

The Union Advocate.

A WEEKLY JOURNAL.

W. & J. ANSLOW,
VOL. XIII.—No. 11.

Our Country, with its United Interests.

Newcastle, N. B., Wednesday, January 7, 1880.

EDITORS & PROPRIETORS.
WHOLE No. 635.

WAVERLY HOTEL,
NEWCASTLE, N. B.
This House has lately been refurnished, and very comfortable and convenient for travellers.
LIVERY STABLES, WITH GOOD OUTFIT, ON THE PREMISES.
ALEX. STEWART,
Late of Waverly House, N. B. Proprietor.
Newcastle, Dec. 9, 1879.

UNITED STATES HOTEL,
NEWCASTLE, N. B.
THIS HOTEL is very pleasantly situated, has recently been fitted up in first class style, in close proximity to the C. Railway Station, and the wants of travellers will be attended to promptly.
Meals prepared at any hour. Oysters served up in every style at short notice.
JOHN PAT, PROPRIETOR.
Newcastle, Oct. 8, 1877.

CANADA HOUSE,
CHATHAM, N. B.
WM. JOHNSTON, - Proprietor.
CONSIDERABLE outlay has been made on this house to make it a first class Hotel, and travellers will find it a desirable temporary residence both as regards location and comfort. It is situated within two minutes walk of steamboat landing. The proprietor returns thanks to the public for the encouragement given him in the past, and will endeavor by courtesy and attention to merit the same in the future.
Good Stabling on the Premises.
May 1878. 14 17

ROYAL HOTEL,
KING SQUARE.
I HAVE much pleasure in informing my numerous friends and the public generally, that I have leased the Hotel formerly known as the "CONTINENTAL," and throughly renovated the same, making it as the "ROYAL" always had the reputation of being, one of the best Hotels in the Province.
Excellent Bill of Fare, First-class Wines, Liquors and Cigars, and superior accommodations. Blackhall's Livery Stable attached.
THOS. F. RAYMOND.
St. John, July 9, 1877.

MIRAMICHI MARBLE WORKS,
WATER ST., - CHATHAM.
WILLIAM LAWLER,
Importers of MARBLE & Manufacturer of MONUMENTS, TABLES, HEADSTONES, &c.
TABLETS, &c.
A GOOD STOCK ALWAYS ON HAND.
GRANITE, Marble, &c. made to order. Carved and finished in the best style. Also, a large stock of marble, granite, &c. for sale at short notice. FREEMAN WORK in all its branches attended to with satisfaction.
January 24, 1878.

S. N. KNOWLES,
Manufacturer of and Dealer in
Trunks, Valises, Satchels, &c.
66 KING STREET,
(South Side). SAINT JOHN, N. B.

CANVAS COVERS MADE TO ORDER.
SPECIALTY.
May 5, 1879. 17.

RUBBER BELTING.
EXTRA Stretched and Patent Smooth Surface Rubber Belting. In Stock—various widths in 3, 4, 5 and 6 Pies.
LEATHER BELTING.
"Riveted" Celebrated Patent Stretched and Smooth Surface Rubber Belting. In Stock—various widths in 3, 4, 5 and 6 Pies.
SAWS! SAWS! "Dixie" Mill, Circular, Rotary, Cross Cut, Hand and Saws. MACHINE OILS. Land, Olive, Seal, West Virginia and Canadian Oils. MILL SUPPLIES. Lacing Leather, Flies, Emery-wheels, Belt Pulleys, Rivets, Saw Swages, &c., &c.
ESTLEY, ALLWOOD & CO.,
(Successors to Z. G. Gabel),
Pria Wm. St., St. John, May 5.

A WEEK in your own town, and the capital risked. You can give the business a trial without expense. The best opportunity ever offered for those willing to work. You should try nothing else until you see for yourself what you can do at the business we offer. No room to explain here. You can devote all your time or only your spare time to the business, and make great pay for every hour that you work. Women make as much as men. Send for private terms and particulars, which we mail free. \$5 Outfit free. Don't complain of hard times while you have such a chance. Address: H. HALLISTON & CO., Portland, Maine, July 30-1877.

Leather & Shoe Findings.
THE Subscriber returns thanks to his numerous customers for past favors, and would say to all that he keeps constantly on hand a full supply of the best quality of goods to be had and at lowest rates for cash. (Gabel), S. B. Foster & Son's Nails and Tacks of all sizes, and Clarke & Son's Root Trees, Laths, &c. English Toys as well as home made Toys to order, of the best material. Wholesale and Retail.
No. 56 King St., St. John, N. B.
April 20, 1879. 30

A BARGAIN.
FOR SALE, about 70 lbs. Small Pica English manufacture, with Italian, 35 lbs. extra, 10 lbs. extra figures, 10 lbs. extra, in excellent order, having been very little used. Is offered at 20 Cents per lb. CASH. Apply at once
W. & J. ANSLOW,
Newcastle, Miramichi.
Aug. 10.

INSOLVENT ACT OF 1875, AND AMENDMENTS.
In re W. & G. Watt, Insolvents.
ALL persons indebted to the Estate of the above Insolvents are required to make immediate payment, as all amounts unpaid on the 15th JANUARY next, will be put in suit.
JAMES BROWN, Assignee.
Newcastle, Dec. 23, 1879.

Law and Collection Offices
ADAMS & LAWLOR,
Barristers and Attorneys at Law, Solicitors in Bankruptcy, Conveyancers, Notaries Public, &c., Real Estate, & Fire Insurance Agents.
OFFICES: NEWCASTLE AND BATHURST.
M. ADAMS. R. A. LAWLOR.
July 18th, 1879.

SAMUEL THOMSON,
Barrister and Attorney-at-Law,
Solicitor in Bankruptcy,
NOTARY PUBLIC &c.
LOANS Negotiated, Claims Promptly Collected, and Professional Business in all its branches, executed with accuracy and despatch.
OFFICE—PUBLIC BUILDINGS, NEWCASTLE, MIRAMICHI, N. B.
July 17, 1878.

WILLIAM A. PARK,
Barrister & Attorney at Law,
SOLICITOR,
NOTARY PUBLIC, &c.
OFFICE—Over the Store of William Park, Esq.
Castle Street, - NEWCASTLE.
May 1, 1877. 2

L. J. TWEEDIE,
ATTORNEY & BARRISTER
AT LAW,
NOTARY PUBLIC,
CONVEYANCER, &c.,
CHATHAM, N. B.
OFFICE—Snowball's Building.
May 13, 1874. 13

JOHN McALLISTER,
ATTORNEY-AT-LAW,
NOTARY PUBLIC,
Conveyancer, &c.,
CAMPELLTON, N. B.
May 5, 1879. 7

A. H. JOHNSON,
BARRISTER AT LAW,
SOLICITOR, NOTARY PUBLIC,
&c., &c.,
CHATHAM, N. B.
July 10, 1877. 1

WILLET & QUIGLEY,
BARRISTERS, ATTORNEYS,
NOTARIES PUBLIC, &c.,
Princess St., Ritchie's Building, (up stairs).
ST. JOHN, N. B.
John Willet,
Richd. F. Quigley, LL. B., B. C. L.,
Agents for Massachusetts.

DR. H. A. FISH
Has commenced Practice in Newcastle, and can be consulted at his Office.
Residence of James Fish, Esq.
OFFICE HOURS—10 to 12,
2 to 5,
7 to 10.
June 16, 1879. 18

HERBERT T. DAWSON, M.D.,
PHYSICIAN & SURGEON,
NEWCASTLE, N. B.
OFFICE—In Mr. John Dalton's House,
RESIDENCE.
At Mr. Wm. Greenley's, opposite Office.
Newcastle, March 26, 1877. 23

DR. McDONALD,
PHYSICIAN and SURGEON.
OFFICE:
At MRS. HALEY'S, next door to the Post Office, Newcastle.
RESIDENCE:
At MR. THOMAS MALBY'S.
Newcastle, March 26, 1879. April 16-1879.

H. V. WILLISTON, M.D.,
PHYSICIAN & SURGEON.
OFFICE
That formerly occupied by Dr. Balcom,
BATHURST, N. B.
RESIDENCE AT MRS. NAPIER'S, OPPOSITE THE POST OFFICE.
Sept. 9, 1879. 15

WANTED.
A SHOP and OFFICE NOT—any willing to make himself generally useful.
Apply to
DR. FREEMAN.
Newcastle, Se 77.

"Foster House," Tabusintac.
THE subscriber has refitted the FOSTER HOUSE, and is now prepared to accommodate
Sportsmen and Travellers.
This House being but a short distance from the Bay there is good shooting close at hand, and strict attention will be given to the comfort of patrons.
DAVID MCINTOSH.
Tabusintac, October 18, 1879.

PETER LOGGIE,
Wood Moulding & Planing
MILL,
Near the Ferry Landing,
CHATHAM.
EVERY DESCRIPTION OF
FINISHING
for House or Ship Work, manufactured to order.
Venetian Blinds, Doors and Sashes, Fine and Walnut Mouldings, Jig Sawing and Planing, a Specialty.
Estimates and Specifications furnished on application.
Orders attended to with despatch.
P. LOGGIE.

A. D. SHIRREFF,
AUCTIONEER AND COMMISSION MERCHANT,
Life, Fire & Marine Insurance
AND
GENERAL AGENT,
Chatham, N. B.
August 20, 1876. 30-17

Carriage Repairing.
The Subscriber has erected a shop on the property lately owned by Dr. J. S. Benson, and is prepared to attend to the Making and Repairing of
CARRIAGES, HEAVY FARM AND LUMBER WAGGONS, &c.
Prompt attention given to all orders. Good Work guaranteed.
ANGUS McLEAN.
Newcastle, July 28, 1878.

Lamps, Oils, &c.
CHANDLERS,
BRACKETS,
TABLE and HAND LAMPS,
Chimneys, Wicks, &c.,
AMERICAN & CANADIAN OILS,
WHOLESALE & RETAIL.
J. R. CAMERON,
"KINIS & GARDNER BLOCK,"
St. John, May 7, 1879.

DENTISTRY.
Dr. Freeman,
will attend to DENTISTRY in all its various branches, as his other engagements will permit.
Having procured every appliance and the most recent improvements, Dr. F. guarantees all operations and gives special attention to the insertion of
ARTIFICIAL TEETH,
Either on Rubber or a new and improved Base called Celluloid.
Being a resident in the County his patients will find no difficulty in having every guarantee made good.
Newcastle, April 15, 1878. 194.

WILLIAM WYSE,
GENERAL DEALER,
Auctioneer & Commission Merchant,
CHATHAM, MIRAMICHI, N. B.
Merchandise and Produce received on Commission.
Liberal Advances made on Consignments.
NO CHARGE FOR STORAGE.
AUCTION SALES, and all Business in connection with the same, attended to promptly.
July 15, 1879. 16

PATENTS
obtained for new inventions, or for improvements in old ones. Caveats, Trade Marks and all patent Business promptly attended to.
INVENTIONS THAT HAVE BEEN REJECTED may still, in most cases, be patented by us. Being opposite the U. S. Patent Office, and engaged in PATENT BUSINESS EXCLUSIVELY, we can secure patents in less time than those who are remote from Washington and who must depend upon the mails in all transactions with the Patent Office.
When inventors send model or sketches we make search in the Patent Office and advise as to its patentability free of charge. Correspondence confidential, prices low, and NO CHARGE UNLESS PATENT IS OBTAINED.
We refer to Hon. Postmaster General D. M. KEY, Rev. F. D. POWER, to officials in the U. S. Patent Office, and especially to our clients in every State of the Union and in Canada. For special references, terms, advice, &c., Address:
C. A. SNOW & CO.,
Opposite Patent Office, Washington, D. C.

H. A. CROPLEY,
BOOKSELLER, STATIONER,
PRINTER, BOOKBINDER,
Paper Ruler, and Blank Book Manufacturer
Corner of QUEEN and REGENT Streets,
FREDERICTON, N. B.
The attention of the people of Beauséjour, Dorchester, Blackville, Indian Mills, Derby, and intermediate Villages and settlements between Fredericton and Newcastle and Chatham, is most respectfully requested to the above House, the largest and longest established in Fredericton.
Apr 3.

TEACHER WANTED.
A SECOND CLASS MALE OR FEMALE TEACHER with a recent certificate from the Training School, is wanted for District No. 2, North Bay, to take charge on Nov. 1st. Apply to Trustees taking salary.
JOHN HOSFORD,
ANTHONY CAIN, Trustees.
WM. COPE.
Trout Brook, North Bay, Oct. 30, 1879. 17

Selected Literature.

BY THE LIGHT OF THE MOON.

"That there was blood between Whinridge and Capt. Dykely was evident, and there had been ever since. But that was a long time ago, and I don't know what it means now." "You don't know what it means now?" "No, I don't know what it means now." "But you know what it means then?" "Yes, I know what it means then." "And it is my belief, now, that I can be calm on the subject—I was anything but that when I gorged the bait—that he meant this match as a sort of howl for his Oliver." "But where is he? Ah, there goes the quarter!" "The sound of the chimes, as it floated on the gentle night breeze from the tower of Thornford parish church across Windyholm, was heard and noted by the crowd, now wrought up into a nervous state of expectancy by the continued absence of the squire. A sound of wheels. "Horrah!" The cheer was not thrown away. It was the squire, driving a dog-cart at a rate which an officer of the county constabulary would have pronounced dangerous, had anybody but the squire held the reins. He pulled up by the paddock-rails, and, leaping out, turned to assist his companion to alight, saying as he did so, "Hartbrook, where are you? Take care of these. Now, Reddy, come with me."

"Why, it's his son Reginald!" In the hubbub caused by the arrival of Mr. Whinridge and his youngest son, a pale thin boy of about twelve years of age, this was by no means easy for the principals in the little drama to make the preparations necessary for raising the curtain.

Hartbrook, proud of his office, carried a light riding-saddle and his necessary "accompaniments," and, walking by the side of the youth, followed the squire into the paddock. "I guessed it would be you, Master Reddy," said Hartbrook, in a gleeful whisper; "and I've backed you. It's a splendid moon, and you know the track."

"I should think I did, Mark. And you too, eh? Recollect when I would insist on your taking me the whole line, you on old Goliath and I on my pony Lilliput! And how frightened mamma was; and how the dog, tipped me a sov, eh, Mark?" Hartbrook's memory was fully as retentive of those forbidden adventures as the boy's, but he did not consent to refresh it.

"Yes, yes, of course I remember, Master Reddy. Fine times they were. Now tell me, what does the squire really say about the match?" "He has no doubts of Appletart's ability, but—"

"He has of yours?" "Not exactly that. He thinks the exploit is rather too much for my years, and (whispering) "that the captain would have no objection to taking a mean advantage of this infant if he saw the opportunity. O, I must tell you—such a lark! I was out at a dinner party with mamma and Grotty when the gov. got to the Hall to-night. So what does he do but gets into a tail-coat himself and comes to tetch as home, he said. We were hurried off, I can tell you. And sent to bed at once. Mamma thinks he is going round with the keepers, and that I'm in bed?"

By this time they had reached the paddock. The squire's arrival was greeted quite as fervently as, if more quietly than, it had been by the crowd outside. He shook hands with Lord Gules, expressed his delight at knowing that his lordship had consented to act as starter, and then faced the captain. "Now, Captain Dykely, shall we get ready?" "Is my son Reginald. Have you any objection to him?" "Every objection, Mr. Whinridge. When I made this—I don't mind admitting it—stupid match, it was not with the idea that I was going to have for an opponent a mere child."

"I am no more a child than he is, papa!" exclaimed the boy. "If I can ride what more does he want?" "Hear, hear!" cried the crowd. "If you can ride!" said Captain Dykely, with a sneer. "Dykely," interposed Lord Gules, "I must say that, according to the terms of the match, you are bound to accept Whinridge's jockey, or forfeit."

"Very well," rejoined Dykely, sulkily. "Very well. If the baby breaks his neck, I am not to blame, mind—Let us get it over."

There was a stamped on the part of the auditors at these words in the direction of the two most formidable obstacles in the track—a made fence, at the beginning of the straight run-in, and a brook on the far side. The boy, giving up his overcoat and hat to Hartbrook, and putting on a silk cap, presently appeared, like his opponent, fully equipped for action. In default of silk, he wore a thin jersey, but otherwise it would have been impossible to find fault with his appearance. His father gave him a leg up, and then walked by his side to the starting-post where Lord Gules was already waiting with the flag.

"I really cannot say; it certainly looks uncommonly like a forfeit. But there is no accounting for anything that a Whinridge does."

"Upon my word I think you are right," replied his lordship. "By the way, have you and he smoked the salami over that poacher-fellow?" "Not a bit of it," rejoined the captain. "And, it is my belief, now, that I can be calm on the subject—I was anything but that when I gorged the bait—that he meant this match as a sort of howl for his Oliver."

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"Reddy, my dear," said the old fellow, in a voice that was strangely husky, "you heard what that brute said about your breaking your neck?"

"Yes, pa."

"Well, Reddy, it made me feel that I possibly was wrong in subjecting you to such a risk. I should never forgive myself if anything happened to you, and I am sure your mother would never forgive me. Now, Reddy, although you have but the years of a child, you are not without a man's sense—don't mind me at all. If you have any doubt, jump off, and I'll throw up the match."

"Papa, you must let me ride! After what that fellow said it would be too bad to be prevented from showing him up. Never fear. I'll stick on!" "Reddy, your hand."

The boy placed his hand in that of his father, who grasped the warm little palm with fervor, and gently drawing down the lad's head, kissed him. The man and boy understood each other. It was seldom Gustavus Whinridge was betrayed into such an exhibition of what he would have termed feminine weakness; but the boy knew what this demonstration meant far better than if it had been expressed in the tenderest words.

Completely out of the view and hearing of the people, who by this time thronged the stand, the squire imparted his final orders. "Keep with him, but not too close, for the first mile, and then come away as hard as you can put it. It is a splendid moon—almost as light as day—and you ought to do the journey without the least mistake. Now, Reddy, my own dear boy, show them what sort of metal you are made of."

Without another word he left his son and Captain Dykely to amble their way to the starting-post, and mounting a hack which Crowe had in readiness, cantered across to a bit of rising ground near the brook, where he could obtain an excellent view of at least three miles of "the country." About the same time Widgeon, Captain Dykely's man, "a durable hand at a bet, and one of the win-lose-or-wrangle fraternity" (this was Hartbrook's unalloyed testimonial to character), was deep in an endeavor to advise Superintendent Pompert of the Thornford constabulary in the matter of the probable behavior of a restless multitude already gathered around the two ends of the water-gate.

"You see, Super, my governor, the Capt'n, is nervous; and the nag he's riding is nervous; so if I was you, Super—excuse my making so bold—I'd put most of my men by that there rail to keep the crowd quiet."

"Thank you, my man," replied the superintendent, in freezing tones, "I have made my arrangements."

"O, have you, Mr. Pompey-and-the-Cass?" rejoined Widgeon, in a soft whisper, as he turned aside and left that lofty officer to his own devices. "Then I'll bet a pound to a shilling some of those boys there'll unmake 'em. Go all eye, old trump-top; keep that bull's-eye quiet, can't you? That's enough to make any boss shy."

The remark is addressed to one of the superintendent's most zealous subordinates—a young man new to the force—who is acting to-night as though he considered the plentiful production of disturbing fire-works part of his duty. Widgeon takes a front place by the brook. Crowe does likewise. Behind them and a group, three deep, of more spectators is Gustavus Whinridge, a prominent object in his velvet and gray landscape as he stands motionless, waiting for the shout that is to signal the start. It comes at last. "They are off!" and the squire, his eye-sight made keener by telescope by the horse he rode to his box, cranes forward hungrily, and, missing no incidents in the battle, begins in spirit to ride the race himself. "That will do, let him make the running! Now then, wider, wider, Reddy! Keep away from his whip-hand. How gloriously that son of mine rides, to be sure—like a man! Now then! Capital, cap-tail! Ah, only just over, Reddy. The next take-off must be better judged than that, or you will be spilled, to a certainty. Now they are out of sight."

The squire knew every inch of the country over which the two horses were galloping; therefore his guesses at what they were doing, so long as the squire remained in view, were curiously accurate. To the other spectators, Heckler, the judge, and Hartbrook, perhaps, excepted, the incidents of the race were unsupported guesses, the work of the roughest description; the grotesquely shifting shadows which were cast by the two horses rendering obtaining an exact idea of the precise positions of the pair a matter of impossibility.

"Here they come!" shouted the squire, in a strangled voice. "Here they come, and my boy is leading! Let him have it, Reddy! Loose him, my dear child! Loose him! Good lad! He is coming away like a steam-engine!"

As Appletart approached the brook the excitement of the squire intensified, especially when he saw that Captain Dykely was rapidly lessening the gap between him and the squire's horse. There was only about a length and a half of moonlight between

Appletart and Fluefucker as the former rose like a bird over the brook and landed in safety.

"Thank God, that's over!" murmured Whinridge; but he spoke too soon. The youthful ornament of the Thornford constabulary flashed his bull's-eye across the path of the foremost horse, which whirled, and then, terrified by the cheering of the crowd, tore along in a manner that betokened an early dissolution of partnership between him and his jockey.

In a voice that was neither a shout nor a yell, but a frantic blinding of both, Mr. Whinridge exclaimed: "The horse has bolted! Out of the way with you! Reddy, keep him straight, my boy! Good lad, good lad, go—!"

"How much did I win by?" asked the boy, faintly, as he opened his eyes in a hushed apartment in the Whinridge Arms. He had spoken since they picked him up and found that an arm was broken. "How much?"

His father, whose eyes were moist and dim, and whose voice was quiet, like a woman's, said: "Twenty lengths was the judge's verdict, Reddy—twenty lengths. And the Cup is for you, my boy. And whenever you think your father is getting out of bounds, as you may think hereafter, show him that goblet, and remind him of what he went through when it was Won by the Light of the Moon."

The Tay Bridge Disaster.
London, December 30.—The appalling railroad tragedy near Dundee, in Scotland, by which so many people lost their lives in the Frith of Tay, has caused a thrill of horror through the British Isles. Six bodies have been recovered so far, and in all probability some days will elapse before divers can bring to the surface the railroad carriages in which the other victims are. Thousands of people are anxiously awaiting news in Dundee and Edinburgh. The scene at the broken bridge is a most pathetic one. Wives, brothers, husbands and lovers all broken hearted and despairing. No sadder spectacle could be witnessed in God's world. A large number of steamers and small craft are around the spot where the accident occurred. The tidings of the disaster were first conveyed by a gentleman who had left his house with a friend, while a south-west gale was blowing. They began a discussion whether on such a night the Edinburgh train would venture across the bridge. They then went to the block telegraph signal-box situated at the north end of the bridge where they found a number of men also anxiously awaiting information on the subject. Some of them asserted that they had seen the lights of the train in question enter on the bridge and cross the lower spans into the high girders; then they saw a sudden shower of fire, which, with the lights of the train, seemed to descend with great velocity into the river; then perfect darkness followed. Minutes and minutes passed, but no signs of the train were seen, and the people asked themselves were those really the lights of the Edinburgh train they had seen so suddenly quenched.

The horror-stricken beholders made vehement appeals to the signal-man to ascertain the truth; he replied that all he knew of the matter was that the train had been signalled to him from the south end of the bridge at nine minutes past seven o'clock. Discovering no indications of the approach of the train, the alarmed signalman endeavored to telegraph to the south end of the bridge, but between fourteen and seventeen minutes communication ceased. The news was conveyed to James Smith, master of the Tay Bridge Crowds, and it spread like wild-fire through neighborhood thronged the north end of the bridge. In order to ascertain the real state of affairs, two men volunteered to venture out on the bridge to make a personal investigation. They were James Roberts, Locomotive Superintendent of the North British Railway, and James Smith, in charge of the Tay Bridge Station. As they advanced upon the bridge, the gale seemed to increase in fury, and almost swept them off their feet. They persevered, however, and made their way forward slowly and with difficulty, clinging at times to the rails to prevent themselves being carried away by the fierce storm, and flung into the boiling waves of the frith, ninety feet beneath. At length, after infinite toil, their hands lacerated and bleeding, they reached the brink of the awful abyss. The magnitude of the calamity was then revealed to their horror-stricken eyes. Roberts, almost stunned and dazed for the moment, determined to push his investigations still farther. He crawled out to the point where the high girders begin, and found that the whole thirteen girders had disappeared. Each girder was 245 feet in width, and weighed 250 tons. They formed a sort of tunnel in the middle of the bridge. The waves roared beneath around the bare iron piers, and one-third of the whole structure had vanished, leaving as melancholy monuments thirteen stumps of brick work in the frith.

The gale which destroyed the Tay bridge was the most violent ever seen in Scotland since the memorable storm of January, 1868. The streets of Dundee are covered with debris. The streets were almost deserted, until the rumor of the demolition of the bridge attracted hundreds to the shores of the Tay. Reports from Glasgow, Paisley, Greenock and Edinburgh say the storm raged with great violence. It is claimed by some that the bridge was not demolished by the gale, but one or more of the back carriages went off the rails, and coming against the lattice work, tore the structure.

The severe gales of Sunday extended to Boscawen, Edinburgh, Stranraer, Greenock, Yarmouth, Liverpool and Plymouth. Much damage was done to property on land, and some shipping, including the loss of a French barque and eight men. The official report of the North British R. R., in regard to the Tay bridge casualty says the falling girders made very clean work from that portion which remains standing almost the only signs of a smash are the ends of the rails on which the train ran, which are torn asunder. The rails remaining are wrenched out of their chairs for a few yards.

The bridge across the Frith of Tay was completed in 1878, having been in process of construction for several years. When finished it was pronounced one of the strongest and most trustworthy pieces of railroad bridge engineering in the world. Including approaches the bridge is about two miles long, and at the highest point 92 feet above high water, and eighteen feet at the lowest. The superstructure consists wholly of wrought iron girders. For a mile and a half the bridge is perfectly straight, but there is a curve of about a quarter of a mile radius at each end. The gap created in the bridge through which the train from Edinburgh was precipitated last night is not less than half a mile in length. It includes 11 spans of 245 feet each, and one of 145 feet.

The great height from which the cars fell, together with the fact that the passengers were all locked up in them, according to the practice on British railways, is held to render certain the destruction of all aboard. It is not thought that the cars can have floated any considerable distance from the perpendicular line with the spot where they first struck the water. No trace of the cars has been found in the water excepting a few small bags, which in some way became released and floated ashore four miles from the bridge.—The depth of water at the scene of the accident is considerable, and great difficulty will be experienced in raising the cars. If the operation is attempted, divers will be sent down on the subbottom of the storm to ascertain the condition and location of the submerged cars.

THE CAUSE OF THE DISASTER.
Whether the fall of the bridge is due to the action of wind and waves alone, or the jar produced by the train upon the structure, weakened by the storm, is a matter of speculation on which divers opinions prevail, although the probabilities are believed to be that the fallen span gave way under the shock of the train passing over. The passengers were formerly transferred from Point Newton across the Frith to Dundee in steamboats, which means of transportation was superseded by the bridge. The Frith is always a stormy piece of water, and receives the inflow from all the streams of Perth and a large proportion of those of Forfarshire, and is navigable for vessels of five hundred tons burden to Perth.

Royal Commission to Enquire into the System of Colonial Defence.
The Canada Gazette publishes the following:—
The commission is published appointing the Earl of Carnarvon, the Right Hon. H. C. E. Childers, Sir Henry Thurston Holland, Admiral Sir Alexander Milne, General Sir John Linton Simmons, Inspector General of Fortifications and Director of Works, Sir Henry Barkly, Mr. Thomas Brassey, M. P., and Mr. R. G. Crookshank Hamilton, Accountant-General of the Navy, to enquire into the condition and sufficiency of the means, both naval and military, provided for the defence of the more important seaports within the colonies and their dependencies, and of the stations established or required for coaling, refitting or repairing the ships of the navy, and for the protection of the commerce of the colonies with Great Britain, with each other, and with foreign countries. The commission is to consider which of the stations and ports it is desirable, on account of their strategic or commercial importance to provide an organized system of defence, in addition to such general protection as can be afforded by the naval forces; and whether such defence should consist of permanent works manned by garrisons of Imperial or local troops, or both combined, or of any local naval organization or other armaments and appliances.

It is also to consider whether, and in what proportions, the cost of such measures of defence should be divided between the Imperial Government and the Colonies to which they relate, or should be wholly defrayed by the Imperial Government, or by the Colonies.

