mate of the Schooner Osceola.

Mr. Thomson: What would you have done had you been at the steamer's wheel at the time when her helm was changed by Tait?

Witness: I would have backed her.

Would that have avoided the collision?

Witness: It might. The proper course would have been to pass under the schooner's stern. I suppose the man at the steamer's wheel did the best he could at the time. I asked him, when I came up, what he meant, and he said he did not see the schooner. I don't know what he meant, but that's what he said. He was in the wheel house with both doors open and a clear front and he could see to the right and in front of him. I think it extraordinary he didn't see the schooner. He said she was between him and the sun, which prevented him from seeing her.

Mr. Thompson: In your judgment, did the man at the wheel do all he could to keep clear of the schooner?

Witness: I think he should have backed. He should have gone around her stern, which he didn't do. The wind was very light and the schooner was going about three knots an hour.

To Mr. Tweedie:—I have been 8 years captain of the Miramichi. This is the first accident of the kind I have had since I have been on the boat. As far as the company is concerned everthing is provided for the steamer according to law. I never had any authority from them to go without a mate or in any other way to violate the rules or law. The accident was entirely outside of their control. The bell was not given to the boat to stop when the collision occurred. My way was barred and it took me some time to get to the hurricane deck and I then turned the steamer.

Tait was on the Miramichi last season. What passed between the mate and me at Negnac was: he said "I'm going ashore to stop till Monday," and I said "all right." Ordinarily, Tait has been a competent man to steer. I thought he would see and keep clear of the schooner and therefore, gave him no orders concerning her.

The mate has been in the habit of stopping ashore Saturday afternoons and coming aboard Monday afternoons. The manager knew of this. Sometimes both the mate and I go to our meals together and leave the wheel to Tait.

I think if either of us had been on deck the collision would not have taken place.

I do not know that Tait knew the schooner had the right of way and yet I left him in charge of the wheel. I had no authority from the manager or company to let the mate off, or to let Tait steer the boat. I do not know that Tait had taken any liquor that day. He appeared quite sober. He was standing at the wheel when I went into the wheelhouse. If the boat had been properly handled it is not likely the accident would have occurred. I could have required the mate to stay by the steamer and not remain ashore. This is the second time he has stayed off this summer.

To Juror Tingley: If the mate had been on board he might have been taking tea with me and Tait been at the wheel. The mate acts as purser, also, and might have been collecting fares. If I had been on deck I would probably have taken charge of the wheel as soon as I saw the danger of collision. I could not say whether the officers of the schooner were, in any way, accountable for the collision.

To Mr. Tweedie: I meant by what I said about the custom of putting the deck hand at the wheel, that it should be done under the charge of an officer, who should be on deck. I have had no experience of Tait's steering in passing vessels—that is, in my actual presence. It is optional for a steamer to pass by the bow or stern of a sailing vessel, so long as either can be safely done.

WILLIAM TAIT,

who was at the wheel of the steamer Miramichi when the collision occurred, was sworn and said he was deckhand on board of that vessel. He was employed as deckhand on her three months last summer and two months this season. I have followed the sea, before the mast, about 7 years, off and on. I was carpenter once. I have no knowledge of the rules of navigation. Capt DeGrace was in charge of the steamer when we left Black Brook on Saturday afternoon. The wheel was given to me somewhere between Black Brook and Russell's mill. The steward sung out "tea" and I climbed up the port jackets to the wheel house, told the captain it was tea time and according to custom, took the wheel while he went down to his tea.

I never saw the schooner until she was too handy to us for me to do anything but what I did do. The wheel house is open at both sides and has a glass front. "I was looking out of both windows all but one," and the sun was in that window. I did not see the schooner until I looked out of the starboard door, and she was then not the length of herself from us. She was about half her length from us. That was the first sight I got of her. I put the helm to starboard, heaving the head of the steamer towards the south shore, so as to get in line with her. I thought of backing her but felt, if I did so, she would be into us and there would be a bad collision. What I did I did for the best, if I had seen the schooner and kept a piece away I would have stopped the steamer and gone under the stern, as I know I should have done.

I did not know any passengers were overboard. I saw the steam and smoke escaping. I saw the schooner strike the steamer but did not see the smoke-stack fall, or hear any crash. I gave no bell to stop. I did not consider it my place to do so, when the captain was on deck although I was at the wheel. No person was in the wheel house with me while I was steering. I did not leave the wheel house at any time and go out on deck.

To Mr. Tweedie: I did not see the schooner at all until the time of the collision. I was looking around but did not see her. I was steering on our course for Chatham. I didn't see any of the passengers on the after deck at all and didn't know any had been there until I heard they had been knocked overboard. It must have been because the wood between the windows hid the schooner from me that I did n't see her. I felt the responsibility of the duty when I took the wheel, it was to keep the steamer on her course. I have no idea how long it was after I took the wheel until the accident occurred—might be twenty minutes.

To Mr. Smith: I am not certain what side I should take in meeting another steamer. I think the two green lights should show. I have been in the habit of steering the Miramichi without either the master or mate being on deck. They generally go to their meals together. I saw no boy in the wheel-house when I went to take charge, and no person directed my attention to the schooner. I had not been drinking anything—beer or anything else—that afternoon.

WARREN M. POWER,

Sworn:—I reside in Middleton, Mass., but formerly resided at my home in Derby. I am here on my vacation. I was an excursion passenger on the str. Miramichi on Saturday, and was on board when she left Black Brook. I was on the north side of the boat on the hurricane deck, sitting about where the schooner struck, between the wheel-house and smoke stack, my face being towards the south shore. Mrs. Andrew Morrison of Chatham and my sisters, Bertha and Annie Power were alongside of me. There were several persons aft. About 10 or 15 seconds before the collision I saw the schooner and had barely time to give Mrs. Morrison and my sisters the alarm before the steamer was struck. When she was struck the smoke-stack was knocked down and the rail, seats and boat on that side were carried away.

There was great confusion for a time. I did not see any ladies carried over.

Mrs. Morrison threw herself on her face and hands to avoid being carried away and my sisters followed me to the forward part of the boat on my saying, "come, the vessel is going to hit us." It was a few minutes after the collision before I could give attention to the after part of the boat, as I was endeavoring to calm the fears of the women about me, who were very much excited. I did not then know that anyone was thrown into the water. I don't know what efforts were made by Tait to clear the schooner. I knew that two ladies were rescued and afterwards put on the Miramichi.

To Juror Flanagan:—I dont know whether there was anyone in the wheel-house but Tait at the time of the accident. It was perhaps 5 minutes before the captain came on the upper deck. The steamer ran about ten minutes before she was stopped.

THERESA BURKE

sworn: I reside in Douglasfield and was on board the Miramichi on the upper deck forward of the wheelhouse when she left Black Brook for Chatham last Saturday; was there when the collision occurred. My sister was with me. We were the only persons forward of the wheelhouse. I saw an elderly lady sitting near the gangway on the hurricane deck. I was not acquainted with anyone on the boat: did not know the young lady who was drowned or see her. I saw the schooner about five minutes before collision; she was quite a distance away. The sun was shining very brightly, but it did not prevent my seeing the schooner distinctly. I did not see any persons fall overboard.

A little boy had come round the wheel house before the schooner struck us, I heard someone say "Look out!" and thought the voice came from the schooner. I think the man at the wheel, had he looked, could have seen the schooner without difficulty as the sun did not interfere with my seeing her very plainly.

HIRAM DRILLON,

who recovered the body of deceased, testified that he was working at the Russell mill on Saturday, on the wharf, and saw the vessels before they collided and afterwards, when they were about the length of the steamer apart. Went to help grapple for the bodies of those drowned, about 8 or 9 o'clock, as soon as we learned several had been drowned and in about 20 minutes recovered the body of deceased. There was a slight stain of blood on her nose. I had seen deceased as a little girl on the street, but did not know her name. I knew her features after we recovered her body. Her brother came down with Mr. Wm. Smith, identified the body and took it away under the coroner's permit.

GEO. STOTHART

sworn—I reside in Chatham; was on board the Miramichi last Saturday when she left Black Brook for Chatham: was on the main deck, forward. I knew deceased, Rhoda Kate Stewart, and saw her come on board at Bay du Vin, did not notice her on the boat after we left Black Brook. I did not know at the time who was on the hurricane deck when the collision occurred. I just looked out of the forward door on the starboard side of the main deck as the collision occurred; I don't think anyone was with me at the time. Mr. Wm. Sinnott told me afterwards that he was on the hurricane deck when the collision occurred. I saw Rhoda Stewart, deceased, after her body was received. There were some slight wounds on her face. It was the same girl I saw go on board at Bay du Vin.

Adjourned until 10.30 a. m. Tuesday.

The inquest was resumed on Tuesday forenoon at 11,15,

DR. JOSEPH B. BENSON,

sworn, said he knew deceased; visited her late home on Sunday afternoon and found her laid out for burial. The friends assuring me that there were no marks on the body I examined the face and found a bruise mark on the right cheek and across the bridge of the nose. It looked as if from a severe blow which might stun, or produce insensibility. Falling into the water immediately on recieving such a blow it is probable she would have no chance of life If the blow caused death, the body falling into the water might sink more slowly than that of a struggling person whose lungs would inhale more water.

WILLIAM SINNOT

sworn: I reside in Chatham and was on board the Miramichi last Saturday when the collision occurred. I was sitting abaft the smoke stack on the side next to the schooner and I noticed the bow of the Miramichi going towards the Smith shore, and I said to a man sitting beside me "who's fooling with the boat, or where is she going? I then got up on my feet and saw the schooner's jibboom coming over the rail of the boat at the forward stay of the smoke stack.

I started to go forward and seeing the schooner was coming further on the boat and the smoke-stack falling, something struck me on the forhead which I thought the stay, I stepped back until the smoke-stack fell; then I made to go down the stairway, but I couldn't get down as the stack had fallen partly across the stairway.

I then went to the wheel house and told the man there that he had better steer for the shore, as it was safer, for we didn's know what might have happened below, but he said nothing and held the boat out on her course again. No one but Tait was in the wheel house at the time. I then went down below and, seeing my daughter was all right, I enquired of the engineer and he said the boat was all right. Then I saw that the boat was turning to go back. She stopped where the accident occurred and took the two rescued ladies on board. I saw two ladies in front of the wheel house when I first went to it. I didn't see the schooner until the accident occurred. Tait seemed as if everthing was going all right when I went to him in the wheel house, and as if nothing had happened. I saw several persons on the hurricane deck before the accident, but did not notice them particularly; saw ladies sitting there; saw no men. When the rescued ladies were taken on board of the Miramichi I heard no enquiries made in reference to any others who might have been knocked overboard. Before they were taken on board Mr. Stothart had enquired whether anyone had seen anybody go overboard. There was only one woman on board fit to take charge of the rescued girls, and she attended to one, while the men attended to others. My impression was, when I saw the collision that the after part of the boat would be taken off. The steamer was heading southerly when she was struck. I didn't know deceased, didn't know she was on board and didn't know who went overboard, or who didn't. If the steamer's head had been turned to the north when I first saw it going south I think she might have cleared the schooner, going astern of her. I didn't see Captain DeGrace until the second time I went on the upper deck.

This ended the testimony and Mr. Thompson read extracts from the law bearing on the duties of persons in charge of vehicles, vessels &c, and requirements affecting the same for the safety of passengers and others; also the law relating to negligence on the part of persons in charge of or controlling movements of steam and other vessels.

Coroner Benson in addressing the jury, instructed them in regard to their duty. He said they must decide according to the law and evidence regardless of any personal sympathies they might have. It was for them to determine whether the collision which caused the death of deceased might have been avoided, and whether it was cause by negligence, culpable or otherwise. If no reasanable effort or care on the part of those on board the colliding vessels could have prevented the collision, then it would be accidental. If, however, the collision happened through culpable negligence, it would involve manslaughter on the part of those responsible for it. He might say that he could not see that the Navigation Company, as such were in any way blamable in the matter, as they had neglected no duty imposed on them by law.

The jury having retired for the purpose returned the following verdict.

VERDICT.

"That on the 17th day of August in the year aforesaid (1895) the Steamer Miramichi, then being navigated on the river Miramichi, between Black Brook and Chatham, in charge of Alexander DeGrace, the Captain thereof, and being steered by William G. Tait, a deck hand of the said vessel, while the captain was absent from the deck, and no officer there to take charge of the vessel in his absence, by the improper steering and navigating of the said steamer by the said Wm. G. Tait owing to his want of skill, collided with the schooner Osceola, and, in consequence of such collision, Rhoda Kate Stewart, was found suffocated and drowned in the waters of the river, and so the jurors aforesaid say that the said collision occurred through the negligence of the said Capt. Alexander DeGrace in the discharge of his duties, in being absent at the time of the collision from the deck without leaving a competent officer in charge, and entrusting the navigating of the steamer to William G. Tait, an incompetent hand who did not keep a proper lookout for the Schooner Osceola, and unskilfully steered and navigated the said steamer and by means thereof the jurors aforesaid on their oath aforesaid, do say that the said Rhoda Kate Stewart, on the 17th day of August, 1895 came to her death and not otherwise; and so the jurors aforesaid do say that the said Alex. DeGrace and William G. Tait, on the 17th day of August 1895, did unlawfully slay and kill the said Rhoda Kate Stewart, against the peace of our lady the Queen, her crown and dignity."

As soon as the verdict was rendered the coroner issued his warrant for the detention of Capt. DeGrace and deckhand Tait, and recognizances for their appearance before Police Magistrate McCulley, on Thursday 29th inst., for preliminary examination, were accepted, each in $2,000. The recognizances in Capt. DeGrace $1,000 and Messrs. Geo. Stothart and Geo. Sutton, each $500 for him; Wm. G. Tait $1,000, and Capt. Wm. Tait and Mr. Geo. Watt each $500 for him.

Miramichi and the North Shore, etc.

ST. LUKE'S CHURCH:—Rev. Henry Penna will preach next Sabbath, morning and evening.

DENTAL:—Dr. G. J. Sproul of Chatham has been elected president of the New Brunswick Dental Society.

THE ALMS HOUSE:—Tenders for heating the Alms House were opened Tuesday. There were four tenders. Mr. A. C. McLean's tender was accepted.

REMOVAL:—Dr. J. S. Benson has removed his office to the cottage opposite his residence, Duke Street, corner of the Bowser Lane, where he has attractive headquarters for his professional practice.

DEATH OF L. R. DOUCET: Much regret is felt over the comparatively sudden death of Laman R. Doucet, Esq, late Sherriff of Gloucester, at the age of 47 years, which took place from pneumonia at his home in Bathurst on Monday of last week.

A PICNIC is to be held on Labor Day—Monday Sept. 2nd—under the auspices of the R. C. congregation of Loggieville (Father Morrissy's) particulars of which will be given next week. This will be a very enjoyable gathering, as the committee in charge are sparing no pains to provide fully for the entertainment and amusement of their patrons.

MARRIAGE OF MR. JOHN FLETT:—The Enterprise, Campbellton, of 15th says:—"Last night Mr. John Flett and Miss Mabel Hilson, both well known in Campbellton, were married in Moncton and passed through Campbellton on this morning's express. It is understood they will spend a few days here before returning to Halifax, where they will reside."

The many friends of Mr. Flett on the Miramichi are glad to congratulate him, and those who know the bride have an additional reason to do so.

PERSONAL:—Master Percy Howard, now of St. John, is visiting Chatham friends.

Mr. James Stewart, formerly of the ADVANCE, but now of the Transcript office, Moncton, was in town on Monday to attend the funeral of his little sister, Rhoda, who lost her life in the disaster of Saturday.

Mr. John A. Wilson, having enjoyed his usual summer holidays amongst Miramichi friends, returned to New York on Tuesday. We are always glad to see him come and sorry to see him go.

Mrs. Baylee, of the Rectory, Derby, accompanied by her two children and Miss E. L. McGinnis, are visiting relatives and friends in Napanee, Ontario.

AN ATTRACTION to buyers of family groceries, provisions, dry goods and general household supplies is offered by Mr. Roger Flanagan at his well known store on St. John Street, Chatham, in the form of silver knives and forks, silver spoons, silver cruet stands and boxes of tea. He issues tickets which are presented by customers every time they make purchases, and no matter how small the amount, it is punched off, and when the purchases aggregate either $15 or $30, as the case may be, one of the articles specified viz.—a cruet stand, or a dozen of silver knives or forks for a $30 ticket; or a 5 lb. box of tea, or 1 doz. silver spoons for a $15 ticket is given free.

NEWCASTLE FIELD BATTERY of artilery, Lieut.-Col Call, commanding, is to go into camp for annual drill at local headquarters on Wednesday Sept 4th. The officers and men are to parade in front of their armory at 7 a. m. on that day. A few able bodied, intelligent men have opportunity to become members of this crack battery. In Col. Call's notice, calling the battery out he says:—All the Non Commisioned Officers, Gunners and Drivers are notified to bring the following articles of kit with them. These articles are to be carried in a valise or knapsack, and are to be shown at the Kit Inspection.

1 spare pair boots or shoes,
1 knife fork and spoon,
1 spare shirt or jersey,
1 razor, and brush,
1 spare pair socks,
1 brush and comb,
1 pair drawers,
1 piece of soap,
1 cloth brush,
1 shoe do.
1 towel.

Picnic at Nelson.

The anual picnic of St Patrick's congregation, Nelson, will be held on the Church grounds next Tuesday. No more central place on the Miramichi than Nelson can be found and those who go may count on a good time. The services of a band have been procured and an additional inducement is the horse race, tug of war and other pastimes which will be carried out in full view of picnickers. The steamer Nelson will run in connection with the picnic and make a return trip from Nelson at 9 o'clock. Should the weather prove unfavourable on that day the picnic will be held on the first fine day following.

Mr. Khadder's Lecture on Jerusalem.

Mr. Jacob Khadder, a native of Jurusalem and a divinity student at King's College, Windsor, N. S., gave a highly interesting and instructive lecture on Jerusalem, ancient and and modern, in S. Mary's school room on Monday evening last. Mr. Khadder displayed an admirable command of the English language and delivered his lecture in such a manner as to thoroughly engage the attention of his audience, several of whom were attired in eastern costumes illustrating the remarks of the speaker. He also exhibited and explained in an interesting manner a large number of curiosities and articles used in the life of the orientals, whose manners and customs were spoken of in an amusing and instructive way, to the great pleasure of those present.

Mr. Khadder lectured in Baie Des Vents on Tuesday evening last, and his audience were highly pleased. He proceeded to Doaktown, Stanley, Fredericton &c yesterday, and will lecture in various localities previous to the reopening of King's College, Windsor, N. S.

Yacht Club Meeting.

A special meeting of the MIRAMICHI YACHT CLUB will be held at the office of R. R. Call, Esq., Newcastle, on Saturday, August 24th at 2.30 p. m., for the purpose of deciding upon terms of competition and other matters in connection with the cup presented to the Club by His Honor, Lieutenant Governor Fraser.

J. R. LAWLOR, Secretary.

Garden Party.

St. Luke's Church congregation, Chatham, have reason to congratulate themselves over the success of their garden party, which was held on the attractive grounds of Senator Snowball, last Thursday afternoon and evening. There were booths of different kinds, each with its attractions, inviting refreshment tables, a tea which left nothing to be desired in varity, quality and attentive service, grounds, rich in verdure, beautiful with plants and flowers in profusion, lighted with arc and incandescent electrics, as well as Chinese lanterns, and made still more brilliant, by fireworks—all patronised by a throng representative of the entire community and making the occasion a very enjoyable one indeed. We understand that the net proceeds were about $425.

Y M C A Notes.

Boys' meeting to-night at 7 o'clock. The secy. will give a talk on "Companionship." Parents should see that their boys are present at these meetings as it is their duty to surround them with the best influences.

At the mens' meeting on Sunday at 4 o'clock, the secy. will give a report of the convention at Halifax. All men who are interested in association work should be present and hear about that great gathering.

The pentathlon at Halifax, under auspices of the convention was a grand success. Better scores were made than at many others in the United States. The highest score was made by R. P. Forbes of Halifax, who made a total of 407 points out of a possible 500. The Halifax team won the banner and Amherst made a good second.

Death of Mr. Simon Nealis.

The death of Mr. Simon Nealis, which took place at his residence, Fredericton, last Thursday night, removes a well known and honorable citizen and business man from life's work. He was about 70 years of age, a native of Strabane, Ireland, and came to New Brunswick in 1837. He did a large dry goods business in St. John, Woodstock, Fredericton, Chatham and other places and was successful. His sons, Charles J., who did business in Chatham for several years and married a step-daughter of Mr. Dan'l Crimmin, has been his partner in Fredericton for the past two or three years. The Gleaner says that in 1857 Mr. Nealis married Miss Rice of Edmunston, a daughter of the late Hon Francis Rice, who for many years occupied a seat in the legislative council. Mrs. Nealis survives her husband as do also four sons and four daughters. The sons are Dr. James Nealis, a dentist of Boston, Mr. Seymour Nealis, who runs a variety store in East Boston, Mr. Hugh Nealis barrister, of the law firm of Black, Bliss & Nealis Fredericton, and Mr. Charles J. Nealis, who, was associated with his father in the dry goods business.

Three of the daughters, Misses T. M., Laura and Alice Nealis, are unmarried, living at home with their parents. The fourth is Mrs. M. Adams, wife of Hon. M. Adams, M. P., Newcastle.

Death was pronounced due to hemorrhage of the brain. Deceased was highly esteemed by all classes of citizens, the sympathy of whom will go out to the bereaved family.

Blackville Notes.

BLACKVILLE, N. B., Aug. 19th.

The basket social and ball, held at Gray Rapids, on Thursday evening last, in aid of St. Ann's church was largely attended and proved a most successful affair. The net proceeds amounted to $58., which will be used in painting the church.

A scheme to build a sidewalk between the Episcopal church and Blackville station is now being actively agitated. Subscriptions in aid of the work is billed for Wednesday, Aug. 21st, which will, no doubt, be a very enjoyable outing.

Mr. James Sims of Doaktown, is engaged in laying the foundation for a sash and door factory and carriage works near Blackville station. This should prove a paying enterprise in a pushing village like Blackville.

The water in both Miramichi and Bartholemew rivers is exceptionally low this summer. Mr. Gibson's water power saw mill has to shut down two or three days a week on account of there not being sufficient head of water to work it. We understand a plan to convert it into a steam mill is now being considered.

Communion will be celebrated in St. Andrew's Presbyterian church, Blackville, on Aug. 25th. Rev. N. McKay of Chatham, is expected to be present, and assist at both fast day and Sunday services.

Portraits almost Life-Size for "Advance" Subscribers.

Attention is directed to the advertisement on this page of our offer of portraits to subscribers, which are almost life-size, are executed by first-class artists, guaranteed as faithful likenesses, and set in elegant gilt and oak frames 26x30 inches. The prices at and conditions on which these pictures may be obtained at the ADVANCE office present an opportunity never before offered for procuring family portraits in elegant form, artistically executed and a great improvement on the imitation of such work for which much higher prices are heretofore been charged.

MARRIED.

At the residence of the bride's mother, Escuminac, on the 14th inst, by the Rev George Steel, Mr Ambrose A. Williston, of Bay du Vin, to Miss Agnes G Phillips.

On the 15th inst, on Cunard St Chatham, by the Rev James Crisp, Capt. Wm. Tait to Miss Ellen Ross, both of Chatham

DIED

Mary Jane eldest daughter of Mr. Wm. Lockhart, now of Chatham, formerly of Prince Edward Island on 10th Aug 1895, aged 27 years.

P. E. I. papers will please copy.

At Black Brook, N. B., August 14th Mrs Mary C. Walton, aged 74 years.

DEAR MOTHER:—
Thou art gone to the land of the nightless day,
To the clime of the winterless year;
Where the flower ne'er droops on its evergreen spray,
Where the cloud never turns to a tear;
Where the furrows that suffering had made in thy heart
Shall be sown with the bright seeds of bliss,
Oh! the glimpse that we catch of the world where thou art
Dries our tears for thy absence from this.

Nature's Voices.

To the discerning ear, Nature has many voices. She has a message in the sweet tones of the brook as it rushes down the hillside, in ocean's moody voices, now rippling with gentlest cadence upon the golden sands, anon in deep boisterous voice as she lashes the beach with foam. Then the voice of the trees which the laughing winds bear to our ears, of sunshine and shade, of hill and valley, of bird and flowers. But she comes in pain, too, the voice of the aching, stinging corn speaks impressively, but Putnam's Painless Corn Extractor removes the worst corn in twenty-four hours, painlessly and without leaving sore spots.

A $300 PIANO or, $250 in Cash to be Given Away.

From the 2nd of March until the 2nd of September, 1895, with each dollar's worth of goods that you buy for cash at either of the stores of W. T. Harris, including the Cheap Cash Grocery on Henderson Street, you will receive a ticket for a piano, which is to be given away.

It will be conducted as follows:—

Each ticket will have a number and a stub with a corresponding number, you will receive one of them with each dollar's worth of goods purchased from us for spot cash. The stub you will tear off and place in a closed box, one of which we will have placed in each of our three stores. On the SECOND OF SEPTEMBER the three boxes of tickets left with us will be opened and thoroughly mixed together in view of all, then some disinterested person will be chosen and approved of by those present. He will be blind-folded and take one ticket from the collection, and whoever holds a ticket with the same number will receive the piano, or if that person should not want the piano we will give him or her $250 CASH FOR IT.

We are expecting a car daily of that beautiful flour branded "Ocean." Try it.

We have just received the largest stock of seeds in Chatham. Farmers please call or send in your orders, for Wheat, Timothy, Clover, Peas, Banner Oats, Corn, Turnip, Mangel, Tares and all small garden seeds.

We have also the largest stock in the latest styles of Boots and Shoes. See our Ladies' and Gents' fine shoes., With each dollars worth you get a piano ticket.

Buy your goods from us until the second of September and see if you can get the piano.

The piano is on exhibition in the brick store.

The above will apply only to retail trade.

W. T. HARRIS,
Chatham, N. B.

Wholesale and retail dealer in General Groceries, Flour, Meal, Hay, Oats, Boots, Shoes, Dry Goods, Ready-made Clothing and Gents' Furnishings, &c.

Shipping News.

PORT OF CHATHAM.

Entered from Sea

Aug 14—Bk Angelo P, 612, Olwari, Ganoa, J B Snowball, bal
14—Bk Barrestma Madre, 782, Morula, New York J B Snowball, bal
18—Bk Beda, 800, Halvorsen, Belfast W M McKay bal
20—Bk Solfin B, 794, Ghergich, Belfast, W M McKay bal
20—Rathlin Island, 897, Olsen, Fecamp, J B Snowball, bal
20—Sch Mary P, 139, Benoit, Antique, via Pictou, J A Morrison, molasses

Entered Coastwise.

Aug 15—Sch Glen, 20, Shea, Mimimigash Master, bal
15—Sch Champion, 55, McPherson Pictou, J B Snowball coal
16—Sch Alice Phoebe, 79, Myers, P Morien, M S F Co., coal
16—Sch May B, 14, McLean, Charlottetown Master bal
17—Sch Evangeline, 11, McLaughlan, Tracadie, Master fish
17—Sch Finn, 10, Gallant, Mimingash, Master, oatfie.
17—Sch St. Peter, 15, Gillis, Tignish, Master, cattle.
19—Sch Lettoe, 57, Mountanr, Tignish, Master, mackeral.
19—Sch Telephone, 74, Weston, Glace Bay, M. S. F. Co., coal
20—Sch Marie Enisie, 47, Vignault, Magdalens, Master, ball.
20—S. S. Mary O'Dell, 13, Keating, Richibucto, A. R. Loggie, gen cargo.
21—Sch Maggie McBeth, 26, MacKay, Tignish, Master, produce
21—Sloop Beaver, 28, Dignard, Tracadie, A. & R. Loggie, berries.

Cleared for Sea.

Aug 13—S S Virginia, 1515, Mably, Barrow, F E Neales, deals.
15—Bk E D Jewett, 890, Thomasen, Belfast, J. B. Snowball, deals.
16—S S Sandfield, 1244, Leders, Galiton, W McKay, deals.
16—Sch Osceola, 123, Dixon, New York, J B Snowball, Lumber.
20—Bk Dromsine Sophie, 735, Lundgaard, Plymouth, J B Snowball, deals.
20—Bk Doris, 1142, Kalsenbeug New Port, W M McKay deals
20—Bk Consefaltore, 577, Thieu, Marseelles, J B Snowball, deals
20—Bk Leto, 531, Wagie, Cardiff, J B Snowball, deals

Cleared Coastwise.

Aug 14—Sch Evening Star, 28, Ache, Shippegan, Master gen cargo
15—Sch Amy B, 60, Williston, Charlottetown, W S Loggie bricks
16—Sch May B, 14, McLeod, Fishing Master, supplies
16—Sch Emma Gidney, 47, Bourgeois, Magdalens, W Richard, lumber
17—Sch Leonora 37, Daniels, Charlottetown, E Hutchison lumber
17—Sch Evangeline, 17, McLaughlin, Tracadie Master, gen cargo
20—Sch Marie Enisie, 47, Vigneault, Magdalens Master, lumber
20—S S Mary O'Dell, 13, Keating, Tracadie, A. & R. Loggie, berries.
20—Sch Finn, 10, Gallant, Mimingash, Master, gen cargo.
21—Sch Telephone, 70, Weston, Richibucto, Master, bricks.
21—Sloop Beaver, 28, Dignard, Tracadie, A. & R. Loggie, four.

New Advertisements.

THE BOUQUET.

Sweeping reductions in Millinery and Fancy Goods at the Bouquet.

Having to make room for midsummer and fall importations I have decided to dispose of the balance of my spring and summer stock at greatly reduced prices—in fact, wholesale prices—thus giving my patrons the advantage of a cheap sale. The stock consists of the latest styles of Millinery, hats, flowers, feathers, ladies' wrappers, aulia hades, gloves hosiery, underwear and fancy goods. Babies' robes and headwear a specialty.

All the above are stylish and fashionable, being the latest importations from London, Paris and New York. Mail orders promptly and carefully attend to.

JOSIE NOONAN.

CHATHAM.

FALL OPENING —OF— DRESS GOODS, Golfing and Mantle Cloths, HOSIERY, GLOVES,

Ladies and Gents' Uuderwear.

Ladies' Mantles, Capes, Jackets and Reefers.

Gents' Reefers, Overcoats, Ulsters, Etc.

SAMPLES MAILED ON APPLICATION.

R. A. MURDOCH.

INTERNATIONAL S. S. CO.

SUMMER ARRANGEMENT.

DAILY -I- SERVICE

(SUNDAY EXCEPTED) BETWEEN

St. John and Boston.

COMMENCING July 1st the Steamers of this Company will leave St John for Eastport, Lubec and Boston as follows: Monday, Wednesday, Thursday and Saturday mornings at 7 00 (Standard): Tuesday and Friday mornings for Eastport, Lubec and Portland, making close connection at Portland with B & M Railroad due in Boston at 1 1 m.

Connections made at Eastport, with Steamers for Calais, St Andrews and St John.

Freight received daily up to 5 p. m.

C E. LAECHLER: Agent.

NOTICE OF SALE.

To Philip Leonard of Chatham, in the County of Northumberland, and Province of New Brunswick, stevedore, and Catherine Leonard, his wife, and all others whom it may in anywise concern.

Notice is hereby given that under and by virtue of a power of sale contained in a certain indenture of mortgage, bearing date the TWENTY FIRST DAY OF JUNE in the year of our Lord one thousand eight hundred and seventy eight, and made between the said Philip Leonard and Catherine Leonard, his wife, of the first part and the undersigned, James Hickey of Chatham in the County of Northumberland aforesaid, Merchant, of the second part and registered in the Northumberland County Records, in volume 59 on pages 100, 101, and 102 and numbered 93 in said volume; there will for the purpose of satisfying the moneys secured by the said indenture, default having been made in the payment thereof contrary to the provisions of the said indenture, be sold at public auction in front of the post office in the Town of Chatham on SATURDAY THE THIRTIETH DAY OF NOVEMBER, NEXT at the hour of twelve o'clock noon, the lands and premises mentioned and described in said indenture of mortgage as follows:

All that piece or parcel of land situate lying and being in the Parish of Chatham aforesaid and known as part of the land formerly owned by Charles T Carter and bounded as follows: namely, in front or South by the North side of Church Street and on the East by lands belonging to the estate of the late Reverend John McCurdy deceased, and on the West side by lands in the occupation of Stephen Jackson and on the rear or North by lands belonging to Richard Hocken—the said above conveyed and described piece being one hundred and fourteen feet from front to rear on the East side and one hundred and eight feet on the West side and in forty feet in width and was sold and conveyed to the said Philip Leonard by Richard Hocken by indenture bearing date the eighteenth day of June A. D., 1878 as by reference will more fully appear."

Together with all and singular the buildings and improvements thereon, and the privileges and appurtenances to the said premises belonging or in anywise appertaining

Dated this 30th day of August, A. D. 1895.

TWEEDIE & BENNETT, Solicitors for Mortgagee. JAMES HICKEY, Mortgagee.

Z. TINGLEY, HAIRDRESSER, ETC., HAS REMOVED -HIS- SHAVING PARLOR Benson Building Water Street, - Chatham.

He will also keep a first-class stock of Cigars, Tobaccos, Pipes, Smokers' Goods generally

WOOD-GOODS!

WE MANUFACTURE AND HAVE FOR SALE

Laths, Pailings, Box-Shooks, Barrel Heading, Matched Flooring, Matched Sheathing, Dimensioned Lumber, Sawn Spruce Shingles.

THOS. W. FLETT, NELSON.

Shanty, Camp and Boat Stove.

[*From Miramichi Advance of Oct 11.*]

Mr George Marquis of Chatham will be looked upon as a benefactor of small fishermen, sportsmen and others who may have the good fortune to procure stoves of the new pattern designed by him the first sample of which was put together at his well known shop at Chatham on Tuesday afternoon and shipped yesterday to Negnac It is to be used in a moose-shooter's camp at Tabusintac and for that purpose as well as for heating and cooking in smelt-fisherman's shanties it is just the thing It is about 20 inches long, 14 inches from front to back and the same from bottom to top The bottom, top, door and dampers, etc are of cast iron and the sides and ends are composed of a sheet of 16 gauge sheet steel It will hold nearly twice as much wood as a stove of the same swing to a new and peculiar form adopted in the bottom, it will burn either a small or large quantity of fuel, as may be desired It can also be fitted to burn coal There is a draft for forcing the fire and a damper for lessening the heat as well The top has two pot-holes and these may, by the removal of the dividing centre-piece, which is of the usual form, be converted into an oblong hole for a big boiler or oblong pan Altogether the new shanty-stove seems to meet a requirement that is more than local, and the cost, $5, places it within almost everbody's ability to buy it Mr Marquis has just begun to fill orders, and it will be well for those who intend to fish smelts during the coming winter, as well as sportsmen and gunners, who want to be comfortable and, at the same time, have a stove on which they can do quite a range of cooking to place their orders with him, as early as possible.

HOTEL For Sale or to Let.

The Keary House, Bathurst, which is a most desirable hotel for a profitable business. The hotel is pleasantly situated, fronting the harbor and is well patronized by summer tourists.

Possession given 1st May, next. Apply to

JOHN SIVEWRIGHT.

Bathurst, March 25th, 1895.

J. F BENSON, TYPEWRITER, &C. &C.

—ALSO—

AGENT FOR "NEW YOST" TYPEWRITING COMPANY FOR NORTHERN COUNTIES.

OFFICE:

BENSON BLOCK CHATHAM, N B

Before you go fishing call at the

NEWCASTLE DRUG STORE

AND EXAMINE OUR

FISHING TACKLE,

which consists of

RODS, FINE WATERPROOF BRAIDED SILK LINES, REELS, FLIES, FLY BOOKS AND FISH BASKETS

These goods were all received this year and are of the very best quality We offer them at very low prices

NEWCASTLE DRUG STORE.

E. LEE STREET, - PROP.

WANTED. SEVEN BRIGHT MEN

for two or three months, for a personal canvas on a semi-political issue. From $60 to $150.00 per month according to the volume and value of reports. Address, for full information,

POLITICAL BIOGRAPHER, Drawer 29. Brantford, Ont;

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NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 12 JULY, 1894.

The attention of all holders of Timber Licenses is allad to Section 19 of the Timber Regulations, which reads as follows:—

"19 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 18 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage and the License be forfeited"

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly nforced

L J TWEEDIE, Surveyor General

GREAT ACTIVITY IN THE COTTON MARKET.

PRICES STILL ADVANCING, WHOLESALE PRICES AT RETAIL;

J. D. CREAGHAN,

CHATHAM AND NEWCASTLE.

Having secured by special contract from the factories for spot cash, 98 bales and cases of grey, bleached and colored cottons and prints. We respectfully submit the following prices which must convince a discerning buyer of the present extraordinary advantages offered by us.