Board Works
Feb 26 '75

OBSERVE THE YELLOW SLIP ON THE PAPER—S. DATE ON IT INDICATES THE TIME TO WHICH THE SUBSCRIPTION IS PAID. PROMPT REMITTANCES ARE EXPECTED FROM THOSE WHO HAVE NOT ALREADY MADE THEM.

MIRAMICHI ADVANCE.

VOL. 9—No. 4. CHATHAM, NEW BRUNSWICK, NOV. 30, 1882. D. G. SMITH, EDITOR & PROPRIETOR. FOR TERMS—See Business Notice.

BUSINESS NOTICE.

The "MIRAMICHI ADVANCE" is published at Chatham, Miramichi, N. B., every THURSDAY morning in time for despatch by the earliest mails of that day.

It is sent to any address in Canada, the United States or Great Britain (Postage prepaid by the Publisher) at the following rates:—

If paid in advance - - - - $1.00.
" " within 2 months - - - $1.50.
" " after 2 months - - - $2.00.

Advertisements are placed under classified headings.

Advertisements, other than yearly or by the season, are inserted at *five cents* per line nonpareil, (or sixty cents per inch) for 1st insertion, and *two cents* per line (or twenty cents per inch) for each continuation.

Yearly, or season, advertisements are taken at the rate of $6 75 an inch per year. The matter in spaces secured by the year, or season, may be changed under arrangement made therefor with the Publisher.

The "MIRAMICHI ADVANCE" having its large circulation distributed principally in the Counties of Kent, Northumberland, Gloucester and Restigouche (New Brunswick), and in Bonaventure and Gaspe (Quebec), among communities engaged in Lumbering, Fishing and Agricultural pursuits, offers superior inducements to advertisers. Address

Editor "Miramichi Advance," Chatham N. B.

General Business.

RESTAURANT.

OYSTERS, by the PINT QUART or GALLON.
Oysters served at short notice in all the Ordinary Styles
—ALSO—
HOT COFFEE, BREAD, TARTS, PIES, FRUIT CAKE, plain, fine quality.
T. H. FOUNTAIN, Chatham

ALBERT LIME.
THE A. B. LIME AN CEMENT CO'Y
Are now prepared to furnish their
Best Quality Selected Lime
By the Car Load at all STATIONS on the ALBERT and INTERCOLONIAL RAILWAYS.
This Lime differs from all other Brands in the market—having peculiar cement qualities, which hardens it like stone, and makes it impervious to the action of water. It requires no cement to improve it, and is the CHEAPEST in the market for all purposes.
For Agricultural purposes it can be furnished by the car load in bulk, CHEAP, and is the best as well as the cheapest fertilizer known.
All orders should be addressed
THOMAS McHENRY,
Manager A. B. Lime &Cement Company,
Hillsboro, Albert County

BANK OF
NOVA SCOTIA.
CAPITAL, ... $1,000,000.
RESERVE FUND, ... 275,000
DRAFTS GRANTED ON
MONTREAL
NEW YORK,
BOSTON,
and all points in the LOWER PROVINCES
Sterling Exchange Bought and Sold.
American Drafts Negotiated.
Collections made at all accessible points. Interest Allowed on special deposits.
OFFICE IN CHATHAM—Kerr Building, Water Street.
OFFICE IN NEWCASTLE.—Rooms formerly occupied by H. R. Call, Commercial Wharf.
HOURS.—10 a.m. to 3 p.m. SATURDAY, 10 a.m. to 1 p.m.
F. R. MORRISON, Agent.

Hotels.

WAVERLEY HOTEL.
NEWCASTLE,----------MIRAMICHI, N B
THIS HOUSE has lately been refurnished, and every possible arrangement made to ensure the comfort of travelers.
LIVERY STABLES, WITH GOOD OUTFIT ON THE PREMISES.
ALEX. STEWART.
Late of Waverly House, St. John.) Proprietor

Canada House,
CHATHAM, NEW BRUNSWICK.
WM. JOHNSTON, - - - PROPRIETOR.
CONSIDERABLE outlay has been made on this House to make it a first-class Hotel, and travelers will find it a desirable temporary residence, both as regards location and comfort. It is situated within two minutes walk of Steamboat Landing, and opposite Telegraph and Post Offices.
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

GIN! GIN!!
Arrived per Steamer "Milanese" from London.
20 HHDS. J. DeKuyper & Son's GIN; 50 qr cases DeKuyper & Son's Gin; 350 green cases Gin; 50 Green cases Pints, 2 dozen each.
JOHN W. NICHOLSON,
Victoria Wharf.

NEW RICH BLOOD.
PARSONS' PURGATIVE PILLS make new Rich Blood, and will completely change the blood in the entire system in three months. Any person who will take 1 pill each night from 1 to 12 weeks may be restored to sound health, if such a thing be possible. Sold everywhere, or sent by mail for eight letter stamps.
I. S. JOHNSON & Co., Boston, Mass., formerly Bangor, Me.

MONARCH
BILLIARD TABLES
We are agents for the Brunswick & Balke Co's. celebrated Billiard Tables and Billiard Furnishings generally, Cloths, Balls, Cues, Cue Tips, Chalk, Cement Green Court Plaster, &c. These tables are all fitted with the wonderful "Monarch" Cushion, the very finest, most Elastic and truest Cushion ever made.
Persons about purchasing Billiard Tables for home or public use, should write us for prices. Pool and Bagatell Balls turned and colored. Every thing in the Billiard line supplied on short notice.
FURLONG & FOLEY,
22 Charlotte St. St. John, N. B

Winter Fisheries
We are prepared to supply the first quality
Smelt and other Nets,
made in a thorough manner, and at the LOWEST MARKET PRICES,
FISHERMEN will oblige us if they will make their orders through their HOME MERCHANTS.
AMERICAN NET AND TWINE CO.,
BOSTON

SAMPLE ROOMS
For Commercial Men
THE demand for Sample Rooms to accommodate the commercial travellers being so great, and the supply being inadequate, causing the travellers in some instances to remain three or four days awaiting their turn, has induced the subscriber to build two Sample Rooms, well lighted, aired and warm. Commercial men can depend on obtaining just what they require, being situated in the central part of the business community, namely, corner Main and Wesley Streets, they will be found to be far more suitable, comfortable and convenient. Should a horse and sleigh be required it will be furnished without additional expense. Rooms secured either by letter or telegram.
HENRY G. MARR,
Main Street Moncton, N. B

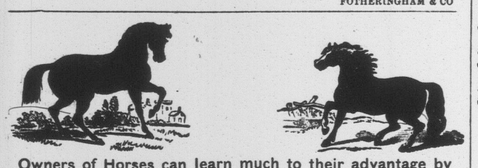
For Sale,
750,000 Pine Shingles,
—AT—
R. FLANAGANS.

Newest CORSET out.
SOLE AGENT IN CHATHAM FOR
Ball's Health-Preserving Corset.
This Corset is highly recommended by several of the leading medical men of the United States, investigation invited.
We are also showing a COMPLETE STOCK of
Fall and Winter Goods.
Plain and Brocade Silk Velvets and Velveteens, New Dress materials, Sacques and Fancy Sacque and Ulster Cloths with Trimmings and Buttons to match, Beaded Gimps and Laces, etc, Seamless Hosiery. in Ladies', Misses and Children's.
Agent for A. J Law's celebrated Dye Works.
(SATISFACTION GUARANTEED.)
D. M. LOGGIE & CO.
opposite Golden Ball, WATER ST., CHTHAM

GENERAL BUSINESS.

Bargains. Bargains.
BARGAINS.
I have on hand Stock to the amount of
$25,000
which I wish to reduce by one half, in order to make room for
New Fall Stock already uoder contract for early delivery.
To effect this, I have determined upon, and will, on Saturday next, 15th July, commence a
SWEEPING CLEARING SALE
—AND WILL OFFER—
Thousands of Yards of all kinds of Summer Dress Goods
CONSISTING—Grenadines, Figures, Muslins, Plaid and Fancy Lustres, &c.,
SILKS ETC. ETC. AT IMMENSE REDUCTION.
100 Pieces of Printed Cottons from 5 cts. up,
50 Pieces of Black Lustres, at prices never before equalled on the MIRAMICHI.
The whole stock of MILLINERY embracing Ladies' Hats and Bonnets, Childrens Hats, Flowers Feathers, Wings, Tips, &c., at such prices as will insure a clearance.
10 Doz. Ladies Sunshades, beginning at 30 cents.
100 Doz. Ladies and Childrens Hosiery.
at figures that will astonish.
—AN ENDLESS VARIETY OF—
LADIES' AND MEN'S GLOVES
from the cheapest Lisle Thread to the best make in French Kid AT COST.
A tremendous lot of odds and ends at prices profitable only to the purchaser.
IN DRESS SWEAR we offer 112 PIECES (of different lengths) in TWEEDS AND CLOTHS mostly new, and nearly all CHOICE patterns at a DISCOUNT of TWENTY PER CENT. Remember this Lot is worth your notice as at present prices they are EXCEPTIONAL VALUE.
300 MEN'S YOUTHS' AND BOYS' SUITS.
The prices of our Ready-made Clothing are so reduced as to guarantee the sale of a suitto any reasonable person.
In Shirts our stock both of Dress and Working Shirts is too large and are put at prices to suit the hardest buyer The same will apply to our stock of
Hard and Soft Felt Hats, Caps &c &c.
Also in stock and subject to the same SWEEPING REDUCTIONS Carpets, Flannels, Blankets, Sheetings, Hessians, Oil Cloths, Table Linen, Napkins, Towels and Towellings, White and Gray Cottons.
Besides the foregoing we will sell you—until 25 Chests are exhausted—
First rate quality of Tea at 25 cts. per lb.
Good Brown Sugar 8 cts. per lb.
Best Black Tobacco 35 cts. per lb.
Flour, Pork, Molasses, Beans, Dried Apples, etc., under present market value.
The Genuineness of this Sale may easily be established by calling and seeing prices.
WILLIAM MURRAY,
ARGYLE HOUSE,
CHATHAM, N. B.
July, 13th,

Golden Ball, Shoe Store
—AND—
FURNITURE EMPORIUM.
The Golden Ball Boot and Shoe Store is the oldest established in Miramichi. It is now fifteen years since we commenced business exclusively in the above line, and we can now point with pleasure, to hosts of patrons, who have invariably purchased from us, during that length of time. The reason is plain. We buy entirely from the best manufacturers, consequently our goods give satisfaction. We might purchase cheap, shoddy goods (that are only meant to sell and not to wear) but by adhering to that policy, it would be impossible to retain our customers. The best goods are the cheapest in the end.
We have full lines of
Infant's, Children's Misses', Youth's, Boy's Women's and Men's Boots Shoes, Slippers. etc.,
at the lowest possible price compatible with good quality.
Also a large assortment of
Trunks, Valises, and Hand Bags, Sole Leather and hoe Findings.
Seven years ago we opened our FURNITURE EMPORIUM, and have witnessed a steadily increasing business. We keep in stock all varieties of BEDROOM, KITCHEN AND PARLOR FURNITURE, LOUNGES, SOFAS, HALL STANDS, WHATNOTS, WARDROBES, BOUQUET TABLES, SIDEBOARDS, EXTENSION TABLES, SPRING BEDS, IRON BEADSTEADS, STRETCHERS, ETC.
—ALSO.—
Mattrasses, Bolsters and Pillows of all kinds, Mirror Plates, Excelsior Etc.
—JUST ARRIVED.—
A Few Splendid Parlor Suites, in Raw silk and in Hair Cloth.
FOTHERINGHAM & CO



Owners of Horses can learn much to their advantage by obtaining
DR. KENDALL'S TREATISE
—ON—
THE HORSE AND HIS DISEASES.
WE have made Arrangements with the Publishers by which we are enabled to offer this valuable work to
OLD AND NEW SUBSCRIBERS TO THE "ADVANCE,"
WHO PREPAY THEIR SUBSCRIPTIONS FOR ONE YEAR.
FARMERS will find the work invaluable, and it will be forwarded promptly to them on receipt of Subscription.
Sent also by mail for twenty-five cents.
Chatham, Oct. 5th, '82 D. G. SMITH.

PRESSED HAY.
—WE OFFER—
500 Tons Choice Hay,
Harvested in perfect condition, delivered on cars here.
ALSO DOMESTIC MADE
WOOL SOCKS and MITTS
AT MARKET RATES.
Jos. L. Black.
Sackville, 20th October, 1882. dcr21

NOTICE.
SMELT BAG NET fishing will commence on the 15th inst., and end 15th February following. Fishermen and others interested will require to have their nets licensed and numbered to correspond with the number of their License, and holders or their agents, when fishing, will require to have the License on their person, to save trouble when challenged by an officer. This will apply to nets licensed out of Chatham District as well. No Licenses for this District will be legal unless issued and countersigned by the Chatham Fishery Officer. No net must be used or set until a license has been obtained for it. All fishermen will take notice and govern themselves accordingly.
WM WYSE,
Fishery Officer.
Chatham, Nov. 10, 1882.—

MONEY.
$900 TO LEND for a number of years on good Real Estate security in the town of Newcastle or Chatham. Interest payable half yearly.
R. CARMAN, Chatham.
November 15, 1882.

CHEESE, &c.
1,200 Choice Rich Yellow Cheese (Canadian);
100 Bags WHITE BEANS;
500 Packages TEAS, of Choice Qualities;
900 " " TOBACCOS;
100 Bbls. DRIED APPLES;
100 Bbls. ONIONS;
100 Casks Molasses, Nevis and Barbados;
100 Bbls. Heavy MESS PORK—to arrive;
1,000 Qtls. Large CODFISH;
Raisins, B.-Soda, Pickled Fish, Canned Goods and Spices, Split Peas, Barley, etc.
For sale by C. M. BOSTWICK & Co., St. John.

LIVERY STABLE.
THE SUBSCRIBER has opened a LIVERY STABLE on the corner premises adjoining the residence of Dr. J. S. Benson, where he is prepared to furnish teams, with or without drivers, for short or long journeys, on the most reasonable terms.
Horses taken to board by the day, week, or season.
Passengers and luggage conveyed to and from the Railway Station or boats at all hours.
JOHN A. WARD.

COFFINS & CASKETS
The Subscriber has on hand at his shop, a superior assortment of
ROSEWOOD & WALNUT COFFINS,
COFFIN FINDINGS
AND ROBES,
which he will supply at reasonable rates.
WM. McLEAN, - Undertaker.

Brokerage, etc.

W. & R. Brodie,
GENERAL
Commission Merchants
AND
DEALERS IN
FLOUR, PRODUCE AND PROVISIONS
No. 16, ARTHUR STREET,
Next the Bank of Montreal
QUEBEC.

WILLIAM J. FRASER,
COMMISSION MERCHANT,
IMPORTER AND DEALER IN
TEAS, SUGARS, MOLASSES &c.
HEAD OF CENTRAL WHARF,
UPPER WATER STREET,
HALIFAX N. S.
CONSIGNMENTS PROMPTLY ATTENDED TO

HARDWARE.
SALE POSITIVE.
COME ONE! COME ALL!!
I WILL SELL GOODS in job lots for cash or good paper on REASONABLE TERMS, a prices much below what they can be imported for
All stock remaining on hand will be sold at
AUCTION
commencing on or about the
20th MARCH, NEXT,
as I must close up my business in Chatham before the 1st of May next in order to attend to my increasing business in the WEST.
All persons indebted must call and settle their accounts without delay and SAVE COSTS.
J. R. GOGGIN.
Chatham, Sept. 20th. 1882.

Auctioneer.
THE SUBSCRIBER holds a License and is prepared to attend AUCTION SALES in any part of the Country; orders left at the store of John Brown, Esq., or D. M. Loggie & Co., will be promptly attended to.
W. KERR.
Chatham, Sept. 27th, 1882. 4t25

HARNESS!
Having commenced business in my NEW FACTORY, I am prepared to manufacture harness of all descriptions from the
Light Driving to the Heaviest Team Harness.
And as I work the best stock that can be obtained in the market. I warrant satisfaction
COLLARS A SPECIALTY which we warrant.
A few of those
CELEBRATED VICTOR HUGO COLLARS,
always in Stock,
Carriage Trimming Neatly Executed
and carefully shipped.
Work from abroad punctually executed.
ALFRED R. PALLEN,
Opposite Ullock's Stables.
Chatham, N. B.

JOHN McDONALD,
UNDERTAKER.
CASKETS & COFFINS
of all kinds and prices kept in Stock.
Metallic and Patent Coffins,
furnished when required.
Badges for Pall Bearers, Clergymen and Physicians, Furnished.
Burial Robes also Supplied.
Prompt attention to all Orders day or night.

HOLLAND GIN
IN BONDED WAREHOUSE.
55 Quarter Casks Gin,
35 Octaves, do.
320 Green Cases, do.
FOR SALE BY
LEE & LOGAN,
45 and 47,
DOCK STREET --- ST. JOHN

William Rae,
Upper Water Street, Chatham, N. B.,
IMPORTER AND DEALER IN
Italian, Sutherland Falls and Rutland Marbles.
—MANUFACTURER OF—
Grave Stones and Monumental Memorials, in Foreign or Native Stone.
A good selection on hand
FOR SALE.
The Subscriber offers for sale, from sixteen to twenty acres of wood land, about 2½ miles from the town of Chatham, the soil is good and well wooded Apply to AMOS PERLEY
Chatham, Jan. 24th, 1882.

J. D. TURNER,
No. 25 North Side King Square, St. John, N. B.
Dealer in
OYSTERS AND HADDIES.
Consignments of oysters solicited.
Good reference if required.

Notice.
The subscriber, having purchased the tannery formerly owned by Duncan Davidson, Esq., is prepared to furnish all kinds of stock in his line of business
Highest market price paid for hides.
WILLIAM TROY
Chatham, Sep. 26th, 1881.

Tonsorial Artist,
PHYSIOGNOMICAL HAIR DRESSER,
Facial Operator, Cranium Manipulator & Capilliary Abridger.
Shaves and Hair Cuts
WITH AMBIDEXTROUS FACILITY
GEORGE STAPLES.
NEAR COMMERCIAL HOUSE.
Chatham, September 8th., 1880

General Business.

CLOCKS! CLOCKS!!
As the time has arrived to have our stoves going and as our CLOCKS are
Liable to be injured
by the heat in our small shop, we have determined
to sell our present Stock
at a SMALL ADVANCE ON COST.
Waltham Watches & Jewelry
at the lowest possible figures,
A NEW STOCK OF WHICH IS JUST TO HAND.
MYER MOSS.

DRY GOODS,
CLOTHING,
MILLINERY, ETC.,
AT COST.
THE Subscriber returns his sincere thanks to the numerous patrons of the
VICTORIA HOUSE
since he became its proprietor, and in return for the favors bestowed upon him, has decided to offer to them
For ONE Month
his whole Stock of
Summer Goods, at Cost for
CASH.
The Stock offered consists, in part, of
Colored and Black Bunting at 20 cts. a yard.
Black Cashmeres and Merinos, Black figured de Cassie, Black Corded de Cassie, Brown Corded de Cassie, Coloured Persian Cords, Colored Lustres all shades,
De Beges Brown and Black,
Grey Sunshades and Parasols, Scarfs, Ties, Chenielle Shoulder Capes,
Lace Mitts and Armlets a BARGAIN
Corsets! Corsets!! Corsets!!
Unbleached Table Linens, Table Napkins, Roller Cloths, Towels and Towellings, etc,
Merino Summer Flannels
for children and Ladies' wear. Ladies' Under Vests, etc,
A LARGE LOT OF
Ready Made Clothing
will be sold for CASH at first Cost, they are well selected and from the leading houses.
Dont forget them; they are worth your notice.
Coloured and White Dress Shirts,
Collars,
Ties,
Handkerchiefs,
Merino Under Clothing etc.
Stiff Felt Hats,
Soft Felt Hats,
Fur Hats, etc.
AT COST.
BALANCE OF
Millinery below Cost
to clear.
GENTS KNITTED LINDERS & PANTS,
from 80 cents to $3.00 per pair.
A Lot of Trunks at Cost.
J. F. GEMMEL,
CHATHAM.

Commercial House.
New opening a very large assortment of
NEW SUMMER
Staple & Fancy Dry Goods,
MILLINERY, HATS, CAPS, CLOTHING, TRUNKS, VALISES, CARPET, BAGS, CURTAIN MATERIAL,
TABLE LINEN. DOYLIES, NAPKINS, TOWELS, HAMBURG, TRIMMINGS, LACES, EDGINGS & FRINGES,
HALL & ROOM PAPER, OILCLOTH, SMALL WARES, & NICK, NACKS,
Agency or Buttricks, New York, Fashions.
W. B. HOWARD.

E. H. THOMPSON'S
ART GALLERY,
(Opposite Canada House, Chatham.)
Old Pictures Enlarged
—AND—
Finished in Oil, Water Colors or India Ink.
PHOTOGRAPHS
—AND—
FEROTYPES
taken and satisfaction guaranteed.
Picture Framing and Mounting at short notice.

TIN SHOP.
I have now opened the well known establishment formerly occupied by the late James Gray, and with the kind patronage of former friends, am prepared to execute all work in
TIN,
SHEET-IRON,
GAS-FITTING.
Granite Ware, Japaned Stamped and Plain.
TINWARE
always on hand, which I will sell low for cash.
PLOUGHS,
Also, a nice assortment of
Parlor and Cooking Stoves,
fitted with PATENT OVENS the inner shells of which draw out for cleaning purposes.
Those wishing to buy cheap would do well to give us a call.
Shop in rear of Custom House.
A. C. M'LEAN.
Chatham July 22.

Medical.

Dr. J. S. Benson,
RESIDENCE:
Duke Street, - Chatham.

JOHN McCURDY, M. D.,
PHYSICIAN AND SURGEON,
CHATHAM, N. B.

HALL'S VEGETABLE SICILIAN HAIR RENEWER.
This standard article is compounded with the greatest care.
Its effects are as wonderful and satisfactory as ever.
It restores gray or faded hair to its youthful color.
It removes eruptions, itching and dandruff; and the scalp by its use becomes white and clean.
By its tonic properties it restores the capiary glands to their normal vigor, preventing baldness and making the hair grow thick and strong.
As a dressing nothing has been found so effectual or desirable.
Dr. A. A Hayes, State Assayer of Massachusetts, says t: "I consider it *the best preparation* for its intended purposes."
Buckingham's Dye,
For the Whiskers.
This elegant preparation may be relied on to change the color of the beard from gray or any loither undesirable shade, to brown or black, at discretion. It is easily applied, being in *one preparation*, and quickly and effectually produces a permanent color which will neither rub nor wash off.
—MANUFACTURED BY—
R P HALL & CO
NASHUA, N. H.

DENTISTRY.
DR. D. A. BAXTER, DENTIST, is now in Chatham for a short time.
Those wishing work done will please call early.
Operating Rooms—Dr. J. Baxter's Office, Water Street.

If you are a man of business, weakened by the strain of your duties avoid stimulants and use Hop Bitters.
If you are young and discretion or dissipated or single, old or poor health or languishing, rely on Hop Bitters.
Whoever you are, whenever you feel that your system needs cleansing, toning or stimulating without intoxicating, take Hop Bitters.
Have you dyspepsia, kidney or urinary complaint, disease of the stomach, bowels, blood, liver or nerves? You will be cured if you use Hop Bitters.
If you are sick, ply weak and low spirited, try it it may save your life. It has saved hundreds.
If you are a man of letter toiling over midnight work, to restore brain nerve and waste, use Hop Bitters.
If suffering from any infection; if you are young, suffering from ing on a bed of sickness, use Hop Bitters.
Thousands dis annually from some form of Kidney disease that might have been prevented by a timely use of Hop Bitters.
D. I. C. is an absolute and irresistible cure for drunkenness, use of opium, tobacco, or narcotics.
HOP BITTERS NEVER FAIL
Sold by druggists. Send for Circular.
HOP BITTERS MFG CO., Rochester, N. Y. & Toronto, Ont.

DR. CHANNING'S
Sarsaparilla
FOR THE BLOOD
CURES SYPHILIS, SCROFULA, SALT-RHEUM, ALL SKIN-DISEASES, TUMORS, ENLARGEMENT OF THE LIVER AND SPLEEN, RHEUMATIC AFFECTIONS, DISEASES OF THE KIDNEYS, BLADDER AND URINARY ORGANS, LEUCORRHŒA, CATARRH, AND ALL DISEASES RESULTING FROM A DEPRAVED AND IMPURE CONDITION OF THE BLOOD.
A HIGHLY CONCENTRATED EXTRACT OF
RED JAMAICA
SARSAPARILLA
AND THE
DOUBLE IODIDES
Space forbids the giving more testimony in this place, in favor of this great medicine. Is not one certificate, however, from an eminent and well-known Physician like Dr Bessey, of Montreal, sufficient to establish its superiority over the numerous mixtures called Blood Purifiers offered by Druggists and others?
T. C. STRATTON, Esq.
Montreal, Feb. 1st, 1877.
I cannot but regard the formula from which Dr. Channing's Sarsaparilla is prepared, as one of the best possible combinations to constitute an effectual remedy, for the cure of *Blood Impurities*. So far as my experience leads me with this remedy, I can testify to its great value in the treatment of all Strumous and Cachectic affections, as Glandular Enlargements, and a wide range of skin affections; as a reliable preparation for general use as a *blood purifier*, I know of none equal to it, combining as it does, all the imputed virtues of Sarsaparilla, and several other valuable remedies, with the extraordinary alterative properties of the "*Double Iodides*," and of none that can be more highly recommended as safe, certain and reliable, and I have every confidence that such a remedy for general use, taking the place of the many worthless nostrums of the day, will be a great boon to suffering humanity, and its use will be attended with the most satisfactory results. It should be invaluable to persons beyond the reach of medical advice, and will, no doubt, become popular with Medical men throughout the country.
Respectfully yours,
W. E. BESSEY, M D
Beaver Hall Square.
NOTE.—Dr. Channing's Sarsaparilla is put up in large bottles, with the name blown in the Glass, and retails at $1.00 per bottle, or Six Bottles for Five Dollars. Sold by Druggists generally, and most Country Stores. Be sure, and ask for Dr. Channing's Sarsaparilla and take no other. If not readily obtained in your locality, address the General Agent.
Perry Davis & Son & Lawrence,
377 St. Paul Street, Montreal

R. FLANAGAN,
ST. JOHN STREET, CHATHAM.
WHOLESALE AND RETAIL
DEALER IN
Dry Goods, Groceries and Provisions, Hardware, Hats, Caps, Ready-Made Clothing.
Customers will find our Stock complete, comprising many articles, it is impossible here to enumerate and all sold at moderate prices.

Miramichi Advance.

CHATHAM. - - - NOVEMBER 30, 1882.

From the London World.)

Captain Costigan in Egypt.

Ye counsellors of Drogheda,
Attind while I embroider
The banner of the warrior with the flowers of the pote;
I sing our country's haro
Who smote the spawn of Pharoah
An' dared the haythin blayguards for to trample on his coat.

Says the Queen, "Sir Garnet, plaze,
Ye must crass the howlin says,
Where there's purty goins-on to understhand I'm giv'n,"
Says he, "Great Queen Vic-tory,
When juty calls to glory,
Obaydience for the soger is the fust law of Hiv'n!"

So he crassed the says so bold
(Though troubled with a could),
On thim ruffin hordes descindin' like a clap of thunder;
An,' as in the days of Boney,
From the pyramids so stony,
Forty cinturies looked down on him agog with wonder.

An' who is' he commands
Acrass thim burnin' sands?
There's saxon louts, an' Scotch loons with their long shanks bare.
But he winks his gallant oi:
"Do I go for to espoi
Brave Pat, me darlin' counthryman, amongst ye there?"

"Arrah, gineral, avick,
We're the bhoys to do the thrick!"
Then in like a pig among the cabbages goes Pat!
An' the dromedaries an' camels,
An' the hadjis an' the hammals
Was a runnin' for their dhirty loives this way an' that.

Och, to tell ye all his ravages
Amongst thim squalin' savages
Would puzzle Mister Forbes himself, that's flat;
Till he sheathes his bloody sabre
On the hoights of Tel-el-Kebir,
An' Sir Garnet comes a-ridin' up wid "Thank ye, Pat."

Shure, it's gospel truth I'm tellin'
Though thim peepers may be swellin'
Their Hoighlands and their Lowlands, horse, fut, and dragoon,
The bhoy what did the thrick
Was Pat, and double quick
Ould Arabi was dancin' with "Garry Owen" for chune.

The Fish Exchange.

The fishermen of Gloucester and some of the dealers, also, showed a bold front against the recently organised Fish Exchange that it has been dissolved. A *N. Y. Herald* despatch of 21st says,—

"A unanimous vote for dissolution was adopted this afternoon by the Boston Fish Exchange. Each of the thirty-six firms of wholesale fish dealers belonging to the Exchange was represented at the meeting, and it was the concurrent judgment of all that it was inexpedient to continue the organization any longer. Things are restored to their old basis. Dealers are free to buy of whomsoever they please; fishermen coming in with their fares can sell for whatever price they can get. Wholesale fish dealers claim that the Exchange was for the advantage of the fishermen more than of any other class, by assuring them more regular prices than have hitherto been paid. The Exchange was not organized to control or monopolize trade, they say, but to regulate it so that it would not suffer such severe ups and downs. Great hostility to the Exchange has been manifested on the part of the retail dealers, owners of the Commercial Wharf and the fishermen, with the result above stated."

A Gloucester, Mass., despatch of 23rd inst., says,—

An indignation meeting of those opposed to fish monopolies was held in the City Hall this evening. The audience was largely made up of fishermen and masters of vessels. Resolutions were presented and unanimously adopted setting forth that an important crisis has arisen in the principal industry of Gloucester; that for mutual protection it is absolutely necessary that some action be taken to retain it; that the Boston Fish Exchange has been broken by the manly action of one firm sustained by the determined co-operation of the fishermen; that the New England Fish Company is fully as dangerous and obnoxious, having a monopoly of the halibut trade, so that no party could buy a load of Halibut in Gloucester without the consent of this company and its allies.

The resolutions closed with a resolve that a committee of twelve be chosen, to be known as the "Committee of Protection," to take into consideration this state of affairs, devise some proper remedy and secure therefor a pledge of support and improvement of the entire fishing industry of Gloucester.

It seems that those who undertook to organise the late Fish Exchange have brought about a reaction which threatens to leave them in even a worse position than they were before. In a recent article on the subject the ADVANCE showed that the attempted monopoly could only be fought successfully by combination among the shippers. The Gloucester fishermen stood in the same relationship to the Exchange as the shippers of the North Shore would do, and the bold front they have put on has taught the would-be monopolists that combination is a game two can play at.

See, Feel and Believe.

"Truth conquers," and PUTNAM'S PAINLESS CORN EXTRACTOR is the embodiment of truth. "Actions speak louder than words," and its action on corns of every description has been the means of extending its reputation far and wide. The explanation of its success is that it performs all that it claims to do, viz.: To remove the worst corns in a few days without pain. Beware of imitations and substitutes. Sold by druggists everywhere. N. C. POLSON & CO., Kingston, Proprietors.

A Political Serenade.

They are very enthusiastic in the eighth district, New York, over the recent victory obtained for the Democratic party by the election of John J. Adams. On Saturday evening 18th inst. as we learn from the N. Y. *Star*.—

Fully 5,000 persons assembled at the serenade to Congressman-elect John J. Adams. At 8.30 o'clock a procession, representing the United Democracy of the Eighth Congressional District, formed in front of the establishment of Coroner elect Martin, and under the latter's marshalship, marched to the residence of Mr. Adams, No. 123 West Twenty-second st. The procession was headed by Grafulla's Band and was preceded and followed by electric lights The more notable of those who assembled to do honor to the young Congressman-elect, included Commissioner Smith E. Lane, Senator John W. Browning, Assemblyman-elect Thales S. Bliss, Alderman-elect A. B. Smith, Judge Morgan, Daniel Williams, ex-Assemblyman A. D. Williams, James Dunne, John Joralemon, William Grifin, James J. Brinkman, William Ferguson, Colonel Ed. Gilon, John Young, Sergeant Elock, John McCarthy, Counselor James Oliver, Isaac H. Hunter, Samuel Goldsmith and Messrs. Simpson, Crawford and Simpson, composing the noted dry goods firm.

When the band had played "Solid Men to the Front," Senator Browning came forward, and in an appropriate speech introduced the Congressman-elect. Mr. Adams, in opening his remarks, referred to the fact that the Eighth District had been carried by the Democracy for the first time in eight years. His election was due largely to the exertions of personal friends, as well as to the disaffected Republicans, who had risen to crush the machine because it had sought to crush the man who was, by his intelligence as well as by his manly independence, the leader of the Eighth Congressional District—his personal friend, General Anson G. McCook. [Cheers.] The time had gone by for talking; work was now in order. In the last Presidential election the Republicans had sprung on the Democrats the tariff issue and had won, but the ghost of Macbeth is coming back to plague the inventors. Great issues new demand prompt and wise action at Democratic hands. Twenty-two States are linked arm in arm in the Democratic procession, and if the party be true to the country and to itself, unlimited power was at its disposal. In conclusion Mr. Adams said:

"I am in favor of a Civil Service reform bill, but I also favor supplementing it with a bill that will make a penal offense the coercion of any officeholder to contribute even $1 of his salary toward a corruption fund."

Congressman Cox was the next speaker. He said:

"As I came forward the band played the tune called 'The Little Widow Dunn.' I do not know the signification of the playing, but I think the Republican party is both widowed and done. [Cheers and laughter.] I congratulate you on the recent revolution in our politics. The Adams family has always been revolutionary and I am not surprised to find an Adams leading the revolution in this district, of which I was the last Democratic representative. The greatest of the elder Adamses was Sam Adams, who was described by Theodore Parker as not a Hebrew man nor a Christian man, but one of Plutarch's heroic men. I think that John J. Adams may be descended from Sam Adams. I don't like to exult too much; but I really believe that the Republican party has nearly departed. You know the story of the old lady, who, feeling thirsty one night, got up in the dark and drank from a bowl in which lay a ball of yarn. By and by she began to pick her teeth, got hold of the end of the yarn, and began to pull. As yard after yard came up, she exclaimed: "Before the Lord, I think I am ravelling right out?' I think the Republican party is ravelling right out." [Cheers and laughter.]

Speeches were made by Messrs. Thomas Palmer, John Joralemon and Isaac H. Hunter, the pioneer colored Democratic orator.

The Bites and Scratches of Dogs and Cats are readily cured by bathing in Perry Davis' Pain-Killer.

A "Struggling" Monopoly.

The New York *Herald* says,—

The promised "shutting down" of Bessemer steel works at the West may possibly be for the reason alleged, which is that there is no profit for them while steel rails are so cheap and in light demand, but it is not improbable that it is a movement to frighten Congress out of lowering the tariff on a most outrageously over-protected industry. There is not a free trader in the land to whose mind Bessemer steel does not come at once when he wants to instance some feature of the tariff by which American manufacturers have made enormous sums with little outlay of time, money or brains. Eastern manufacturers of Bessemer steel may, perhaps, encourage the Western movement, but if they are wise they will hold their tongues and continue to make what they can rather than fly in the face of the country's general intelligence on a subject the facts of which are notorious.

Sick Headache.

This scourge of all ages and sexes succumbs at once to DR. HERRICK'S SUGAR-COATED VEGETABLE PILLS. A single dose will alleviate even the most obstinate case, and a persistence in the use of the medicine effect a radical cure. Try the remedy.

Knowledge in a Nutshell.

A cubit is two feet.
A pace is three feet.
A fathom is six feet.
A span is 10⅝ inches.
A palm is three inches.
A great cubit is 11 feet.
A league is three miles.
There are 2750 languages.
Oats, 35 pounds per bushel.
Bran, 20 pounds per bushel.
Barley, 48 pounds per bushel.
A day's journey is 33⅓ miles.
Two persons die every second.
Sound moves 743 miles per hour.
A square mile contains 640 acres.
A storm blows 36 miles per hour.
Coarse salt, 85 pounds per bushel.
A tub of butter weighs 84 pounds.
Buckwheat, 52 pounds per bushel.
The average human life is 31 years.
A barrel of flour weighs 196 pounds.
A barrel of pork weighs 200 pounds.
Slow rivers flow five miles per hour.
Timothy seed, 55 pounds per bushel.
A hurricane moves 80 miles per hour.
A rifle ball moves 1000 miles per hour.
A hand (horse measure) is four inches.
The first lucifer match was made in 1829.
Gold was discovered in California 1848.
Rapid rivers flow seven miles per hour.
The first horse railroad was built in 1826-8.
Electricity moves 287,000 miles per second.
A mile is 5280 feet, or 1760 yards in length.

A Word of Wisdom!

There is only one sure and certain way of keeping your live stock—whether fowls or animals—in a perfectly healthy and paying condition, and that is by mixing HARVELL'S CONDITION POWDERS with their feed. Try these great specifics and satisfy yourself.

LITTELL'S LIVING AGE FOR 1883.—This standard weekly magazine, now nearly forty years old, continues to afford the most convenient means of keeping informed in the best literature of the day, and abreast with the work of the most eminent writers. It gives an amount of reading unequalled by any other periodical, and is the only satisfactorily complete comp

General Business.

JUST RECEIVED.

10 BARRELS

Malaga Grapes,

1 CAR LOAD

CHOICE WINTER APPLES,

1 MIXED CAR

CANADIAN APPLES,

ONIONS,
CHEESE,
ETC. ETC.

BOTTOM PRICES.

D. CHESMAN.

JUST RECEIVED

—AT THE—

Commercial House,

CHATHAM, N. B.

Trimming Silks,
Satins and Velvets,
Plain and Watered Buttons,
Braids,
Linings,
Moire Ribbons,
Berlin Wools,
Fingerings and
Fancy Goods,
Working Canvas,
Splints,
Cardboards,
Gloves,
Corsets,
Hair Braids,
Switches,
Hosiery,
Etc.,
Etc.

BUTTRICK'S NEW YORK FASHIONS FOR SEPTEMBER.

W. S. HOWARD.

Dick's Powders,

Kendall's Spavin Cure,
Leeming's Essences,

A SUPPLY RECEIVED THIS WEEK.

By special arrangement a supply of NORTHROP and LYMANS'

EMULSION OF COD LIVER OIL

will be received from the manufacturers every month during the winter, thereby ensuring its

FRESHNESS and PURITY

FIRST LOT JUST RECEIVED, TWO SIZES 50 cts and $1.

—ALSO—

Pleasant Worm Syrup,
Burdock Blood Bitters,
HOP BITTERS,

and all the Patent Medicines of the day, at the

"MEDICAL HALL."

J. D. B. F. Mackenzie.

Chatham, Nov 1. 1882.

CHOICE

WINTER APPLES

1 Car Load

BALDWINS,
RIBSTON PIPPINS,
BISHOP PIPPINS,
SPITZENBERGS,
GREENINGS,
RUSSETS.

G. Stothart.

Executors' Notice.

ALL persons having any just claims against the Estate of Francis J. Letson, Esquire, late of Chatham, deceased, are requested to render the same, duly attested to A. H. Johnson of Chatham, Barrister at Law, within three months from date and all persons indebted to the said Estate are requested to make immediate payment to him.

ISABELLA JANE LETSON, EXECUTRIX.
JOHN ELLIS, ANDREW H. JOHNSON } EXECUTORS

Chatham, Oct. 9th, 1882.

Notice of Assignment.

NOTICE is hereby given that John C. Sinclair of Bathurst, grocer, has assigned all his Estate and effects to the undersigned for the benefit of his creditors and that the deed of trust is lying at the office of DesBrisay & DesBrisay, Barristers at Law, for execution by his creditors.

All creditors desiring to participate under the deed of trust are required to execute said deed within two months from this date

Dated at Bathurst this thirtieth day of October, A. D. 1882.

JOHN SIVEWRIGHT, T. S. TAYNE DESBRISAY } Trustees.

dec 7

MIRAMICHI BOOKSTORE.

(OPPOSITE DR. PALLEN'S CORNER,)

Water St., - - - - Chatham.

WALL PAPERS,
BORDERS,
WRITING PAPERS
AND ENVELOPES,
PENCILS in Wood and Gold.

SCHOOL SUPPLIES of all KINDS.

☞ Fancy Goods. Childrens' Carts and Wheelbarrows. New Goods Daily Arriving.

Agency of the INTERCOLONIAL EXPRESS.

EDWARD JOHNSON.

COAL! COAL!!

ANY person requiring coal will please leave their orders with the Subscriber who is to receive a few

Consignments by Rail.

Early orders are necessary in order that they may be

Satisfactorily filled.

T. F. GILLESPIE.

Miramichi Advance.

CHATHAM. - - - NOVEMBER 30, 1882.

The Late Railway Disaster.

When the Coroner's inquest at Newcastle adjourned on Monday evening last, we were under the impression that the statements of Express train passengers, which seemed to place the blame of the terrible accident of last Saturday morning on indulgence in intoxicating liquors, were unfounded. Disappointment was, no doubt, felt by many, that party politics—in the lowest sense of the term—had seemed to be pushed even into the presence of death in the awful form it assumed on that occasion, and political interest, official fears and a false and hypocritical sentimentality seemed to rise like a mist between the facts and a legitimate public desire to grapple with and thoroughly sift them. It was known that an accident involving human agony and death in one of their most terrible forms, the injury of a number of passengers who had entrusted their lives to the care of railway managers and officials, the providential escape of others and the destruction of much valuable public property had taken place. All this could not be recalled, but in view of a long roll of mishaps of late on the same railway the public mind became thoroughly alive to the necessity of ascertaining, if possible, the causes of such a state of things. A paper published at Railway headquarters has just stated that on 13th October it published an article calling attention to the fact that there had happened "five serious accidents, several of "them accompanied by loss of life, and "all occurring within a few days of that "date." To that article it added on Monday last, the following:—

It was but two days after the above was published when we were called to record the death of Breer, brakeman, killed at St. Flavie. On 19th October, by a brake giving away, brakeman Devine was thrown upon the track and two flat cars and the engine passed over him. The same issue contained mention that brakeman Trites was jammed between two cars and had his arm badly injured at Canaan, on the 20th, while another brakeman named Lockhart, got one of his hands badly bruised while coupling cars at Bathurst. There was then for some weeks an abatement of the accident doom till the 11th, when brakeman Caron was killed at St Charles. On the 12th one of the Minister of Railways' new recruits in engine driving ran his engine through the Round House at Riviere du Loup, but, fortunately, did not kill anybody.

On the 14th at Thompson's station, N. S., a passenger named Nickerson had a foot crushed so badly that it had to be amputated.

On the 18th George Biddington, at Rothesay, had two ribs broken while coupling cars.

On the 24th November there was another smash up and the wrecks of eight cars piled upon one another alongside of the torn-up track. And, finally, on Friday about midnight, occurred the fatal collision in which three persons were killed!

We know, as everybody knows who is properly informed on the subject, that the rolling stock of the Intercolonial Railway is not adequate to meet traffic requirements, and that the men whose duty it is to do the practical work of controlling, running and managing the trains are handicapped thereby, while their mouths are shut, so far as the public are concerned, because they know that if they were to express their views freely and openly to the public, whose servants they really are, they would soon find their places filled by other and, perhaps, less capable men. Every engine on the road is worked up to its full capacity, while the men are, also, at times, taxed to the full measure of their endurance, and it is not a matter of wonder that many of them are said to resort to stimulants to sustain their vital energies and that some of them drink more than is good for themselves or safe for the travelling public. So far as we have heard those who run passenger cars are free from any charge of indulgence in intoxicants, but it matters little to injured or delayed passengers, when a collision occurs, on which train the carelessness, recklessness or misunderstandings blameable therefor take place. It is important that men responsible in any way in the actual work of running trains—whether they be working, special or passenger trains—should, at least, abstain from the use and be free from the effects of strong liquors when on duty.

When Saturday morning's calamity was announced there were rumors of liquor being blameable, to some extent, for it. The St. John *Globe* published the statement of a passenger named Morrison as follows,—

I believe that liquor caused the accident; my reason for saying this is because when the doctor who was attending the fireman before he died offered him some liquor, he put out his hand as if to put it away from him and said: "No, rum did it all." I am certain he said that.

The Moncton *Times* said,—

With the construction train running tender foremost in a storm, it is very easy to see how the slightest relaxation of the precautions that should have been observed by the men on the engine, might result in the fearful accident just recorded. The poor fellows have, however, paid a greater penalty than the most rigid investigation could require of them, and the public can afford to pass the current reports and suspend judgment awaiting the decision of the coroner's jury. One thing that should be inquired into, however, is the extent of the use of ardent spirits on board construction and all other trains. If there is one railway rule that should be more strictly observed than another, it is that of prohibiting the use of strong drink among railway men.

Some members of the Coroner's jury appeared to us, on Tuesday, desirous of learning what foundation there was for the statement of Mr. Morrison, and they questioned District Superintendent Price and the doctors on the subject. The latter gentlemen agreed in stating that so far as their knowledge went the poor fireman had not made the remark quoted by Mr. Morrison, while Mr. Price, although he saw the driver of the special acknowledge a crossing order at a station not more than twenty miles from the scene of the collision, did not notice any appearance of liquor upon him. When these three witnesses showed that neither of them could corroborate Mr. Morrison's statement one juryman remarked that "the man who made it ought to be hanged." The man who would invent such a statement, must be a bad and heartless one, but no juryman realizing his position, ought to be too hasty in reaching a conclusion. Mr. Morrison's error was in saying the remark was made to the doctor, but in other respects he was correct. On Monday night we believed his statement to be incorrect, but after receiving a letter from a thoroughly reliable business correspondent in Bathurst, we made what enquiries we could and regret that the results thereof strengthen the presumption that the poor fellows who paid the penalty of their recklessness were not in the condition their position of responsibility required of them. There is a sentiment which leads many persons to remain silent respecting the dead, when what may be said is not in their favor. The application of that sentiment may, however, be carried too far, to the injury of both dead and living, so whatever may be said of the course which duty points out to us as the proper one to take, we shall follow it.

We called upon a lady yesterday who was in the first class car when Crossman was brought in suffering from his scalds, and she said that as she kneeled to sooth him, and without any questioning on her part, he moaned,—"It was rum that did it all—we all had rum." Other exclamations of the same tenor, which we do not think it necessary to repeat, were made by the sufferer and when he asked for water and it was passed to him, mixed with a little brandy, he said, "take it away, it has rum in it, I want pure water," and even when pure water was given to him he seemed to fear it was mixed with rum. Some who stood by said, "he is wrong in his mind," and the lady said "I'll try him." She then asked him if he wanted to see his mother, and he said, "Oh, yes, take me to my mother!" "If I had done as mother——" but he did not finish the sentence.

The Bathurst correspondent to whom we have already referred, says: "The "accident at Beaver Brook has caused "considerable discussion here, and "when it is known that the men were "under the influence of liquor more or "less it is all the more shocking. Parties who were over to meet the down "Express here and saw the party of the "special, describe the scene as something "terrible, and a section foreman described the Conductor's van as 'a little hell'. "There is a tavern within 100 feet of "our station, which sells night and day. "The matter calls for strict investigation and the government should get "an overhauling from the press for allowing such an amount of drinking "among their employees."

It is no pleasure to us to publish such statements as these, but we give them, hoping they will be the means of assisting those, both on the road and not connected therewith, who desire to effect reform. We give the facts as they have come to us, in good faith, and are prepared to give names to the railway authorities, to substantiate what we publish, as soon as we are convinced that they are earnestly setting about an enquiry. We have not space to discuss the subject further this week, but will, probably, return to it again. We cannot close, however, without making mention of the conduct of Mrs. Hugh Marquis, sr. of Chatham, of whom the passengers speak with the highest respect and admiration of her noble conduct at the time of the collision. Several friends and correspondents have communicated with us on the subject, but Dr. Smith, of Newcastle, who was one of the physicians summoned to the scene, perhaps best expresses the feelings of those who witnessed the conduct of this lady. He says,—

"The kindness shown to Crossman "by Mrs. Marquis was touching. I "overheard the poor fellow ask, in "piteous tones, for his mother more "than once. Although his mother "could not be with him in that sad "hour it may comfort her to know that "Mrs. Marquis attended him with a "mother's care and attention. Too "much cannot be said in her praise. "The gentlemen in the cars seemed "more than willing to render any possible assistance to the dying man, "but the tenderness that a woman only "can exhibit was singularly exemplified "in her solicitude for the suffering and "dying fireman."

Honored Warriors.

The total number of decorations presented by the Queen last week to the troops who had distinguished themselves in Egypt, including those given to the Indian contingent, was 370. The Prince of Wales and nearly all the members of the royal family were present at the ceremony. The Queen, conferring the decorations, said:—"I have called you here to-day to express my best thanks for the gallantry and devotion you displayed in the short but decisive campaign in Egypt, and to say how proud I am of my soldiers and sailors who have added fresh laurels to those already obtained in previous campaigns, and of their devotion to their Queen and country." At the close of the Queen's address, which was delivered with beautiful emphasis, three lines of men retired, leaving the Queen facing the commander of the expedition and the naval brigade. The conferring of the decorations was then commenced. Admiral Seymour and General Wolseley have been gazetted peers.

Protection in the Census.

The meagre census returns thus far published have, as may be naturally supposed, upset some of the favorite theories of the Pennsylvania protectionists, and the charge is made by them that the figures have been "doctored." General Walker answers this attack with the declaration that the census figures as now presented are accurate, and that if they conflict with previous governmental statistics on the same subject it is because the latter were falsified in the interest of the protection school of politicians and manufacturers. The controversy which has arisen between the selfish protectionists of our sister State and the head of the Census Bureau recalls a significant incident which occurred some years ago with respect to the Philadelphia reprint of an English cyclopædia. It was discovered after the work in question had been put in type that all its articles bearing on the question of protection and free trade were gross heresies from the Pennsylvania point of view, and the book had to be altered or "doctored" so as to meet the views of the statesmen, economists and manufacturers of that State. The situation, then, is this:—Protection has not a leg to stand on when investigated in the cold light of facts and figures. This is the experience of the whole world; but the light has not yet dawned upon Pennsylvania. —*N. Y. Herald.*

The cyclopedia referred to above is Chambers', and the liberties taken with the name of Messrs. W. & R. Chambers of Edinburg, by the American publishers are exposed in the edition of this year in a brief but caustic preface. The action of the protectionists in the matter has done much to render the American edition of an otherwise invaluable work undesirable as a reliable book of reference. Messrs. Chambers' prompt action in exposing the fraud is characteristic of them as intelligent and honorable publishers.

Miss Mary Campbell, Elm, writes: "After taking four bottles of Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure, I feel as if I were a new person. I had been troubled with Dyspepsia for a number of years, and tried many remedies, but of no avail, until I used this celebrated Dyspeptic Cure." For all Impurities of the Blood, Sick Headache, Liver and Kidney Complaints, Costiveness, &c., it is the best medicine known.

Shocking Railway Accident.

The startling announcement that three men had been killed on the Intercolonial Railway between Newcastle and Bathurst, was made on Saturday morning last, and various reports of the circumstances attending the event were soon in circulation. The fact that three men were killed under peculiar circumstances, while the lives of many more were preserved, although, exposed to great danger, awakened public enquiry to a greater extent, perhaps, than any similar event that has happened for a long time. Briefly stated, the main facts are, the south-bound express from Quebec, having started from Campbellton with a freight engine to draw it, was behind time, as steam could not be kept up. When within a little more than a mile of Beaver Brook, steam was so low that the train had to be brought to a stand-still for some time, variously estimated at from a quarter to half an hour. Just as the Express started again, and had gone a hundred yards or so, a special consisting of an engine, conductor's van and two box cars—the engine running tender foremost—ran into the Pullman sleeping car which was on the rear end of the train. The wheels and other heavy under-gear of the tender passed under the Pullman while its water-tank portion was driven in through the end, smashing the wash room, smoking room, drawing room and a portion of two berths, spreading the sides and starting the roof upwards. The Pullman coupling bar penetrated the end of the boiler and steam and hot water, mingled with cold water from the broken tender went dashing and hissing into the Pullman among the passengers, some of whom were asleep and some awake. Then, there were cries of agony heard in the wreck and those who hastened to the point of collision realised, though they could not see, that human beings were being scalded to death. In response to their heart-rending appeals for release, willing hands worked with all despatch, but it was some time before they could be reached, for the force of the collision had driven the engine-cab and Pullman so closely together that the Pullman had to be cut into in order to get at them. The engineer of the special, John Brown, was first got out and laid on the snow, his eyes so scalded as to present a sicken ng spectacle, while the skin came off his hands as he writhed in the intensity of his sufferings. Two men next entered the cab, one through an aperture made in the Pullman and another through the cab window from the engine foot-board, and recovered two other men, Amos Crossman, brakesman, and James Fraser, fireman. These were scalded to even a greater extent, apparently, than the engineer. Fortunately this closed the list of casualties which were evidently fatal. In the special train another man—a trackman it was said—was badly burned and bruised by being thrown down with the stove, while a score or more of other men who were in the box cars and were going to work next day at or near Newcastle, escaped unhurt. On the express train the porter, named Duport, was thrown from the drawing room through the open door and slightly injured, all others in the Pullman escaping with slight scratches or contusions or without any injury whatever. The interior of the Pullman presented a most confused spectacle, however, as the rubbers, boots, valises, clothing, etc., of some, or all, of the nine passengers were thrown together with broken portions of the woodwork, the whole being saturated with water from the tender and rendered even more confused by the escaping steam of the engine. The engine that was to have taken the express train from Newcastle to Moncton being ready, Drs. Smith and McLearn who were summoned by telegraph, were brought by it to the scene as quickly as possible, but they could do little for the suffering men, one of whom died just as the train reached Newcastle and the other two shortly afterwards.

THE INQUEST.

Hon. Allan A. Davidson, Q. C., Coroner, held an inquest, commencing on Saturday. The jury selected was composed as follows,—

C. C. Watt, *Foreman.*	
Donald Sutherland,	E. Lee Street,
John Maltby,	H. D. Harper,
Thomas J. McEwan,	James O. Fish.

The jury, on being sworn, were taken to view the remains, which were afterwards sent forward to the friends of the deceased.

Witnesses were examined as follows,—

HENRY F. HINDS,

conductor of the Pullman car, deposed that the express arrived behind time at Bathurst and left there behind time. After passing Bartibogue, when near Beaver Brook, the train came to a stand-still for want, as he understood, of sufficient steam; remained, perhaps, 15 or 20 minutes; was sitting in the forward part of the pullman car when the train started and four or five minutes afterwards heard Conductor Olive, who was in charge of the express and the brakeman call out, whereupon witness stood up to go to the rear end of his car, when, almost immediately, a crash came and he was thrown against the forward partition and the lights all went out; opened the door and ran into the 1st class car, which was next to the Pullman, asking for a lantern and returned to look after his passengers. There were nine passengers in the Pullman, who were all on the lower tier of berths. Some one had brought a lantern in; got all the passengers out into the first class car; next heard a crying out of persons as if in pain in the rear part of the Pullman; went back as far as he could inside and found the tender of an engine which was telescoped into the rear of the Pullman; saw a man's head through the left hand side the Pullman, about eight feet from the rear. He cried, "For God's sake, save me!" Witness broke the glass around the head and with assistance got him out. On the opposite side found two men in the cab of the engine who were passed out to witness. One was the deceased John Brown, engine driver. He was badly scalded on the face, back and body. The other men were, Amos Crossman, fireman, and James Fraser, brakeman, also much scalded, but how otherwise injured witness did not know.

The witness submitted a plan of the inside of the Pullman car, and explained its features.

WILLIAM HENRY DUPORT,

of Montreal, porter of the Pullman, testified that the crash hurled him through the drawing room into the body of the car; he was thrown on the floor and deluged with cold water from the tender. None of the Pullman passengers were injured.

OWEN M'GINTY.

I was driving engine No. 103, on the express last night from Campbellton to Moncton. We left Campbellton 15 or 20 minutes behind time. We lost time all the way to Bathurst. The engine would not steam. She is a freight engine. When I endeavored to rush her she did not give off steam, and after we left Bathurst we continued to lose time, and on the up-grades we merely crawled. When we got to the up grade about two miles north of Beaver Brook we stuck on the grade and had to remain 10 or 15 minutes to get up steam. I heard conductor Olive send back his men with signals—a red lantern and torpedoes. When I got up steam I gave the signal—five whistles—for the man to come in, and on getting the signal from the conductor I started the train. Had not got more than two or three train lengths before the engine of the working train, coming tender first, ran into the tail end of our train, which was the Pullman car. We had five cars, viz., postal and baggage cars, second class car, first class car and Pullman. The shock pulled the drawbar of the baggage car and separated my engine from the train. The train followed the engine until it was brought up by the brakesmen with hand brakes. There was no air brake on the engine. The train was brought to a standstill at the south switch of Beaver Brook station. As soon as I stopped my engine I went back to my train, when I was instructed to take all the lights and assist to get parties out of the train. I went back with a lantern to the Pullman, where I heard that the driver, fireman and brakeman of the colliding engine were badly hurt. I saw them after they had been removed to the cars. I examined the disabled engine and found the fire was out.

I don't know why my engine did not give sufficient steam. The grade where we stopped is not very heavy; had come over heavier grades between that and Bathurst. It was storming and snowing. We had only just started and were going at the rate of two or three miles. I did not know what train was coming behind us. We had carried signals for another train following from Campbellton. The train which ran into us was this working train. I believe she came from Bathurst and I knew there was a special following. I did not know it was the working train. If the working train went north from Newcastle engine first to Bathurst it would have to return tender first. Deceased, John Brown was driver of the working train; Amos Crossman was fireman, and James Fraser brakeman. Brown had been driving two or three months; Crossman had been fireman about the same length of time. I don't know how long Fraser had been brakeman. They were all young men. Fraser I think was married. If we had proper steam to have carried our train the working train would not have overtaken us. My engine is not an engine usually used for expresses. She is usually used for freight. I was ordered to put this engine on the train at Campbellton. The round house foreman appoints the engine for the several trains leaving Campbellton. I went up with a special freight. I generally run freight trains. I have been driving since April, 1880. The locomotive foreman was on the locomotive train with me and knew the state of the engine. We could have taken no other precautions to protect our train than I understood our conductor did. A train is not to follow another train sooner than fifteen minutes. We were about that length of time getting up steam on the grade. I only knew there was a train following by carrying the signal. I don't know what was wrong with my engine. I never saw an engine work as she did. Our speed was very slow—from fifteen to twenty miles per hour.

CHAS. B. HUMPHREY.

I reside in Moncton and am a brakeman on the I. C. R. Was on Olive's train Friday night on the trip from Campbellton to Moncton. We were late leaving Bathurst,—I think about an hour. We lost time after leaving Charlo, until we reached Bathurst. I was on the rear end of the Pullman car. The train stopped about one mile north of Beaver Brook station, on an up grade. When the train stopped I jumped off to go back to protect the train. Conductor Olive told me to go back and put plenty of torpedoes out. I went back about 800 yards, or about 16 or 17 telegraph poles. I put out five torpedoes—one at every 200 yards, till I reached the outside or further point, where I put two. I had a red signal lamp. I could see between 200 and 300 yards off. I had only reached the farthest point when the signal was given by the engineer to come back. I left two torpedoes on the track and fastened them. Another brakeman, named Thompson, was sent out after me to help take up the other three torpedoes. When I was out at the farthest point I did not hear nor see any engine coming toward me. I could have heard one coming half a mile off. We hurried back to the train just as it was starting. When our train had got a couple of car lengths off, I heard the other engine coming around the curve about a quarter of a mile, or between that and a half from us. There were two white lamps showing. I gave the signal to the driver with a red lamp to stop. I was on the rear end of the platform of the pullman car. The driver or his fireman could have seen the signal if either had been looking. Conductor Olive and brakeman Thompson also gave signals to stop. I don't think there was anything to prevent them from seeing the signals. There was not any attempt to stop. I think they were running from 30 to 35 miles per hour. I remained on the pullman car till the approaching train was within 150 yards of us. I then noticed the engine was tender first. I jumped off the car and got clear of the track. I saw the approaching engine strike the pullman with great violence. I could not see anything else for steam and smoke. The whole length of the tender telescoped. The cars of the colliding train stopped almost immediately after. The engine proceeded with our train and shoved it along. When the steam and smoke had passed away I looked but could not see our train. I followed and found it on the south switch at Beaver Brook. When I arrived Conductor Olive sent me to signal another engine coming from the south. The torpedoes make quite a sharp report, sufficient, I think, to be heard by those on the engine. In my opinion the approaching train was running a little too fast. I saw the the three deceased persons lying in the aisle of the car and they seemed to be suffering desperately, apparently, from scalded wounds.

ALFRED E OLIVE,

Conductor of the Express:—We left Campbellton at 8 o'clock on Friday night. The driver's name is McGinty. We had the usual number of cars on; the Pullman was on the rear end of the train. The engine did not steam well, in consequence of which, we lost some time. We were one hour and fifteen minutes late leaving Bathurst. We did not lose any time after leaving Bathurst until we stopped, which would be from a mile to a mile and a half from Beaver Brook. We came to an entire stand-still. I asked the driver, when we stopped, how long we were going to remain here, and he told me that he had no steam, but he would get ready as soon as possible. The brakeman on the rear end of the train, Charles Humphrey went out with signals—torpedoes—and a red lamp. I told him to go as fast as possible. I could not say that he went though he told me afterwards he did go. We stopped at Beaver Brook until 12 21 a. m. I should judge we remained stationary about 20 minutes. I also sent the second brakeman out in rear of the train. I told the driver and he gave the signal to the men to come in. The signal from the driver is usually a repetition of whistles. The men should go back with the signals a distance of 16 telegraph poles, or 800 yards from the train. I could not see the signal men from the train owing to the curve. It was about ten minutes after the signal was given by the driver, when the signal men reached the cars. I started a few moments before the men actually got on board. We were on an up grade and the train started slowly. We had not gone farther than two car lengths when I noticed the train coming behind me. I did not know at the first what end of the engine was approaching us. I called out to our driver to go faster but he could not hear me. I also made motions with my lamp to the other engine to stop. I think that my train had gone about two train lengths when the collision occurred.

To a juror:—

I was standing on the end of the Pullman when I gave the signal. The engine of the other train I now noticed was coming tender first. Seeing my danger I jumped off. The smoking end of the Pullman was in the rear, the drawing room is next. The tender of the engine ran into the Pullman as far as the drawing room, any further I cannot say. The collision sent our train ahead, and with sufficient force to break the draw-bar of our engine and free it from our train. The train did not bring up until it reached the south switch at Beaver Brook station. It would be between one mile and a mile and a half from the place of the accident to where the train stopped.

To a juror:—

The other train was running quite fast at the time of the collision.

We had no air brakes on. It was about ten minutes after the accident occurred when I discovered that any person was killed. I walked and ran from where I jumped off to Beaver Brook station. After hearing some persons were injured from trackmaster Patterson, I went to the train and found the tender of the engine had telescoped the pullman car as far as the cab. The driver and fireman of the colliding engine were in the first-class car. The driver's name was John Brown, and his fireman Amos Crossman. The brakeman's name is James Fraser. Fraser was taken into the smoking car. They all seemed to be in great agony. Brown spoke to me when I went in. Fraser was also conscious. I sent the signal men out to flag the train coming ahead. In the meantime I started to telegraph to Mr. Price my report of the accident. He was at Campbellton. I understood when I reached the station that Mr. Patterson had telegraphed the accident to Mr. Price. On the arrival of an engine and two cars from Newcastle we started back for Newcastle. Crossman, the fireman, died in the car; the two others were removed when we reached the station. I then proceeded with my train to Moncton. My instructions for protecting the train at stopping on the track are to send the rear brakeman back with signals 800 yards or 16 telegraph poles, and until they have a clear view of the track, They are also to place torpedoes on the rails—every 200 yards—on the way out. They leave a torpedo on the furthest end and gather the rest coming in. They are always secured to the track and are exploded by the first train passing over them. The only protection after the signal men come in is the one torpedo. These torpedoes make quite a loud noise. How loud I cannot exactly say, but I have always heard them when I have used them. I could not say that they always explode, but during my experience with them, they have. I don't think they could be heard on the other end of the train—that is, the rear. I think this working train had been working at the wreck at Millstream above Bathurst, the previous day. If the brakeman had placed the torpedoes at 800 yards distance from our train, it would be sufficient time to bring up without collision. I could not say how long the driver and fireman of the working train had been employed as such. I did not know that the working train was following me. I only knew that I carried a signal from Campbellton. The signal is white, placed on the rear end of the train. I crossed two trains at Red Pine and one at Bartibogue.

The Coroner here asked witness whether or not the engine was fit in the state she was to carry passengers.

Mr. J. R. Bruce, chief clerk of the railway, rising:—

Mr. Coroner, I don't think that is a proper question to ask the witness, as he could not know whether the engine—

The Coroner, raising his hand.—That is my business. I am conducting this investigation, and I cannot allow you or any other railway officer to interfere.

Witness continued: I did not know what state the engine was in when we started. All I know is that after we had come about 18 miles the engine began to lose steam.

To a juror.—It would have been better to have got another engine when we reached Bathurst if there was one to be got. I told Mr. Price, the superintendent, when I came to Campbellton, the state of the engine.

To the Coroner—I do not know why it was that the tender was run first. It is just as safe I think, except when there might be obstructions or cattle on the track. The driver has not the same facility for seeing ahead of him when the tender is first, as he would have head first.

Monday's Evidence.

DAVID M'NUTT

who had charge of the special, which ran into the express, being sworn, said he had been working a wrecking train on Friday, between Bathurst and Millstream, in connexion with the accident at the latter place, and, having finished such work, was running as a special to Newcastle. He did not know when he left Bathurst, but thought it was some fifteen minutes behind Olive's express. He stopped at Red Pine and Bartibogue, having crossing orders for these places, and left Bartibogue about twenty minutes behind the express, as the station agent there told him. Of himself he did not know what time it was when he left Bartibogue. His train consisted of two box cars and a van. The box cars contained a number of men who were at work on the wreck at Millstream, and were to work next day at Newcastle under Trackmaster McLellan. The speed of his train was about twenty miles an hour, but slower at about three and a half miles from Beaver Brook, where he put brakes on for a mile and over, it being a down grade with a curve. The engine, which was then some two miles from Beaver Brook, was running seventeen to eighteen miles an hour. Taking off the brakes he went inside the van, as it was now an up grade for a mile or more to the brook. He was standing in the door of the van when the train struck the express. They were then going not over twenty miles an hour. The shock nearly stopped the train within its own length. He thought they were off the track, and did not know at the time what they had struck, but jumping off met Conductor Olive of the express who said his train had run into him. The draw bars of the two box cars were broken but the cars were on the track. The draw bar of the van was not broken.

The collision occurred just on the other side of the grade or on a down grade, so it was all down hill to Beaver Brook. He at once put out signals to warn a train coming behind him. One of his men in the van had his hand cut in the collision by window glass. He put his torpedoes back a mile and a half. One man in the rear box car was burned about the hands and face by the stove upsetting. He proceeded to Beaver Brook and learned that the train had gone on to Newcastle with the injured men. He found his engine telescoped, tender first, into the Pullman on the rear of the express train. One box car had its trucks forced back by the engine, and had dropped down on the track. An engine from Newcastle took them in shortly afterwards. They could not turn on the track between Campbellton and Newcastle, which was the reason they were running tender foremost.

To Juror Harper—I was not informed at Bathurst before the collision that the express engine could not make steam. If so I should have been informed and kept a better look out.

At the request of the jurors the evidence of Conductor Olive and Driver McGinty was read showing that the former had stated that the express lost no time from Bathurst till stopping at Beaver Brook, while the latter said she had lost time all the way from Bathurst.

The witness continuing said: It was a quarter to one by his watch when the collision took place. He heard no torpedoes explode before the collision and could not have heard them in the van had they exploded. If the engine was blowing off steam a torpedo exploding might not be heard. A snowplow or flanger would not displace them if fixed properly, but the first wheel crossing them would explode them.

W. MILLEDGE THOMPSON,

brakeman on the express, was next called. His evidence was principally in connection with the orders given by Conductor Olive and was corroborative of that officer's testimony. He said: When he heard the train approaching they had not got up speed. They soon saw the special coming; all three, the conductor, other brakeman and witness, made signals for her to stop and hallooed to their driver to go on. The special came on rapidly and as it neared he jumped off, crossed the track to high ground and signalled to stop as the special passed; saw the engine was tender first; she struck the rear of the Pullman, and ran into it about the full length of the tender.

JAMES E PRICE,

District Superintendent between St. Flavie and Moncton, being sworn, described having come down on the express the night of the accident, from Bathurst, as far as Red Pine. He knew at Bathurst that the express engine was not steaming well, but Olive remarked that M'Ginty would now be able to make time as he had cleaned his fire. He had, however, given orders to have another engine waiting at Newcastle so he did not change the order. While at Red Pine he heard the operator at Bartibogue report that the express train had passed that station, but on inquiring at Newcastle about the time she was due there, he learned of her non-arrival. He then heard of the collision by a message of assistant track-master Patterson, addressed to him at Campbellton, and proceeded on number thirty-six train to Bartibogue, that train being at Red Pine waiting to proceed South. Thence he proceeded to the wreck on the engine of Haines' special. He found the van and two box cars, one of which was off the track.—One truck was knocked back from its position and the end of the car broken in. Witness continued.—

I then walked to Beaver Brook station, about a mile and a half distant, arriving about ten minutes after the express had left with the doctors, as the agent informed me. The express had left her Pullman and McNutt's engine near the south switch points. The tender of the engine was driven its full length into the rear of the Pullman. I waited at Beaver Brook until an engine and the auxiliary car arrived from Newcastle, when I proceeded with them to where McNutt's car was off the track. This car was dumped to the west side of the track. I then returned with the train and McNutt's remaining car and van to Beaver Brook. There the Pullman and disabled engine were coupled on and we proceeded to Newcastle. On my arrival at Newcastle I was told that Driver Brown had just died. I had previously heard of the death of Crossman and Fraser while at Beaver Brook.

To Juror Harper—We had no express engine at Campbellton to give to the express that night; the express engine was delayed at the wreck which had taken place at Millstream on the morning of the same day, and we had to transfer baggage, passengers, etc. The express engine could not reach Campbellton in time for the express train coming south. We don't keep first class engines in reserve at all making up stations. The spare express engine was at Moncton. Three express engines run the trains between Campbellton and Moncton, and the lie-off is always at Moncton.

Q. Would it not be better or necessary to keep a spare express engine at Campbellton to provide for such contingencies?

A. It is not often, that such contingencies happen.

Q. Do you think the accident would have occured had the engine been running head foremost?

A. I think it might have occurred under ordinary circumstances; a driver can under ordinary circumstances, see as well when running tender first as the other way.

By Foreman Watt—Do you think the accident would have occured had the Express engine been a good one?

That would be a difficult question to answer; all engines are liable to accidents and to give out. I would expect the driver of this engine to run this train at the usual express train speed.

Q. At what speed would you expect McNutt's train to run?

A. His regulation time was 20 miles an hour. The engines on the express and McNutt's train were of the same character. I do not know that McNutt was exceeding his regulation speed when he passed Red Pine.

To Juror Maltby—I saw something in the *Globe* in reference to those men being intoxicated. I spoke to Driver Brown on the Bathurst platform an hour or so before he left and saw no liquor on him. I saw him also at Red Pine, where he signed a crossing order in my presence, and he was then apparently all right. He was an old railway man, but I do not know how long he was an engine driver. I have known torpedoes to miss exploding, but where there were two, one if not both, would be pretty sure to explode. I would not say those on the engine would hear them if they did explode. I consider Driver Brown and Conductor McNutt capable men.

DR. M'LEARN,

who went from Newcastle to the wreck, said, in his evidence, that he went first into the smoking-car of the express train, where he found the deceased, James Fraser, in a semi conscious condition, suffering from a severe shock. He examined him and found him badly scalded. He administered an opiate and then gave him a stimulant. Then, going to the first class car he saw Engineer Brown and Fireman Crossman, who were in about the same state as Fraser. He assisted Dr. Smith to treat them in the same way as he had treated Fraser. In about a quarter of an hour the train started for Newcastle, Dr. Smith and I doing what we could for the men on the way. Crossman died in the car, just as we arrived at Newcastle, and the other two men were removed to Mr. Graham's hotel, near by. Dr. Smith and I tried to rouse the men by administering stimulants, but without effect. Fraser died about an hour after reaching the hotel and Brown shortly after. They all died of the shock produced by a severe scalding; one man refused any stimulant, but did not say there had been too much of that, or words to that effect. None of the men said, so far as I heard, that liquor did it, or that rum did it.

ALFRED C. SMITH, M. D.,

of Newcastle, sworn, said: I was called last Friday night to visit some men injured by an accident on the Intercolonial. I proceeded by special train to Beaver Brook. I went first into the smoking car, where I found Fraser lying on the floor suffering from a shock and breathing heavily, his face and hands scalded, and apparently dying. I passed into the first-class car, where I found Crossman and Brown lying on a kind of mattress or bed from the Pullman car. Crossman appeared to be in about the same condition as Fraser. He afterwards rallied. Brown was conscious and seemed to be suffering more than the others. We administered stimulants to rouse them, as we could detect no pulse in the case of any of them. As soon as Crossman rallied he appeared to suffer, and we administered morphine to relieve his pain. Brown was suffering so much at first that we gave him morphine with stimulants. As soon as we made them as comfortable as we could we requested that the train should be taken on to Newcastle. Brown complained of feeling cold, though we had him close to the stove and well covered. During the journey to Newcastle we administered stimulants to both Brown and Crossman, but not much to Fraser, as he was not in a fit state to take much. When we reached Newcastle I arranged at Graham's for the men, and returning to the car, found that Crossman had died. The remains of Crossman and the two survivors were conveyed to Graham's, Fraser being then in a dying condition. I remained in constant attendance on Brown until about an hour before he died, Dr. McLaren remaining until he died. Having examined the remains of Crossman and Brown we found almost their entire bodies scalded, in parts very deeply. Even if they had rallied sufficiently to admit of our detecting the pulse the scalding would have caused death. We could not at any time feel any pulse. Death was caused by the shock of the severe scalding. I gave some stimulant to a lady to give to Crossman but heard no such remark as "rum did it," and think I would have heard it if it had been made.

JAMES PATTERSON,

of Campbellton, Assistant Trackmaster between Moncton and Campbellton, deposed—knew engine No. 103, Driver McGinty. I think it is a freight engine. I got on No. 32 on the train on Friday night at Bathurst. It was the express from Campbellton. It was behind time arriving at Bathurst, but I think it made running time after that until we stopped a mile or a mile and a half north of Beaver Brook, where there is an up grade, where the train stopped; not having steam, as I heard some one say. We remained 10 or 15 minutes and started again at about an ordinary rate. We proceeded about two train lengths when I felt a shock of another train running into us at the rear. I was in the smoking-car, looking out of the window in a stooping position. The shock sent me against the partition. As soon as I recovered myself I pulled the alarm line, and found it loose from the forward part towards the engine; then I went forward and

Miramichi and the North Shore, etc.

NEW RAILWAY TIME TABLE—See advt.

ALL KINDS of books at the "Advance Office.

SOCIAL TEA AND SUPPER in Masonic Hall.—See advt.

BARK "VERITAS" has sailed for the South with a new Captain.

THE NEW STREET between Foundry Lane and John street has opened yesterday.

BARK "WINONAH" is ready for sea and will probably be towed out by the tug *Laddie*.

POULTRY.—Turkeys sell for twelve cents a pound and chickens at thirty cents a pair in Chatham.

HORSE SHOEING is made a specialty by Mr. George Hay, whose shop is located on Henderson Street. See advt.

SAVOY of Tracadie, charged at the Bathurst County Court with forgery, is held to bail for another trial, the first jury disagreeing.

SNOW.—About six inches of snow fell on Friday night and Saturday last followed by a fairly low temperature, which made the sleighing excellent.

THE BARQUE, "VERITAS," which had been for about a fortnight between Gaspe and Miramichi, sailed up the river and anchored off Oak Point last Saturday forenoon.

THE SKATING RINK sills and platforms are laid, and the work on the arches which are to support the roof, is already commenced. Mr. Carter is pushing the work on rapidly.

IT STIRS—The dormant energies by aiding digestion and giving the liver new life. ZOPESA cleanses the system of all impurities. Try a ten cent sample. Sold at Mackenzie's Medical Hall, Chatham.

MR. WARREN C. WINSLOW, Attorney, of this city, has been appointed by the Government of Nova Scotia a commissioner for taking affidavits, etc., under section 54 of chap 96 of the Revised Statutes of that Province.—*Telegraph.*

SALE.—The ladies of the Chatham Methodist Church and congregation intend having a sale of fancy and useful articles during the week preceding Christmas. The precise day will be given at an early date. Any persons desiring a varied supply of articles suitable for Christmas and New Year's gifts will find this an excellent opportunity for procuring them.

Chatham-bound Barque Ashore.

The barque *Eliza Smeed*, Captain Williams, went ashore on Monday night, 20th inst., at Egemont Bay, P. E. I., where she will, probably, remain all winter. The Captain reports that he was inside of Escuminac, near the Bar for some time, but as there was no pilot to be seen, and he did not like to run the risk of venturing up the river without one, he was obliged to stand off, and a storm coming on he went ashore as stated. The vessel is making considerable water and there is, it is said, no insurance on her.

Lecture Course.

The first lecture of the Chatham course announced a short time since was delivered in Temperance Hall on Tuesday evening last. Rev. Mr. Chapman explained that the lecture was brought on a week earlier than was first anticipated, owing to a double arrangement in which Rev. Mr. Weddall, of Bathurst, had a part. In consequence of this, season tickets would be reduced in price one sixth or seventh. He also announced that the next lecturer would be Rev. Robert Wilson, of Baie Verte, whose subject would be "The Typical Irishman." He then called D. Ferguson, Esq., to the chair, who in a few appropriate words, introduced the lecturer of the evening, Rev. D. D. Currie, of Centenary Church, St. John, who, it is needless to say, treated the subject of his lecture,—"Eloquence and Oratory," in a masterly manner The audience was one of the largest we have seen at a lecture in Chatham, and it was thoroughly appreciative. A vote of thanks to the lecturer, moved by Mr. J. L. Stewart and seconded by Rev. E. Wallace Waite, was passed unanimously.

The "News" and its friend, "Worms."

Referring to our item of last week respecting its friend, "Dr." Worms, the St. John *News* says,—

Dr. Worms has been for several weeks operating in St. John, which he made his headquarters for numerous inroads upon the country districts. He has been stopping at the Queen Hotel, on King Square. At present he is absent from the city. He is a Frenchman by birth, married a German, graduated in a German Medical College, fought as captain of a New York Company during the war, afterwards settled down in Montreal where he secured patents for his medicines, which have a high reputation in the Upper Provinces judging from the credentials he exhibits During this fall he has sold thousands of bottles of his Elixir in all parts of New Brunswick. No doubt the doctor, who has fought five duels in his lifetime, will shortly endeavor to persuade the editor of the ADVANCE of his error.

Some years ago a St. John editor concluded to assume the *role* of a certain Monarch of "glorious, pious and immortal memory" and owing to the color of his charger and the hue of his countenance when he was in training for the event, he won the distinctive sobriquet of "Death on the Pale Horse." The story goes that he resorted to some very ridiculous practices while the great event was pending, and that, accompanied by another desperately sanguine character named Hill, he might have been seen in lonely woodland paths, banging away at imaginary foes with an old horse-pistol, supposed to be a weapon similar to that used by the original of the character he was to assume. To further fit himself as a kingly warrior, he is reputed to have read the lives of famous highwaymen, freebooters and desperadoes, and to have allowed himself to be brought into intimate personal relationships with all the heroes of the Fennimore Cooper and dime novel pattern who were at the time honoring St. John with their presence. It seems that the recitals of their personal exploits in the confidential council of the mimic King on Canterbury street, made a lasting impression, and that the story of Dr. Worms and his duels was swallowed as truth by the innocent leader of the memorable cavalcade which afforded such fun for the boys. Our own impression is that while Dr. Worms may have kept the *News* from exposing him by his tales of blood, he is none the less the character we represented him to be and we presume that his "elexir" has killed more victims than his duelling engagements. At all events, if he comes fooling around this locality with his duelling swagger, as threatened by the *News*, he will find we are not so easily impressed with his prowess as Mr. Hill's pale horse pupil appears to have been. As to his being a Frenchman, that story is just a little too thin, for the labels on his bottles are most execrable perversions of that fine language. Has the *News* any more frauds to recommend?

Improvements in St. Andrew's Church, Chatham.

The most interesting local event of the past week was the completion of improvements that have been made in St. Andrew's Church, Chatham, and an entertainment connected therewith, which came off on Thursday evening last. The congregation decided, a few months since, to improve the musical portion of the services of the church by the introduction of an organ, which was ordered from the well-known establishment of Messrs. S. R. Warren & Son, of Toronto. Having taken this step it became necessary to make a place in which to put the instrument, the interior of the church being enclosed in four rectangular walls without a break of any kind. The alterations made consisted of the removal of the platform and Minister's desk from the south end of the church, and of two windows, which were replaced only a few feet from their original positions, but further apart. Between these windows the centre of the south wall was cut through, and an addition twenty feet wide, eight feet deep and extending upwards to the lower part of the architrave of the entablature supporting the ceiling, was built. This addition to the church forms the organ loft and has an elliptic circular top of perfectly plain finish, opening without obstruction or ornamentation of any kind into the body of the building, its height above the tops of the organ pipes rendering it quite perfect from an acoustic point of view, besides having a good effect in relieving the large wall of the sameness of its former dead-flat surface and rigidly rectangular appearance. The floor of the organ loft, which is about four and a half feet above that of the main building is cyma-shaped in front from each side to the centre, runs out beyond the line of the south wall and is surrounded by a massive rail stained in imitation of mahogany and supported by turned balusters in imitation of cherry. The loft is furnished with chairs for the accommodation of the choir, and nicely carpeted. It has a door at the rear communicating with the Sabbath School Hall adjoining, and also a side door opening into the outdoor passage between the hall and the south end of the church. The floor of the Minister's platform is seventeen inches lower than that of the organ-loft or about three feet above the main floor. This platform is in front of the organ-loft, so that the organ, with its effective architectural setting forms a back-ground for it. The Minister's desk is a new and very handsome one of cherry, embellished with ash—the design being we believe exactly like that in St. Andrew's Church, St. John. There is also a new chair of gothic design, which, though handsome of itself, is not altogether in harmony with the general design of the other improvements. This platform is further furnished with a sofa and covered with a Brussels carpet.

The new organ arrived about a month ago and was followed by Mr. W. M. Sanborn who was charged with the work of setting it up. It is composed of three departments, viz. the great, swell, and pedal organs, containing eleven sets or stops of pipes numbering from twelve to fifty eight pipes each and one stop of fifty-eight reeds, which are operated by two manual claviers and one pedal clavier, the latter ranging over two and a third and the former five and a half octaves each. The specification of the instrument is as follows:—

Great Organ.

8 ft.	open diapason	58 pipes.
8 ft.	stopped diapason	13 "
8 ft.	melodia	46 "
8 ft.	dulciana	46 "
4 ft.	principal	58 "
2 ft.	fifteenth	58 "

Swell Organ.

8 ft.	viol di gamba	46 "
8 ft.	stopped diapason, bass	13 "
8 ft.	stopped diapason, treble	46 "
4 ft.	harmonic flute	58 "
8 ft.	oboe	58 reeds.
16 ft.	bourdon	27 pipes.
	Total	525

Each of the above stops is operated by the usual draw stops placed on each side of the manuals, and there are also draw-stops for the bellows signal, swell organ to pedal organ coupler, great organ to pedal organ coupler and swell organ to great organ coupler. The tremulo and swell mechanisms are operated by pedal levers.

The organ is built to full scale and its exterior finish, though plain, is rich rather than brilliant, in coloring, and solid in design It is encased in chestnut, with the grain well filled and the surface oil-polished, and a belting of cherry moulding runs across the front above the manuals and around on each side. The chief feature of the front is the upper portion, which is composed of nineteen pipes—three on each side and thirteen in the centre—the three divisions being separated by two chestnut buttresses. The body portion of the pipes is finished in corn color and the foot and top portions are done in maroon flock, relieved by bands and quartrefoils of gold leaf, while the flat surfaces above the mouths are also done in gold leaf. The organ cost $1.575, which was paid in cash, while the alterations made in the church, etc., amounted to about six hundred dollars more. Professor Gubb, of St. John, who was engaged to test the organ pronounced it an excellent one and assured the committee that they had received good value for the expenditure they had made. The organ and its surroundings—the alcove in which it stands, the railed front of the choir, the Minister's platform, with its handsome desk, and the combination of appropriate coloring and form—are very effective in improving the interior appearance of the church, the design of the whole reflecting credit on those by whose efforts the changes have been effected, particularly on Mr. John McDonald, builder, of Chatham, who planned the alterations. The organ question was, of course, not a new one in the church before the Rev. E Wallace Waits became pastor, but it is no doubt, largely due to his efforts and encouragement that the good work now finished was undertaken. The young people of St. Andrew's were, perhaps, foremost in the movement and if there were prejudices against the "innovation" among some of the older members, they have, happily been much diminished if not entirely dispelled by the earnestness and enthusiasm with which the work has been carried out. The committee appointed by the congregation to purchase and have the organ placed in the church was selected with excellent judgment. Its members were Messrs. H. A. Muirhead, J. S. Benson, M. D., Peter Loggie, Wm. Wilson, Wm. Wyse, A. J. Loggie and Charles Gunn. The manner in which they have discharged their duties is the best evidence that they were "the right men in the right place."

On Thursday evening last the completion of the work was celebrated by a high tea and organ recital. The ladies of the congregation furnished and presided over tables in St. Andrew's Hall and they received a liberal patronage, not only from adherents of the presbyterian faith, but also by those of the other churches in town. The bill of fare was good and the attention paid to their guests by the ladies was all that could be desired. Those who were at the high tea and many others assembled in the church at eight o'clock, when the musical portion of the evening's programme was entered upon. Professor Gubb was organist and there was singing by Misses Sarah Gillies, Fairey and Annie Davidson. Professor Gubb's playing gave great pleasure to the lovers of music present, as nothing of equal merit had ever before been heard in Chatham. His selections were good, although one or two pieces more familiar to the general congregation, would have met with popular appreciation. The organ and vocal selections given were as follows,—

Overture to the Occasional Oratorio—....*Handel.*
Communion .....*Battiste*
Solo, Flee as a bird—Miss Gillies,....*Mrs. Dana.*
(c) Andante }
(b) Allegro *finale* } .....*Mendelssohn.*
Grand Chœur.....*Guilmant.*
Duet, from Judas Maccabeus, O Lovely Peace, Misses Fairey and Annie Davidson
An air,.....*Sebastian Wesley.*
March, from the Oratorio of Polycarp, *Sir F. A. G. Ouseley.*
Solo, "The Lost Chord," Miss Fairey,....*Sullivan.*
Commemoration March.....*Sodson Clark.*
God Save the Queen,.....*Bull.*

During the recital Rev. Mr. Waits returned thanks to those present for their patronage and the sympathy they had manifested with the congregation in their efforts to improve the services of the church. He spoke of the duty of praising God with the best means obtainable and said the harmonies of nature impressed upon man the fitness of employing music in the worship of God.

At a meeting of the committee after the recital—a number of others (ladies and gentlemen) being present—it was reported that the receipts of the evening were over $160. Rev. Mr. Waits, on behalf of the committee and himself, expressed to Mr. Sanborn their entire satisfaction with the organ, which had been favorably reported upon by so competent a judge as Professor Gubb. From the time of his arrival in Chatham Mr. Sanborn had, by his courtesy and gentlemanly deportment towards the committee and others with whom he had become acquainted, won respect and confidence, and Messrs. Warren & Son were fortunate in having so efficient and creditable a representative to send abroad in their interest.

Mr. Sanborn suitably acknowledged the kindly expressions of Mr. Waits on behalf of the committee, and expressed his thanks for the kindnesses that had been manifested towards him on their part, during his brief stay in Chatham.

Miss Fairey acted as organist at the regular services on Sunday last, discharging the duties of the position very acceptably. Miss Ada Johnson is to be organist next Sunday. Mr. D. G. Chestnut, of the Bank of Nova Scotia, who has tendered his services gratuitously in that capacity, is to take charge of the instrument as soon as he has sufficiently recovered from the injuries of one arm sustained by being thrown from his horse a few weeks since.

KISS ME.—"TEABERRY," the new and exquisite little gem for the Teeth and Breath, has a beautifully plated screw top. Try a 5 cent sample. Sold at Mackenzie's Medical Hall, Chatham.

A. Maybee, Merchant, Warkworth, writes: I have sold some hundreds of bottles of Dr. Thomas' Eclectric Oil, and it is pronounced by the public "one of the best medicines they have ever used;" it has done wonders in healing and relieving pain, sore throats, &c., and is worthy of the greatest confidence.

Persons of weakly constitution derive from Northrop & Lyman's Emulsion of Cod Liver Oil and Hypophosphites of Lime and Soda a degree of vigor obtainable from no other source, and it has proved itself a most efficient protection to those troubled with a hereditary tendency to consumption. Mr. Bird, Druggist, of Westport, says: "I knew a man whose case was considered hopeless, and by the use of three bottles of this Emulsion his weight was increased twenty pounds."

Trinity Clock.

The new clock for Trinity Church, St. John, arrived at Halifax from England by the "Sarmatian," and was taken to St. John by the I. C. R., last Friday morning. The first clock put in the Trinity Church tower was made by Barraud, of Cornhill, London, G. B., and was set up in the year 1812. It cost £221 19s., sterling. The money for it was raised by subscription. It was set up, and regulated by Mr. Edward Taylor, until 1819, when it was taken charge of by Mr. Wm. Hutchinson, father of Mr. Geo. Hutchinson, jr., the present official time keeper of the city. There was only one bell in the tower and it was presented by the late Mr. William Thomson. In about the year 1850 the bell was found to be cracked and was taken down and sent to England, where it was re-cast and more metal added to it, so that when it was brought back it weighed 17 cwt. This bell remained in service until the great fire of 1877. In 1855 Mr. William Hutchinson died, and Mr. George Hutchinson, jr., took charge of the clock. In 1857 the cupola of Trinity tower was burnt, having caught from a spark, from the King street fire of that date. After the fire Mr. Hutchinson placed a fourth dial in the tower, previously to that, there having been but three. In 1877, as is generally known, Trinity Church was entirely destroyed in the great fire. On January 31st, 1880, Mr. Geo. Hutchinson, jr., noticing the name of Barraud on a chronometer, and remembering the name as that of the manufacturers of the first clock for Trinity, wrote to them, addressing them by the firm name, which they now bear, Barraud & Lunds. He told them the circumstances of losing the old clock and requested from them their terms for a new one. Having received a reply he laid the matter before the citizens clock committee, of which Mr. C. W. Weldon, M. P., is chairman. The Committee concluded to procure a new clock and also a chime of bells and a subscription list was opened; Barraud & Lunds were chosen to supply the clock and Messrs. Mears & Steinbank, makers of the chime for new St. Paul's London, to supply the carillon. The bells arrived at St. John and were put in place in April last, after which they were tested by the Royal Hand Bell Ringers and pronounced the finest chime in America. The bells are:—Tenor, F, 18 cwt.; 7th, F sharp, 12 cwt., 1 qr.; 6th, G sharp, 10 cwt. 1 qr.; 5th, A, 9 cwt.; 4th, B, 7 cwt. 3 qrs.; 3rd, C sharp, 6 cwt. 3 qrs.; ½, D, 6 cwt. 1 qr.; 2nd, D sharp, 5 cwt. 3 qrs.; Treble E, 5 cwt. 1 qr. When the clock work is set up the three quarters of the hour will be chimed on F sharp, B natural, C sharp and D sharp; and the hour will be struck on Tenor F. The chimes will play tunes four times each day at hours yet to be arranged. It is said that the Trinity carillon is the first in Canada, and, indeed, there are very few of such in the world. Mr. Geo. Hutchinson, jr., is now setting up the new clock and he will have charge of it. The cost of the clock and the carillon is about $6000.

No family in this broad land should undertake to keep house without *Johnson's Anodyne Liniment*, many have tried to but failed. It is worth more to a family than a whole medicine chest.

Thousands have used **Dr. Van Buren's Kidney Cure** and willingly have testified to the immediate relief it gives after a few doses in Kidney troubles, and how a few bottles always effect a permanent cure. No one can afford to be without it. Sold by J. D. B. F. Mackenzie.

Whisperers.

TALE BEARERS AND SCANDAL MONGERS SCATHINGLY DENOUNCED BY DR. TALMAGE.

Dr. Talmage took for the theme of his sermon in the Brooklyn Tabernacle the subject of slander, choosing for his text one word from the twenty-ninth verse of the First Epistle to the Romans: "Whisperers." In calling the roll of the world's villany, said Dr. Talmage, Paul puts in the midst those persons known in all communities as whisperers. Whisperers are always first-class liars. They are masculine and feminine, with a tendency to majority on the side of those who are called the lord's of creation. These creatures are so small that they escape the fine-toothed comb of the law. They are to be found everywhere, but their paradise is a country village of about one or two thousand people, where everybody knows everybody. The world to them is a whispering gallery. One man or woman set on fire with this hellish spirit will keep a whole neighborhood aboil. When two or three of these whisperers get together they stir a caldron of trouble which makes me think of the three witches of Macbeth dancing around a boiling caldron in a dark cave. Here the preacher recited the witches' chorus, continuing: Oh, what a caldron! Would you like to have a taste of it? (Laughter.) I have more respect for a poor waif of the street that flats down under the gaslight—for she deceives no one—than for the hags of respectable society who cover their tiger claws with a fine shawl and bolt the hell of their heart with a diamond breastpin. (Applause.)

The work of masculine whisperers is chiefly seen in business embarrassments. Crash goes everything! Ah, if people would only mind their own business we would have the millennium next week! Alas for the talebearers, these whisperers, these everlasting "snoops!" (Laughter.) I hate 'em with an ever increasing vehemence of hatred and I ask God to give more intensity with which to hate them. I think among the worst of the whisperers are those who gather up all the harsh things that have been said about you. After they have made your feelings all raw they take this turpentine and rub it in with a coarse towel. Rather than defamation of good names it would be a more honorable business to take a box of matches and a razor and see how many houses you can burn and how many throats you can cut. The destruction of a man's name is worse than the destruction of his life. But how much worse is it to damage a woman's reputation! Some people say there is no hell, but if there be no hell for such a despoiler of womanly character it is high time that some philanthropist built one. (Laughter.) What a time the whisperers will have when they all get together down there rehearsing things. Semi-heaven of scandalmongers! Stopping their gabble about their diabolical neighbors only long enough to go up to the iron gate and ask some new comer from the earth what is the last gossip in Brooklyn. (Laughter.)

Now, how are we to ward against this iniquity which curses every community on the earth? First, by refusal to listen to or believe a whisperer. There is only one person worse than the whisperer, and that is the man or woman who listens without protest. An ancient writer declares that the slanderer and the man who believes the slander ought both to be hanged, the one by the tongue and the other by the ear—and I agree with him. Don't retail gossip! Don't cackle! But although whisperers may do a little damage their slander becomes a eulogy. Go on and do your duty and God will take care of your reputation. Make right use of your tongue. It is loose at one end and can swing either way, but it is fastened at the other end to the floor of the mouth and that makes you responsible for whichever way it wags. The time will soon come when we will all whisper. The voice will be enfeebled in the last sickness. When that solemn hour comes to you and to me, as come upon us it will, may it be found that we did our best to serve Christ and to cheer our comrades in the earthly struggle, and that we consecrated not only our hand but our tongue to God, so that the shades that fall around our dying pillow shall not be the evening twilight of a gathering night, but the morning twilight of an everlasting day!

For Stings of Insects, Scorpions Centipedes, and the Bites of Poisonous Insects—Keep the wounded parts covered with a cloth well moistened with Perry Davis' Pain-Killer, till relieved. It is well to take the medicine internally also.

Robert Lubbuck, Cedar Rapids, Iowa, writes: I have used Dr. Thomas' Eclectric Oil both for myself and family for diphtheria, with the very best results. I regard it as the best remedy for this disease, and would use no other.

General Notes and News.

A claim for $1,000,000 is about to be preferred against the United States from Ontario, for wrongfully charging twenty per cent duty on hay imported there when the proper duty was only ten per cent.

The following trotters have been added to the 2.20 list during the season of 1882: Jerome Eddy, 2.16¼; Pickard, 2.18¾; Rosa Wilkes, 2.18¼; William H., 2.18¼; Cleora, 2.18¾; Adele Gould, 2.19; Jay Eye See, 2.19 at 4 years of age; Aldine, 2.19¼; Von Arnim, 2.19½; and Dr. Norman, 2.19¾; (all Hambletonians,) with Black Cloud, 2.17¼, a Mambrino; and Minnie R., 2.19; and Romero, 2.19½; of unknown blood.

The investigation into the Poor Asylum disaster was finished on Tuesday night of last week. The jury found that the fire was accidental, but censure the Asylum authorities for want of forethought in not providing for the escape of the helpless inmates in the hospital ward at the top of the building. They also recommend the appointment of a special commission by the Provincial government to inquire into the general management and efficiency of the public charities.

Newfoundland had her first serious railroad accident on the night of Monday 20th. As one of the construction cars was passing India Beach, between Holy Rood and Kelliger's, an ox leaped across the track and was crushed beneath the wheels of the engine. The engine was backing with the tender in advance, towing two flat cars, on which were seated about sixty of the employees of the railway company. The tender, engine and first car cleared the obstruction, but the second car was thrown off the track. Three men were instantly killed, four, it is said, fatally wounded and some nine or ten more or less maimed and bruised. The train was going slowly, and the ox sprang out from beneath a neighbouring fish flake, distant merely a few feet from the track.

A decision involving some points of ecclesiastical law, was rendered by Justice Paxson of the Supreme Court at Philadelphia on 20th inst. Bishop Tuigg, of Pittsburg, the appellant, was sued by Father Sheehan for something over $3,000 salary, claimed to be due Sheehan as an employee of the Bishop. Sheehan, it seems, for some reason or other, had disobeyed the Bishop, and not receiving his salary had sued for it, alleging a contract, which enabled him to recover. Judge Paxson, in reversing the decision of the lower court, which was favorable to Father Sheehan, says:—"We are of the opinion that there was no such contract relation between these parties as will sustain this action."

The Marquis of Salisbury is, of course not well pleased with Gladstone's rule. In an address before the Scottish Conservative Club at Edinburgh, on last Thursday night he taunted the Liberal Government with having adopted its predecessor's Egyptian policy. He strongly denounced the action of the Government toward Ireland and condemned the Arrears of Rent Act. He had, he said, favored the schemes of peasant proprietary that were now impossible, as the church surplus fund had been otherwise disposed of. Stigmatizing the vagueness of Gladstone's utterances, he said: "I confess I do not often envy the United States, but their institutions possess one feature which appears to me a subject for greatest envy—namely, their magnificent institution of Supreme Court. If their Parliament passes a measure inconsistent with the Constitution of the country, there exists a court that will negative it at once, thus giving stability to the institutions of the country, which, under the system of vague and vain promises here we look for in vain." His remarks were received with applause.

Horse and cattle powders if unadulterated are of immense advantage, but the large packs now sold are trash, only one kind now known in this country are absolutely pure and those are Sheridan's.

A cough or cold taken between now and Christmas frequently lasts all winter. This is certainly the case with people who have weak lungs. The most convenient, reliable and inexpensive remedy is *Johnson's Anodyne Liniment*. It is to be used internally and externally.

A western paper says that "by this time all down easters have got their houses *banked up* and have laid in a supply of *Johnson's Anodyne Liniment*." It would be a wise thing for people hereabouts to lay in the *Anodyne*. It is the most valuable medicine in the world.

Last winter we warned our readers against buying the *large* packs of worthless horse and cattle powders, and as it is now time to use them, we again urge them not to throw away their money. *Sheridan's Powders* are strictly pure, but we know of no others that are.

P. M. Markell, West Jeddore, N. S., writes: I wish to inform you of the wonderful qualities of Dr. Thomas' Eclectric Oil. I had a horse so lame that he could scarcely walk; the trouble was in the knee; and two or three applications completely cured him."

Quantity and Quality

Are at their best among animals and poultry that have their feed mixed with HARVELL'S CONDITION POWDERS, which destroy all disease and result in health, strength, fatness and prolificness. Make your stables and barn yards pay. These great specifics are for sale everywhere.

Don't suffer with kidney disease when you can buy at your Druggist's a positive cure. **Dr. Van Buren's Kidney Cure** is the only scientific remedial agent for these distressing complaints ever introduced. All Druggists keep it. Sold by J. D. B. F. Mackenzie.

MARRIED.

At the Manse, Chatham, on the 15th inst., by the Rev. E. Wallace Waits, Mr. Chas. Stuart to Miss Minnie Walton, all of Miramichi, N. B.

On Nov. 1st., at the residence of the groom, by the Rev. G. G. Powers, Mr. Wm. S. Stewart, of Bowdenham, Me., to Miss Jessie T. Forrest, of Chatham, Miramichi.

DIED.

At Chatham, on the 14th inst., after a lingering illness, which she bore with constant resignation to the Divine Will, Ellen, relict of the late William McFarlane, in the 81st year of her age, she leaves a large number of relatives and friends to mourn their loss.

GENEVA AWARD.

Special and personal attention given to the preparation, proof and trial of cases in the Court of Alabama Claims in Washington, D. C.

An extended experience in the former Court, and unusual facilities for managing these causes, enables me to render special service to claimants.

Time for soliciting cases expires Jan. 14th 1883. The Court has jurisdiction of claims for vessels and cargoes destroyed by any Confederate Cruisers for those officers and men and for War Premiums paid from April 1861, to November 1865. Full information given on application to the undersigned.

J. F. MANNING
Attorney and Counsellor at Law,
131 Devonshire Street.....Boston
69 Wall Street.....New York
424 New York Ave. Washington D. C.

New Advertisements.

FOR SALE.

At Station farm—2 small sized horses—Will be sold cheap.

J. B. SNOWBALL.

dcr. 14

Double Sleigh.

For sale, a Double Riding Sleigh, with both pole and shafts, upholstered with red velvet. This sleigh was made by Messrs. Price & Shaw, St. John, and is almost new.

ANGUS ULLOCK.

dcr. 28

SOCIAL TEA AND SUPPER.

BY THE LADIES, IN BEHALF OF
EMMANUEL CHURCH.
—AT—
MASONIC HALL. (ON THE SQUARE.)
—ON—
THURSDAY, DECEMBER 7th.

TEA and SUPPER at 6 p. m., 25 cts., 25 for Children; also OYSTERS (extra) at 9,30.

Vocal and Instrumental Music.

The usual liberal patronage of the community, "each and all"—respectfully solicited.

NOTICE.

CHATHAM DRIVING PARK.

A meeting of the stockholders of the Chatham Driving Park Company will be held in the office of L. J. Tweedie, Esq., on Monday evening next, the 4th December at 8 o'clock.

Business of importance will be brought before the meeting and a full attendance is requested.

By order of the Pres dent,
R. BAIN, Sec'y-Treasurer.

Chatham, Nov, 29th, 1882.

NEW ADVERTISEMENTS.

CHATHAM RAILWAY.

WINTER 1882-3.

ON and after MONDAY, DEC. 4TH, Trains will run on this Railway, in connection with the Intercolonial Railway, daily, (Sundays excepted) as follows:—

GOING NORTH.

LOCAL TIME TABLE.	EXPRESS.	ACCOM'DATION.
Leave Chatham,	12.40 a. m.,	4.10 p. m
Arrive Chatham Junc.,	1.10 "	4.40 "
Leave "	2.35 "	4.53 "
Arrive Chatham,	3.05 "	5.30 "

THROUGH TIME TABLE.		EXPRESS.	ACCOM'DATION.
Leave	Chatham,	12.40 a. m.	4.10 p. m.
"	Bathurst,	4.37 "	8.10 "
"	Campbellton,	7.00 "	12.15 "
"	Point Levi,	8.20 p. m.	

GOING SOUTH.

LOCAL TIME TABLE.	EXPRESS.	ACCOM'DATION
Chatham, Leave,	12.40 a m.	10.10 a. m.
Chatham Junc'n, Arrive,	1.10 "	10 40 "
" " Leave,	2.35 "	11.00 "
Chatham, Arrive,	3.05 "	11.30 "

THROUGH TIME TABLE.		EXPRESS	ACCOM'DATION.
Leave	Chatham,	12.40 p. m.	10.10 a. m.
Arrive	Moncton,	4.00 "	3.30 p. m.
"	St. John,	—— "	—— "
"	Halifax,	—— "	—— "

TRAINS BETWEEN CHATHAM & NEWCASTLE

LEAVE CHATHAM,	ARRIVE NEWCASTLE.
12.40 a. m., connecting with regular express for north.	2.45 a. m.
10.10 " " " freight train for north	12.00 mid-day.
4.10 p. m. " " accommodation for north	5.15 p. m.

LEAVE NEWCASTLE	ARRIVE CHATHAM
10.25 a.m. by regular accommodation for south	11.30 a. m
1.02 a.m. " " express "	3.05 a. m.

Trains leave Chatham on Saturday night to connect with Express going South, which runs through to St. John, and with the Express going North, which lies over at Campbellton until Monday.

Close connections are made with all passenger Trains both DAY and NIGHT on the Intercolonial

☞ *Pullman Sleeping Cars run through to St. John on Mondays, Wednesdays and Fridays, and to Halifax on Tuesdays, Thursdays and Saturdays, and from St. John, Tuesdays, Thursdays and Saturdays, and from Halifax, Mondays, Wednesdays and Fridays.*

The above Table is made up on I. C. Railway standard time, which is about the time kept at Chatham.

All the local Trains stop at Nelson Station, both going and returning.

All freight for transportation over this road, if above Fourth (4th) Class, will be taken delivery of at the Union Wharf, Chatham, and forwarded free of Truckage, Custom House Entry or other charges.

Special attention given to Shipments of Fish.

Tickets for the Chatham Railway are sold at the Junction Station (as well as at the Chatham end of the line) and all passengers are requested to procure them before going on the Cars. Passengers who are not provided with Tickets will be charged extra fare.

I have opened a

Blacksmith Shop
ON
HENDERSON STREET,

formerly occupied by James Hay, where I intend carrying on general Blacksmith work. I shall give particular attention to

HORSE SHOING,

and guarantee good satisfaction.

GEORGE HAY.

The GREATEST LIVING AUTHORS, such as Prof. Max Muller, Rt. Hon. W. E. Gladstone, Jas. A. Froude, Prof. Huxley, R. A. Proctor, Edw. A. Freeman, Prof. Tyndall, Dr. W. B. Carpenter, Frances Power Cobbe, Prof. Goldwin Smith, The Duke of Argyll, Wm. Black, Miss Thackeray, Mrs. Mulock-Craik, Geo. MacDonald, Mrs. Oliphant, Jean Ingelow, Thos. Hardy, W. H. Mallock, Matthew Arnold, W. W. Story, Tourgenieff, Ruskin, Tennyson, Browning, and many others, are represented in the pages of

LITTELL'S LIVING AGE.

THE LIVING AGE has been published for nearly forty years, and has met with a continuous commendation and success. In 1883 it will furnish to its readers the productions of the most eminent authors *above-named and many others*; embracing the best Serial and Short Stories by the leading Foreign Novelists, and an amount

UNAPPROACHED BY ANY OTHER PERIODICAL

in the world, of the most valuable Literary and Scientific matter, from the pens of the *foremost Essayists, Scientists, Critics, Discoverers, and Editors*, representing every department of Knowledge and Progress.

The LIVING AGE is a *weekly magazine* giving more than

Three and a Quarter Thousand

double-column octavo pages of reading-matter yearly. It represents in an inexpensive form, considering its great amount of matter, with freshness, owing to its weekly issue, and with a *satisfactory completeness attempted by no other publication*, the best Essays, Reviews, Critisisms, Tales, Sketches of Travel and Discovery, Poetry, Scientific Biographical, Historical and Political Information, from the entire body of Foreign Periodical Literature.

It is therefore invaluable to every American reader, as the only satisfactorily fresh and COMPLETE compilation of an indispensable current literature,—*indispensable* because it embraces the productions of the

ABLEST LIVING WRITERS,

in all branches of Literature, Science, Politics and Art.

"LITTELL'S LIVING AGE has now for many years held the first place of all our serial publications. There is nothing noteworthy in science, art, literature, biography, philosophy, or religion, that cannot be found in it."—*The Churchman, New York.*

"It stands easily at the head of its class and deserves its prosperity." *The Congregationalist, Boston.*

"The ablest essays and reviews of the day are to be found here." *The Presbyterian, Philadelphia.*

"It enables its readers to keep fully abreast of the best thought and literature of civilization."—*Pittsburgh Christian Advocate.*

"There is no other way of procuring the same amount of excellent literature for anything like the same price."—*Boston Advertiser.*

"No other periodical can compare with it in interest and value."—*Boston Traveller.*

"No reader who makes himself familiar with its contents can lack the means of a sound literary culture."—*New York Tribune.*

"No other publication can supply its place. It contains not only the best solid literature, but also the best serial stories of the day."—*Episcopal Register, Philadelphia.*

"In it we find the best productions of the best writers upon all subjects ready to our hand."—*Phila. Inquirer.*

"It is indispensable in every household where any attempt is made to keep up with the current thought of the day."—*Hartford Courant.*

"As much in the forefront of eclectric publications as at its start forty years ago."—*Cincinnati Gazette.*

"As much a necessity as ever."—*The Advance, Chicago.*

"It affords the best, the cheapest, and most convenient means of keeping abreast with the progress of thought in all its phases."—*North American, Philadelphia.*

"The great eclectic of the world."—*Morning Star, Wilmington, N. C.*

"The best of magazines to subscribe to."—*Montreal Gazette.*

Published WEEKLY at $8.00 a year, *free of postage.*

☞ TO NEW SUBSCRIBERS for the year 1883, remitting before Jan. 1st, the numbers of 1882 issued after the receipt of their subscriptions, will be sent *gratis.*

Club-Prices for the best Home and Foreign Literature.

("Possessed of THE LIVING AGE and one or other of our vivacious American monthlies, a subscriber will find himself *in command of the whole situation.*"—*Phila. Ev. Bulletin.*)

For $10.50 THE LIVING AGE and any one of the American $4 Monthlies (or *Harper's Weekly* or *Lazar*) will be sent for a year, *postpaid*; or, for $9.50 THE LIVING AGE and the *St. Nicholas*, or *Lippincott's Monthly.*

Address, LITTELL & CO., Boston.

EARS FOR THE MILLION
Foo Choo's Balsam of Shark's Oil

Positively Restores the Hearing, and is the Only Absolute Cure for Deafness Known.

This Oil is abstracted from peculiar species of small WHITE SHARK, caught in the Yellow Sea, known as CARCHARODON RONDELETII. Every Chinese fisherman knows it. Its virtues as a restorative of hearing were discovered by a Buddhist Priest about the year 1410. Its cures were so numerous and MANY SO SEEMINGLY MIRACULOUS, that the remedy was officially proclaimed over the entire Empire. Its use became so universal that for over 300 years NO DEAFNESS HAS EXISTED AMONG THE CHINESE PEOPLE. Sent, charges prepaid, to any address at $1.00 per bottle.

Hear What the Deaf Say!

It has performed a miracle in my case
I have no unearthly noises in my head and hear much better.
I have been greatly benefited.
My Deafness helped a great deal—think another bottle will cure me.

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The property at Bay du Vin, known as the

BAY DU VIN MILL PROPERTY.

Farm consists of about 300 acres, a large portion is cleared, well fenced and under good cultivation.—The Water Power Saw Mill on the property is new, will saw over 30,000 sup. feet of lumber per day.—The property has a good dwelling,

The Barrington Toll Gate.

Jennie Bartlett's father and mother had been suddenly called away for the night to Parnassus Centre, where Mrs. Bartlett's sister had been taken very ill, and Jennie was left to keep the toll gate alone. It was not a difficult task, for scarcely anyone travelled over the Barrington Road after nine o'clock, and those who did, passed through the open gate without paying toll.

But even if it had been harder, Jennie would have been equal to it. She had lived at the toll gate ever since she was a baby, and knew perfectly well what to charge, and how to make the proper change. Indeed, she often kept the gate for her father when he was home, and people passing through would be apt to wonder how so bright and pretty a girl could grow up in so lonesome a place. Jennie, however, did not mind the lonesomeness. Her dearest wish was to go off to boarding-school; but so long as she was at home it mattered little to her that Barrington was three miles off the one hand, and Leicester ten miles on the other, and that there was scarcely a house between. She even liked the solitude, and was almost sorry when the telephone connecting Barrington with Leicester, made a connection by the way with the toll gate. Before, they seemed to be out of the world, and the people coming through the gate were like visitors from another sphere; now, the frequent ringing of the call-bell reminded her that civilization was not so far distant, after all. On this particular night there was not likely to be even the usual number of passers-by. It was dark and threatening. Looking out of the door about nine o'clock, Jennie could hardly see more than a hundred feet either up or down the road. It would be a bad night, she thought, for the gate to accidentally shut; anybody coming along might run into it without warning; for that matter people might run into the posts on either side. She hung a lantern on one post to prevent this accident, and going in the house, locked the door and went to bed. The fact that she was alone in the house did not disturb her in the least, and in a minute she was fast asleep.

Sometime in the night she was suddenly awakened by the ringing of the telephone bell. She listened confusedly to hear if it rang three times, which was the toll gate signal, or oftener to call up some of the other people on the same wire. Two of the connections she knew were in Leicester, the third and fourth was in the Barrington Bank, the fifth in the tannery, and the sixth in the central office at Barrington. In the bewilderment Jennie could not at first determine how many times it did ring; but at last she decided it was six—for the Barrington central office. That did not mean the toll gate, and Jennie prepared to turn over for another nap, when a sudden thought aroused her. It was certainly after midnight, and the central office did not keep open later than twelve o'clock. The bank too was shut up, and so was the tannery; on the whole line she was probably the only person who could hear the bell. What if it should be something important! Indeed, it would hardly ring at that time of night unless it were important. Quickly jumping out of bed, she ran to the instrument, put the receiver to her ear and called through the transmitter, "Hello! hello!"

A voice came back to her so distinct that it seemed almost in the same room, saying, Hello! is that the central office? The tone was quick and sharp, and Jennie felt sure that something must have happened.

"No, sir," she called; "its the toll gate. I'm Jennie Bartlett."

"Tell your father to come here right away," the voice said; "It's very important."

Jennie felt a little sinking at her heart. "Father's away," she said, "and I'm here alone."

She heard the voice exclaim something in an impatient tone, and then the sound of two or three other people talking as though there was some doubt as to what could be done.

"Can I do anything?" she inquired almost hoping that she could not.

Another conversation followed, which Jennie overheard; the speakers were no doubt nearer the telephone.

"Why do you want to let them get into Barrington at all?" one voice asked. "Why not stop them at the toll gate?"

"To be sure!" said another. "If they get past the gate, like as not they'll turn down the Riverton road, and throw Allen off the track. They can't turn off before they get to the gate; we are sure of them as far as that."

"Tell the girl—" and then the speaker turned away and Jennie caught only a confusion of sounds.

Presently she heard another "Hello!"

"Hello!" she responded.

"The Leicester Bank has been robbed," the voice went on hurriedly, "by two men with a wagon and a white horse. They have driven toward Barrington, with Mr. Allen and two constables in pursuit, half an hour behind. You must—"

Here the voice stopped as suddenly and completely as though it had an extinguisher put over it. Even the hum of the electricity was cut off. It was in vain that she rang the bell and called "Hello." No one answered. Jennie felt once more the old sense that she was out of the world. Leicester seemed all at once hundreds of miles away.

But what was it she must or must not do? Why had not the connection lasted a minute longer, when her instructions would have been complete?

When were the robbers expected? Jennie had made a little calculation. It they had been gone thirty minutes before anyone started in pursuit, that would carry them, by fast driving, half-way to the toll-gate. If ten minutes had gone by before the telephone bell had rung, she might look for them within half an hour. What was she to do?

The conversation she had overheard came to her mind. "Stop them at the toll gate," one of the voices had said. Very likely they would have told her to do that if the telephone had kept on. But how could a little girl arrest two armed and desperate men?

By this time she began to feel silly. She could not go to bed with this responsibility upon her even though she did not know how to meet it; so dressing herself, she opened the front door, and looked and listened. The night was darker than ever. A little space around the gate was lit up by the warning lantern. It would not help in stopping the burglars, she suddenly thought to illuminate their way; so going over to the light, she blew it out, and left the road in total darkness. That was at least one step toward the desired end.

All at once she thought of the gate.

"How stupid!" she said to herself.

Why didn't I think of that before?" It was fastened back against the front of the house, but in a moment she had unhooked it and swung it around, until it stretched completely across the road. There was only a latch on the gate, but going in the house she brought out of one place a padlock, and from another a chain, with which she fastened it so securely that no ordinary strength could force it open. "They can't get through that," she said to herself; "and there isn't anyway of getting around it." Then she went in the house, locked and bolted the door, rolled a bureau up against it, fastened all the windows, pulled down the shades, and waited in the dark for the sound of wheels.

It was not long before they came, but to Jennie every minute seemed an hour, while every rustling leaf outside sounded like a man's stealthy tread. When at last she heard them coming, far up the road, her heart stood still. Nearer and nearer they came. Would they not see the gate? she wondered, the horse still kept on; and instantly there was a sudden exclamation outside, a crash as though something had come into collision with the gate, the sound of splintering wood, and the noise of a plunging horse. Jennie did not venture to move; she dared not go to the window, but sat in the middle of the room shaking with fear, and listening for what might happen next. Presently, steps sounded on the planks outside, and in a moment there was a rap on the door.

Jennie remained perfectly quiet though her heart beat so loud that she thought they must hear it outside. In a moment the knocking ceased.

"Folks asleep," she could hear one of the men say.

"Asleep, or dead, or run away," the other one growled.

"Shall we try the window!"

Jennie trembled all over, but the sash held firm.

"Oh, come on!" exclaimed his companion. Don't let's waste time; we can splice the shafts with the halter."

They moved off again, and Jennie breathed more freely. If the shafts were broken, it would be a work of some minutes to mend them, and the pursuing party might yet arrive in time. Mr. Allen, who Jennie knew to be the President of the Leicester Bank, had the fastest horse in the country, and ought to be able to make up at least, ten minutes in ten miles. For a while there was quiet outside. The men were evidently working at the shafts and only the stamping of the horse's feet gave any signs of life. Jennie began to get nervous, and to listen more intently for the pursuers' approach. By this time they could not be far off. Finally, unable to sit still any longer, she crept upstairs, and sitting down on the floor by the open window of the attic, ventured to look out. The white horse was quite distinctly visible as it stood by the gate, but the men, bending over the wagon, were hardly more than an outline. Presently they seemed to have finished, and backing the horse around, proceeded to hitch him in the shafts. Would the others never come? The gate was not yet opened but Jennie began to fear that burglars would not find that a serious difficulty. Suddenly through the woods came the sound of horses' hoofs galloping as if for life. Did the men hear it too?

Apparently they did.

"Open the gate," she heard one of them say.

His companion went to it and vainly tried to pull it open. "It's padlocked," he exclaimed, after a minute.

The other uttered an oath. "Pick it!" he cried. "They've put up a job on us here. I knew we didn't cut that wire quick enough.

It was a minute before the burglar's skill could pick the lock, and by that time the pursuing wagon was dangerously near.

"Open the gate!" shouted the first man, pulling back his horse to escape its sweep.

The other pushed and the great bar swung slowly back. But before it had opened wide enough to let them through the other wagon had dashed in upon the scene.

"Stand where you are," Jennie heard Mr. Allen's voice call out, "or I'll shoot you down."

What immediately followed Jennie did not see, for leaving the window, she rushed down stairs, lit the lantern, rolled back the bureau, unlocked the door and went out. When she had gained the road the two burglars, captured and tied, were being guarded by the constables, while Mr. Allen was investigating the contents of the wagon, and making sure as far as he could in the darkness that all was right. At Jennie's approach he looked up.

"Ah!" he said. "Are you the toll gate keeper's daughter? Just ask your father to step out here won't you!"

Jennie smiled. "Father isn't at home, sir," she said.

"Oh, well, your mother, then, or any one who keeps the gate."

"Mother isn't at home, either, sir; I am keeping the gate."

The gentleman looked at her in surprise.

"You!" he exclaimed. "What made these fellows stop here?"

"They broke their wagon, sir."

"How did they happen to do that?"

"The horse ran into the gate, sir."

"Was the gate shut?"

"Yes, sir."

"You don't usually shut the gate at nights?"

"No, sir, but I did to night."

He looked at her for a further explanation, and Jennie, who never liked to tell of her exploits, was obliged to go on.

"They telephoned me about it from Leicester, sir," she said, briefly.

"Did they tell you to shut the gate?"

"No sir; the telephone stopped before they got as far as that; these men cut the wire, and I had to think for myself what I should do."

"And you thought of that?" he asked.

"Yes, sir," she said modestly.

"Well," he said you are a thoughtful little girl. You've saved me a great deal of money to-night, and I'll never forget it."

And he never did. The directors of the bank passed a vote of thanks, at their next meeting, to Miss Jennie Bartlett "for her prompt and efficient services in arresting the burglars who feloniously entered the bank building on the evening of September—, and abstracted the valuable contents of its vault;" and more than that, sent her a purse of money, with which she was able that winter to carry out her long cherished plan of going to school. It was a disagreeable experience to go through, but Jennie will always date whatever success she has in the world from that night at the Barrington toll gate.

The "Myrtle Navy plug" correctly represents the whole plan upon which its manufacture is conducted. There is not a fractional part of a cent expended upon it for mere appearance. It is neither wrapped in tin foil nor worked into fancy shapes, nor put in any fancy cases, nor subjected to any kind of expense merely to please the eye or captivate the fancy. The manufacturers rightly believed that tobacco was not purchased for ornament, but for smoking, and therefore all extraneous expense was avoided and added to the quality of the tobacco. The public have testified in its case that they prefer paying their money for a high quality of article than for ornament out of place.

The man who heeds not the warning of pain or suffering, which always precedes maladies, often becomes, through indolence, the victim of incurable disease. Lassitude, Weariness, Sadness, Aching of the Limbs indicate nervous disarrangement, forerunner of many organic and functional disease. The early employment of Fellows' Hypophosphites will effectually ward off such maladies.

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A Local and Constitutional Treatment. Two Distinct Medicines, one acting on the Nasal Passages, Head, Throat and Lungs, the other on the Liver, Kidneys, and Blood.

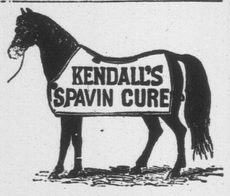
INSTANTANEOUS, ECONOMICAL, SAFE, RADICAL TREATMENT.

SOLD BY ALL DRUGGISTS.

PRICE, 75 cts.

If not found satisfactory, the price paid will be refunded. Some chronic or obstinate cases of long standing may require from three to six packages to effect a permanent cure.

THE SMITH MEDICINE CO. MONTREAL & TROY, N.Y.



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The Most Successful Remedy ever discovered, as it is certain in its effects and does not blister. READ PROOF BELOW.

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HAMILTON, MO., June 14th, 1881.

B. J. KENDALL & Co.,—Gents:—This is to certify that I have used Kendall's Spavin Cure and have found it to be all it is recommended to be and in fact more too; I have removed by using the above Callous, Bone Spavins, Ring-bones, Splints, and can cheerfully testify and recommend it to be the best thing for any bony substance I have ever used and I have tried many as I have made that my study for years.

Respectfully yours,

P. V. CRIST.

KENDALL'S SPAVIN CURE,

NEW HAMBURG, ONT., Dec. 28th, 1881.

MR. F. H. MCCALLUM, Dear Sir:—The bottle of Dr. Kendall's Spavin Cure, bought of you last summer, gave me the utmost satisfaction and performed a wonderful cure upon a mare nineteen years old, belonging to me, which was badly spavined for ten years. She was so lame that I could hardly get her to move. The lameness is entirely gone after using half a bottle of the cure, and she is like a young horse again.

Yours truly,

J. F. ROTH.

From the Oneonta Press, N. Y.

ONEONTA, NEW YORK, Jan. 6th, 1881.

Early last summer Messrs. B. J. Kendall & Co. of Enosburg Falls, Vt., made a contract with the publishers of the *Press* for a half column advertisement for one year setting forth the merits of Kendall's Spavin Cure. At the same time we secured from the firm a quantity of books, entitled Dr. Kendall's Treatise on the Horse and his Diseases, which we are giving to advance paying subscribers to the *Press* as a premium.

About the time the advertisement first appeared in this paper, Mr. P. G. Schermerhorn who resides near Colliers, had a spavined horse. He read the advertisement and concluded to test the efficacy of the remedy, although his friends laughed at his credulity. He bought a bottle of Kendall's Spavin Cure and commenced using it on the horse in accordance with the directions, and he informed us this week that it effected such a complete cure that no expert horseman, who examined the animal recently could find no trace of the spavin or the place where it had been located. Mr. Schermerhorn has since secured a copy of Kendall's Treatise on the Horse and his Diseases, which he prizes very highly and would be loth to part with at any price, provided he could not obtain another copy. So much for advertising reliable articles.

FROM

COL. L. T. FOSTER.

YOUNGSTOWN, OHIO, May 10th, 1880.

DR. B. J. KENDALL & Co., Gents:—I had a very valuable Hambletonian colt that I prized very highly, he had a large bone spavin on one joint and a small one on the other which made him very lame; I had him under the charge of two veterinary surgeons who failed to cure him. I was one day reading the advertisement of Kendall's Spavin Cure in the Chicago Express. I determined at once to try it and got our druggists here to send for it, they ordered three bottles; I took them all and thought I would give it a thorough trial, I used it according to directions and the fourth day the colt ceased to be lame and the lumps have disappeared. I used but one bottle and the colt's limbs are as free from lumps and as smooth as any horse in the state. He is entirely cured. The cure was so remarkable that I let two of my neighbors have the remaining two bottles who are now using it.

Very Respectfully,

L. T. FOSTER.

KENDALL'S SPAVIN CURE.

ON HUMAN FLESH

PAYTER'S MILLS, N. Y., Feb. 21st, 1878.

B. J. KENDALL & Co., Gents:—The particular case on which I used your Kendall's Spavin Cure was a malignant ankle sprain of sixteen months standing. I had tried many things but in vain, your spavin cure put the foot to the ground again, and, for the first time since hurt, in a natural position. For a family liniment it excels anything we ever used.

Yours truly,

REV. M. P. BELL

Pastor of M. E. Church, Patten's Mills, N. Y.

Kendall's Spavin Cure

is sure in its effects, mild in action as it does not blister, yet it is penetrating and powerful to reach every deep-seated pain or to remove any bony growth or other enlargements, such as spavin, splints, curbs, ringbones, callous, swellings, and any lameness and all enlargements of the joints or limbs, or for rheumatism in man or for any purpose for which a liniment is used for man or beast. It is now known to be the best liniment for man ever used, acting mildly and yet certain in its effects.

Send address for illustrated circular which, we think, gives positive proof of its virtues. No remedy has ever met with such unqualified success to our knowledge, for beast as well as man.

Price $1 per bottle, or 6 bottles for $5. All druggists have it or can get it for you, or it will be sent to any address on receipt of price by the proprietors, DR. B. J. KENDALL & Co., Enosburgh Falls, Vt.

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TO BUILDERS.

The subscriber begs leave to announce to his Patrons and the Public that he is now prepared to execute all orders entrusted to him with despatch,—such as the

ENTIRE FURNISHINGS FOR

Dwelling Houses, Stores,

ETC., INCLUDING:
Doors, Window Sashes & Frames, Mouldings, Stair Rails, Banisters, & Newel Posts, etc,

Orders also executed for

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with despatch.

Keeping none but first class workmen in my employ, I can safely affirm my goods to be equal to any in the market.

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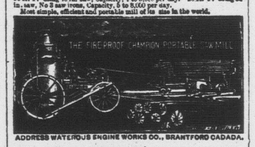
George Dock writes, St. Anne, Ontario, June 17 1879, regarding his 16-horse power Champion Portable:—"Last week, on Monday morning three men of us commenced to rear up mill to move it. We turn up, moved three miles, set it up and on Tuesday at three o'clock sawed a log with it. Not quite two days. In one week we moved and set it up as mentioned, and sawed twenty thousand feet. I will write full particulars soon. We sawed six hundred feet in twenty-nine minutes—both belts." It is also built—12 H. P. taking 64 in. saw, Capacity 3 to 4,000 per day. 16 H. P. taking 68 in. saw, Capacity 4 to 5,000 per day. 20 H. P. taking 68 in. saw, No 3 saw frame, Capacity, 5 to 8,000 per day.

Most simple, efficient and portable mill of its size in the world.



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W. A. Vernon Garret writes from Huntsville Muskoka, Dec. 15th, '79. The 16 H. P Mill run well. The other day we cut 1,039 feet in 45 minutes. The mill gives me entire satisfaction.

Over 250 Fire Proof Champion Engines sold in 3 years. Only perfect Threshing Engine in the world.

Address for full particulars,
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GRINDSTONES, Spindle Stones and Building Stone supplied in any quantity desired at short notice.

The Grindstones from the above works were awarded one of the two Medals for that class of Manufactures at the CENTENNIAL EXHIBITION.

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OFFERS FOR SALE THE FOLLOWING GOODS IN BOND OR DUTY PAID:

Martell brandy in Hhds and Quarter casks—Pale and Dark.
Martell brandy in cases, XX—Pale and Dark.
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John De Kuyper & Son's finest quality Gin Hhds and Quarter Casks.
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Wises' Finest Cork Malt Scotch Whiskey in Quarter Casks.
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And Sundry other goods.

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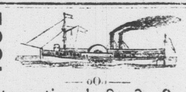

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ON AND AFTER

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No claims for allowance after goods leave the Warehouse.

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TO ARRIVE:

100 BBLS. Winter APPLES, such as Baldwins, Bishop Pippins, Greenings, Spitzenbergens Pearmins, etc.

1 Keg Green Malaga GRAPES.

ORANGES, FIGS, etc,

Families requiring apples for Winter use would do well by

LEAVING THEIR ORDERS,

as goods were personally selected by Subscriber, and prices are not likely to be lower this Season.

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JUST RECEIVED,

60 CADDIES

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Brown's AXES.

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Ready-made Clothing, Hats,

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CANADIAN TWEEDS
English Coatings, Broadcloths, Doeskins, etc.,

is now on inspection, for which orders are solicited.

Gentlemen's and Youths' Garments

are also made to order from materials furnished by themselves.

Just received a splendid assortment of Ready-made Clothing, also an excellent assortment of

GENTLEMEN'S HATS,

CHEAP FOR CASH.

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JOHNSON'S ANODYNE LINIMENT will positively prevent this terrible disease, and will positively cure nine cases out of ten. Information that will save many lives, sent free by mail. Don't delay a moment. Prevention is better than cure.

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An English Veterinary Surgeon and Chemist now travelling in this country, says that most of the Horse and Cattle powders sold here are worthless trash. He says that Sheridan's Condition Powders are absolutely pure and immensely valuable. Nothing on earth will make hens lay like Sheridan's Condition Powders. Dose, one teaspoonful to one pint food. Sold everywhere, or sent by mail for eight letter stamps. I. S. JOHNSON & Co., Boston, Mass., formerly Bangor, Me.

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DR. SMITH'S GERMAN WORM REMEDY has been used by thousands of persons, who universally endorse our claim for it as a pleasant, safe, reliable and prompt remedy for the removal of stomach and seat or pin worms from child or adult. It is easy to take; never fails; absolutely harmless, and requires no after-physic. PREPARED BY THE SMITH MEDICINE CO'Y, 45 BLEURY ST., MONTREAL, AND TROY, N.Y. PRICE - - - 25 CTS. SOLD EVERYWHERE.

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Revolvers! Revolvers!!

PREPARE yourselves with a GOOD REVOLVER for $1.50

—ALSO—

Smith & Wesson's Patent Ejector,

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Guns! Guns!!

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ENGLISH LIGHT PARTRIDGE GUNS, THE AMERICAN HEAVY GOOSE GUN, AND THE LITTLE BEAUTY BREECH LOADER, THAT MAKES NO REPORT, WHICH EVERYBODY ADMIRES.

In the above Goods I have the *Largest and Best Assorted Stock ever seen in Miramichi;* and Cartridges, Caps, Powder, Shot of all kinds.

VIOLINS! VIOLINS!!

Daily expected direct from Germany

50 VIOLINS—from the cheapest to the best.

also, an endless variety of Strings, Bows, &c, &c.

WATERPROOF GOODS—In Mackintoshes, Rubber Coats, and Leggins and Long Boots. Also, Cape and Oilskins, in Long Coats, Jackets and Trousers.

CHEAP CASH STORE

JAMES BROWN, - - Newcastle.

COFFINS and CASKETS

J. PHELAN,

Undertaker and Joiner,

ST. FRANCIS ST., - - CHATHAM.

Funerals Furnished at MODERATE RATES and properly attended to. 7y1

The "Imperial Wringer."

AND

Wash-tub Stand.

Clothes Forks, etc.

New devices for convenience on Wash day save labor and lighten the work left to be done.

H. P. MARQUIS,
Cunard Street.

GRAY'S SPECIFIC MEDICINE

TRADE MARK. THE GREAT ENGLISH REMEDY, An unfailing cure for Seminal Weakness, Spermatorrhœa, Impotency, and all Diseases that follow as a sequence of Self-abuse; as loss of Memory, Universal Lassitude, Pain in the Back, Dimness of Vision, Premature Old Age, and many other Diseases that lead to Insanity or Consumption and a premature grave.

Before — After.

Full particulars in our pamphlet, which we desire to send free by mail to every one. The Specific Medicine is sold by all druggists at $1 per package, or six packages for $5, or will be sent free by mail on receipt of the money by addressing

THE GRAY MEDICINE CO., Toronto, Ont., Canada

Agent in Chatham,—J. D. B. F. McKenzie.

D. T JOHNSTONE.

Chatham Livery Stables.

Regular Coaches to trains leaving and arriving at CHATHAM RAILWAY STATION.

Office and Stables - - - - Water Street, Chatham

LANCASHIRE

Insurance Co.

JOHN ELLIS, Esq., has accepted the Agency of the Lancashire Insurance Company for Chatham and Newcastle, N. B.

J. McGREGOR GRANT,
General Agent, Lancashire Insurance Co.
St. John, N. B.

Law.

ROBERT MURRAY,

Attorney-at-Law,

NOTARY PUBLIC, CONVEYANCER, ETC.,

OFFICE OVER MIRAMICHI BOOKSTORE

Water Street, - - Chatham, N. B.

WARREN C. WINSLOW,

ATTORNEY-AT-LAW,

NOTARY PUBLIC.

OFFICE:—Pugsley's Building, Prince William St., 3624 ST. JOHN,

DesBrisay & DesBrisay,

BARRISTERS,

Attorneys Notaries. Conveyancers. &c.

OFFICES:

St. Patrick Street, - - - Bathurst, N. B.

THEOPHILUS DESBRISAY, Q. C.
T SWAYNE DESBRISAY

A. H. JOHNSON,

BARRISTER-AT-LAW,

SOLICITOR.

NOTARY PUBLIC, ETC., ETC.

Chatham. N. B.

E. P. Williston,

ATTORNEY-AT-LAW,

Notary Public, Conveyancer, &c.,

OFFICE—Over Mr. John Brandon's Store; Entrance Side Door.

Newcastle, Miramichi, N. B.

R. B. ADAMS,

ATTORNEY-AT-LAW,
NOTARY PUBLIC, &c.

Office up stairs, Noonan's Building,

Water Street. Chatham.

WM. A. PARK,

Attorney-at-Law, Solicitor,

NOTARY PUBLIC, CONVEYANCER, &C.

OFFICE:—OVER THE STORE OF W. PARK, Esq

CASTLE STREET

NEWCASTLE, N. B.

CHAMPAGNE.

Just arrived per steamer "Hibernian" via Halifax

20 baskets Finest Champagne,

Pints and Quarts;

10 Cases Sparkling Burgundy & Hock.

JOHN W. NICHOLSON.

Victoria Wharf, Smyth street.

SAD IRONS.

MRS. POTTS' SAD IRONS.

Plain,
Polished and
Nickle-plated

FOR SALE AT LOWEST PRICES BY
H. P. MARQUIS,
Cunard St. Chatham

Notice to Mill Owners

THE Subscriber is prepared to furnish his PATENT LOG CARRIAGE SHIPPING MACHINE, to any parties requiring the same, or supply drawings, etc., to enable parties to manufacture it for themselves.

The above is in use in several Mills on this River, and perfect satisfaction is guaranteed.

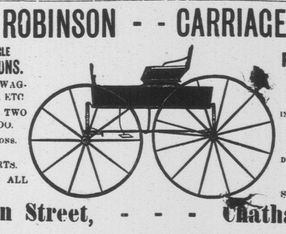
Full information given by application to the Subscriber.

ROBERT MCGUIRE.

GENERAL BUSINESS.

ALEX. ROBINSON - - CARRIAGE MAKER

DOUBLE & SINGLE TRUCK WAGGONS.
PIANO BOX WAGGONS, SULKIES, ETC
SINGLE AND TWO SEATED OPEN DO.
EXPRESS WAGGONS.
SLOVENS,
CARTS.
SLEIGHS OF ALL KINDS.



PORTAGE WAGGONS.

CARRIAGE PAINTING IN ALL ITS BRANCHES

REPAIRING and BLACKSMITH WORK DONE ON THE PREMISES —AT— SHORTEST NOTICE.

St. John Street, - - - Chatham, N. B.

GREAT CLEARANCE SALE

—OF—

READY - MADE CLOTHING!

IN order to make room for our LARGE WINTER STOCK we offer our stock of

Ready-Made Clothing, Hats, Caps and Gentlemen's Furnishing Goods,

AT GREATLY REDUCED PRICES.

EXAMINE OUR PRICES, YOU WILL FIND THEY ARE CHEAPER THAN EVER.

JUST RECIVED:

A Fresh Stock of Choice Congou Tea—The Best in Town.

SOAP, TOBACCO, CIGARS, PIPES, ETC., AT BOTTOM PRICES.

I. HARRIS & SON.

UNRIVALLED!

SUTHERLAND & CREAGHAN,

NEWCASTLE.

OUR Stock of Spring and Summer DRY GOODS is now complete, we have THOUSANDS OF ARTICLES in HABERDASHERY, FANCY GOODS, NOTIONS, SMALLWARES, etc., on which

SHOPKEEPERS AND TRADERS CAN MAKE MONEY.

We hold everything to be found in any first-class City Warehouse.

PURCHASED FOR PROMPT CASH!!

We are showing HUNDREDS of patterns in Prints, Dressess, Oatmeal Cloths and other rich fabrics for Summer wear, beautiful, soft and brilliant, in every shade colour and tint. HIGH QUALITY AND LOW PRICES.

WHOLESALE AND RETAIL.

SUTHERLAND & CREAGHAN.

MAY 17th, 1882.

NEW GOODS!!

—AT—

J. B. SNOWBALL'S.

Just received per late Steamers from the Manufacturers.

New Ulster Cloths,

For Gents Ladies and Children:

Boys' Woollen Knickerbocker Hose,

Very Heavy.

A very large stock of

German and Canadian Clouds and promenade Scarfs.

Ladies' Berlin Wool Shawls,
Ladies Berlin Wool Jackets,
Ladies' and Children's Wool Scarfs.

Irish Frieze,

For Heavy Overcoats.

Irish and Scotch Tweeds,

Newest Styles.

Moscow Homespun, Costume Cloths,
Wool Serges, French Cashmeres, French Merinoes,
Black Sciecillians, Black Grecian Cords,
Colored Cloth Debeges,

100 pairs Best White

ENGLISH BLANKETS,

50 pairs Best Twilled

Canadian White Blankets

A few pairs of Super Extra BATH BLANKETS, at reduced price

ALL CHEAP FOR CASH!

Chatham, Oct. 18, 1881.

Executors' Notice.

ALL persons having just claims against the estate of James Walls, Esquire, late of Chatham, in the County of Northumberland, Pilot, deceased, are requested to render the same duly attested to the undersigned Executors within one month from date, and all persons indebted to the said estate are requested to make immediate payment to them.

WILLIAM WALLS, ASA WALLS, } Executors.

Chatham, Nov. 1, '82. 7 r 30

BEST

REFINED IRON.

Lowmoor, Swede, Londonderry and English common BOLT IRON and PIG IRON.

CAST STEEL.

Thos. Firth and Son's Extra Axe, Tool and Drill Steel

Spring, Sleigh Shoe & Tire Steel.

—ALSO:—

ROUND MACHINE STEEL

Manufacture of SPEAR & JACKSON.

Tinplates, CHARCOAL and COKE.

Sheet Iron,

Black and Galvanized.

A special lot of Galvanized sheet Iron—
6 ft x 39 in. x 20 gauge.
7 " x " x " "
8 " x " x " "

First class make (Davies') and well adapted for LOBSTER BOILERS, &c. Besides a heavy stock in store, we expect early in March, per good ship 'Alfarin:' 11,224 Bars } Refined Iron. 2,566 Bdls. } 265 " Hoop Iron.

I. & F. BURPEE & CO.

St. John, N.B.

FOR SALE.

50,000 BRICKS.

50,000 Face and Common Bricks.

AT THE

MIRAMICHI BRICK YARD.

HARVEY LEIF,
NELSON, N. B.

Nelson, Sept. 15, 1882.

Manchester, Robertson, & Allison,

IMPORTERS OF

DRY GOODS,

AND

MILLINERY

OF EVERY DESCRIPTION.

WHOLESALE AND RETAIL.

MANUFACTURERS OF

SHIRTS OF ALL KINDS.

7 & 29 KING STREET SAINT JOHN.

HEARTBURN

—OR—

SOUR RISING,

Oppression after eating, and every form of DYSPEPSIA are soon relieved by

PERISTALTIC LOZENGES.

The restore the action of the Liver and Stomach, and cure COSTIVENESS and its results

For Sale by
JOHN FALLEN, - - Chatham.
E. LEE STREET, - - Newcastle.
JAMES DOYLE, - - Douglastown.
JOHN KAIN, - - Nelson.

NOTICE.

ALL persons having any legal claims on the Subscriber are requested to render the same for payment and all persons indebted are requested to make payment forthwith. Any reasonable offer for any Real Estate he may own in the County will be accepted—including residence and the property at Douglastown.

Miramichi, 1882. R. HUTCHISON.