QUERY.

(To the Editor of the Farmer.)

SIR.—"Given the intention to deceive," saith the preacher, "and all deceivers are liars." Mr. Nichols deceived the liquor sellers. Is Mr. N. a liar? Or is our philosopher a sophist?"

QUOD.

Fredericton, Feb. 27, 1889.

Town and Country.

The Attorney General is expected home from Ottawa Saturday.

Regular monthly meeting of the City Council next Tuesday evening.

Mr. E. H. Allen offers 95 shares Central Fire Insurance Stock at auction. See advt.

Mr. R. T. Clinch, Supt. of the Western Union Telegraph Co., is in town.

The Fredericton Curlers defeated the St. Andrews club here, Wednesday, by 30 points.

The Fredericton exchange of the N. B. Telephone system now includes 150 instruments.

Dr. McAllister, dentist, has returned to Fredericton and recommenced the practice of his profession.

After the 1st day of March the Custom House and Savings Bank will be closed at 1 o'clock Saturdays.

Two rinks of the St. Andrew's Curlers, St. John, defeated the Monctonians yesterday, by 20 points.

The tea meeting held by the W. C. T. Union, assisted by the Gibson Union, realized [illegible] $36.

St. Patrick's society will celebrate the 17th of March by giving a concert in St. Dunstan's Hall that evening.

A meeting of the Curling Club will be held at the Rink this evening to consider a challenge from Newcastle.

WANTED—A good general servant. Must be willing to assist in the care of children. Apply at this Office.

The R. S. C. Infantry will furnish the guard of honor for the opening of the legislature a week from to-morrow.

There will be a basket social in the Temperance Hall this evening, under the auspices of the Royal Templars of Temperance.

Both the C. P. R. and Western Union Telegraph Companies, have secured quarters for the session in the Parliament Buildings.

Canterbury has a citizen 102 years old. He was a soldier of the 104th Regt. which served during the war of 1812, and receives a pension.

It is believed that Rev. Mr. Dobson will assume the pastorate of the Sheffield, Methodist church in completion of his term here next July.

E. J. Broderick of Fredericton, a junior of the medical department of McGill College, has been appointed assistant demonstrator in anatomy.

A large crowd of people attended the promenade concert in St. Dunstan's Hall Monday evening, music for which was furnished by Bryson's band.

Counsel not being ready for argument, all the cases on the Supreme Court docket, numbering 67 were struck off Friday, and the Court adjourned.

The government clydesdale stallion "Nelson" died Saturday night from blood poisoning. He cost $1000 and was one of the finest horses in the stables.

Hon. A. G. Blair was among those present at the reception given by Mrs. McKenzie and Madame Laurier at the Grand Union Hotel, Ottawa, Saturday evening.

Mrs. William Watters, 70 years old, was burned to death in her home at St. John, yesterday, her clothing catching fire while putting fuel on the fire.

☞ COAL! Wm. L. Busby, dealer in Hard and Soft Coal. Yards, Campbell St., Fredericton. Prices low, prompt delivery, J. W. V. Lawlor, agent, 264 Queen St.

Mr. Lugrin's lecture in the old Kirk, Friday evening, is very highly spoken of. The musical selections of the evening were given by Mrs. Lemont, Mrs. Green and Miss Johnston.

Mr. Chas. E. Duffy has been elected president of the A. O. H. in place of Inspector O'Brien, who now makes his head quarters at Richibucto. Mr. William Farrell is the vice-president.

Hon. T. W. Anglin was invited to lecture in Fredericton, but a letter was received last night from Mr. T. O'Brien of St. John, expressing Mr. Anglin's regret at being unable to comply with the request.

Lieut. Hughes of the Salvation Army farewells to-morrow evening, having been promoted to the rank of Captain. He goes to Lawrencetown, Nova Scotia, and his many friends here wish him every success in his labors.

Mrs. Daniel Meehan, while returning home from early mass at St. Dunstan's church, Sunday morning, fell on the sidewalk near King street and had her leg broken. She was removed to her home and attended by Dr. Coulthard.

The N. B. Telephone Co., have leased the office in the Central Insurance Company's building, at present occupied by Mr. L. W. Sherman, for their head business office. It will be in charge of W. E. Smith, the accountant of the Company.

Premier Blair and Solicitor General Ritchie had an interview with Hon. Mr. Foster at Ottawa, Monday, and discussed the claim of this province for interest upon amount expended upon the Eastern Extension Railway. The New Brunswick delegates expect that their claim will be paid.

☞ Nelson Campbell has received a large assortment of American and Canadian Rubbers. Among the different styles you will find the Corrinne, Climax, La France, Fairy, Princeton, Capitol, Gipsy, Dorothy's Gossamer, Croquet, Sandals and Footholds. Ladies and gentlemen favoring him with a call cannot fail to be suited.

Mr. A. A. Knudson, electrician of the N. B. Telephone Co., having been absent from town last week, was unable to make the necessary arrangements for placing a transmitter in the desk of the Methodist pulpit as was intended, but if everything goes right he expects to give his subscribers the chance of hearing Mr. Dobson's sermon at their homes Sunday evening.

A quiet wedding took place at Mrs. Alfred Whitehead's residence, King Street, this morning, when her neice, Miss Bertha Clarke, was married to Mr. J. W. Gunter, of Bear Island, Rev. Mr. Dobson officiating. Mr. and Mrs. Gunter left immediately for a bridal trip to Boston and New York, followed by the good wishes of many friends. Their future home will be made in this city.

The ball given by Sir John and Lady Allen at their residence Thursday evening, was one of the most successful and enjoyable social events of the season. There were nearly 200 guests present, and all were most cardially received by the worthy host and hostess, and entertained in their most hospitable style. The music by Hanlon's orchestra and the splendid supper were very pleasing features of the occasion.

The curling match between All Comers and Merchants was played Monday, and resulted in victory for the former. Following was the score by rinks:—

All Comers.		*Merchants.*	
Hilyard, skip,	20	Grieves, skip,	9
D L Babbitt, skip,	13	Macpherson, skip,	24
Inglis, skip,	13	Rutter, skip,	17
W K Allen, skip,	25	Hawthorn, skip,	13
Hazen, skip,	29	Neill, skip,	17
Loggie, skip,	29	E H Allen, skip,	5
Total,	111	Total,	85

A very successful sale and entertainment was held by the members of the Women's Aid Association, Burton, in the Temperance Hall, Oromocto, and more than $100 were realized for the funds of the Association. Several choruses were rendered by the choir, and Mr. and Miss Harrison of Mangerville, and Mr. H. Miles kindly added to the enjoyment of the evening by singing several part songs and solos. The useful and fancy articles realized a handsome sum, and the refreshment table was well patronized. A pleasant evening was brought to a close by singing "God save the Queen."

In local Salvation Army circles, the visit of the Band of the Household Troops, which has been making a tour of Canada, has been looked forward to with interest for many weeks. The Band, which numbers 27 persons, arrived from St. John yesterday morning, and were dined at the Army Barracks. Last night they paraded at the head of the local corps, and afterwards appeared in the City Hall, which was completely filled with people. The service consisted of selections by the Band, and addresses and solos by its members, and the meeting was very much enjoyed by the large audience. The Band is a splendid organization, thoroughly trained and plays a taking programme. The leader is one of the best cornetists ever heard here, and the pianist who played the accompaniments to the songs, was a real artist. The Band went to Woodstock this morning.

RAILWAY HORROR.

Collision and Loss of Life on the Maine Central.

Three Men meet an Awful Death.

A Fredericton's Story of the Tragedy.

Heartrending Scenes at the Wreck.

A Well Known St. John Man among the Victims.

Who were Burned to Ashes.

The most disastrous railway accident of recent years, in this vicinity, occurred to the express from Bangor to St. John Saturday morning about 10 o'clock, at a point known as Boyd's Mills on the line of the Maine Central railway and just one and a half miles from Kingman, Me. The destruction of property was large, but the most serious feature was the loss of life, under circumstances of a particularly distressing character.

John Campbell, a highly respected and well known resident of St. John, was the only New Brunswick man who lost his life, although C. H. Hawthorn of this city, had a narrow escape. The news of the accident reached the city about noon over the C. P. R. wires, but no particulars could be learned, and as some of our citizens were known to be on the train, the suspense was intense.

Among the passengers, on board the train, from this city were John Palmer of Brown and Palmer, tanners, Dugald McCatherin and Mrs. Capt. Wood and her son of Boston, formerly of this city, and express messenger Hawthorn. Mr. Palmer's

STORY OF THE ACCIDENT

is as follows:—

"There was about 40 passengers on the train coming from Boston. Outside of the party for Fredericton I only knew Fred Jones, son of Hon. Thomas R. Jones, of St. John, and a Mr. Hamm of Bangor. The others were bound for St. John, St. Stephen, Calais, Eastport and Nova Scotia. The accident occured about 10.15 Saturday morning, about a mile this side of Kingman. We were in the first of the two first class cars. In front of us, in the order named, were the smoker, a Pullman, the mail car, the baggage and express car, the tender and the locomotive. Our car seemed to tremble for a quarter of a minute. I said, 'She's off the track.' McCatherine said 'No,; she's struck a snow drift.' We were stopped then. I jumped out and saw the hind end of the smoker still on the track. The front of the smoker was telescoped upon the rear of the pullman; the pullman was off its trucks, its hind end resting off the track and the forward end 10 or 12 feet on the track and resting on the debris of the mail car, the locomotive and the baggage and express car, and this latter car had broken from the mail car and was off by itself, about the length of a car in front of the locomotive."

The accident had occured through

A MISPLACED SWITCH

and the train being thus shunted, ran into the freight cars that were on the siding. Mr. Hamm said that he saw the switch unlocked but when I looked a little later it was locked. Charlie Hawthorn, the express agent, had his head out of the window of the express. He called to me and I assisted him in getting out his safe and other valuables. Charlie wanted to get out some tubs of oysters, but I insisted upon his leaving the car which was then on fire. Despite reports to the contrary Hawthorn was not injured. After Hawthorn and I left the express car, I was passing the debris of the locomotive, tender, mail car and Pullman, when a voice came from the debris saying,

FOR GOD'S SAKE SAVE ME!"

I tried to get at where the voice came from, but the pile was now a mass of fire. I could do nothing and only succeeded in getting my eye brows burned. I heard the voice no more and I have no doubt that about that moment the man who had appealed so touchingly for assistance was burned to death. He was believed to be Campbell, the St. John mail clerk. By this time every one who could be of any use was doing what was possible to rescue Wm, Mudgett and Caley Palmer, the American mail clerks. The brakeman crawled through a hole in what remained of the mail car and got hold of Palmer's hands; another party went after the brakeman, holding on to the latter's feet, and a third caught hold of the hind man's feet so that one might aid the other in rescuing Palmer, and, if possible, Mudgett. Palmer, finding his leg caught in some of the debris, asked his rescuers for God's sake to get an axe and

CUT HIS LEG OFF

in order to save his life as the fire was then almost upon him. This made the rescuers more desperate and with encouraging shouts from Conductor Chase and the others they succeeded in pulling Palmer from the jaws of death, the coming off of his shoe assisting in the operation. His mail clerk companion —now shouted "Good bye Palmer! there are no hopes for me, the wreck has fallen upon me, my back is broken and I am now on fire," Nothing was ever seen of Fireman Goodwin. Engineer Angel escaped with serious, but not fatal injuries. When he appeared in the first class car he was all cut and bleeding and some of the women fainted. There were nine passengers in the Pullman, but they and the porter escaped through the window. Mr. John Palmer also stated that the mail clerk Palmer, who is little the worse of his terrible experience, told him that between $5,000 and $10,000 had been burned up in registered letters. Mr. Palmer is loud in his praise of Mr. McCatherin's efforts to save life and property. The train hands worked like beavers, he said, and the daring of express agent Hawthorn to save the money and other property in his custody was admired by all.

ALD. CONNOR INTERVIEWED.

Ald. Connor of Portland, St. John was one of the passengers, and his story of the accident is as follows: "I escaped, thanks to a kind Providence, without even a scratch," said Ald. Connor, when questioned as to how he escaped injury. We left Bangor at 6.45 o'clock Saturday morning, on a train consisting of an engine, baggage and express, mail, Pullman, smoker or second and two first-class cars, in charge of Conductor Chase. I with nine others was in the parlor car, which was in charge of Conductor Gregg. We ran along without anything out of the ordinary occurring until we reached a point about two miles beyond Kingman, known as Boyd's mills siding. There is quite a heavy down grade nearing this point and must have been travelling along at least 30 miles an hour. I was sitting in the forward end of the car, when all of a sudden there was a tremendous crash, and about at the same instant the end of the postal car was driven in a few feet from where I was sitting. Simultaneovsly the smoker came crashing six or more feet into the car at the rear end. I saw at a glance that all exit was cut off by ihe doors, and, like the other passengers, immediately smashed the glass in the windows, and by that means all in the car escaped. When we got out a sad sight met our gsze. The engine, mail and baggage and express cars were

ONE MASS OF DEBRIS,

and we could distinctly hear the cries and groans of those in the ruins.

Conductor Chase was in the smoker at the time of the accident, and when I reached terra firma, he, with the trainmen, were getting axes, etc., from the cars for the purpose of endeavoring to rescue those buried in the ruins. Aided by the passengers, Conductor Chase set to work to clear away the wreck, and we were making good progress when the fire broke out. Chase urged his assistaats on to work, as the groans of the imprisoned could still be heard, but the heat was becoming intense. Just about the time that all hops was given up, a hand was seen waving above the mass of ruins. In an instant, at the risk of his own life as the flames were fast approaching, Conductor Chase sprang on top of the ruins and grasped the hand—it was the hand of Caleb Palmer of Bangor, one of the mail clerks. Four strong men were soon at the Conductor's side, and commenced an effort two pull

PALMER FROM HIS HORRIBLE POSITION.

A great load was apparently resting on his lower extremeties, as he sang out to get an axe and chop off his leg. A brakeman obeyed the order to get an axe and quickly commenced chopping away at the timbers in the direction in which Palmers leg was supposed to be. While the brakeman was chopping Conductor Chase and passengers were pulling vigorously on Palmer—so hard indeed that it was feared they would haul the arm out of the socket. It was while they were thus pulling that success rewarded their efforts. All of a sudden Palmer was raised out of the ruins—the brakeman, it is supposed, having loosened or cut the timber pinning down his leg. It is just a question which was the happier man of the two over the rescue, Conductor Chase, with his hands, face and hair badly scorched, or Caleb Palmer, considerably injured and snatched from the jaws of death. Mr. Palmer was then cared for by friends. Conductor Chase and passengers set to work to save the rear cars from destruction by fire, as any further attempt to search for the other victims was out of the question.

THE FLAMES HAD ENTIRE POSSESSION

of the debris, and the fire was fast marching on to the Pullman and other cars. The first-class passenger cars were uncoupled and hauled a distance up the track, but as the flames had enveloped the parlor car and secured a hold on the smoker, this latter had to be left to the devouring element. It was a sad sight —one I will never forget.

As I told you before, there is a down grade running to the point where the accident occurred. There is a siding at this place about 200 feet long, and the west bound freight which left there somewhere in the vicinity of 7 or 8 o'clock in the morning ran six carloads of pressed hay in on this siding. These six cars occupied about 180 of the 200 feet and the rear hay car was flush up at the upper end of the siding. Our train, as I told you, came thundering along this down grade and

THE SWITCH WAS MISPLACED,

that is, turned to allow a train to take the siding, so, of cousse, our train crashed right into the siding and at thirty miles an hour speed brought up against the hay cars, the great force sending the hay car at the upper end of the siding right over the wall or projection. The engine was completely demolished—indeed, so complete was its destruction, continued Mr. Connor, that if it was made of china or glass it could scarcely have been a more complete wreck. The baggage and express car piled on top of the remains of the engine and the postal car was one end on top of these and the other end through the forward part of the parlor car. These cars were piled up in one heap—all of them occupying not much more space than one ordinary car would, and not a particle of the wreck was strewn across the track on the main line—so compact was the heap of ruins. It is a matter for congratulation that the Pullman occupied the position it did; if it had been on the tail of the train the accident, I feel satisfied, would have been much more serious. The Pullman cars are very substantially built, very much more so than the ordinary car, and being located where it was, the Pullman undoubtedly prevented the total

SMASH UP OF ALL THE PASSENGER CARS.

The wrecked cars took fire from the stoves in the baggage and express and mail cars, while the engine no doubt set on fire the hay cars, but through the promptness of the passengers the contents of four of the hay cars were thrown overboard and thus saved.

Special trains with physicians reached the scene of accident and all the passengers were taken back to Kingman and provided with dinner by the railway authorities.

SHORTLY AFTER MR. PALMER WAS RESCUED

from the ruins Mr. Connor was talking with him and he related the following circumstances of the affair:

There were three men in the car, namely: Wm. D. Mudgett and Caleb Palmer of the United States postal service, and John Campbell of the Canadian postal service. They were all in close proximity in the postal car when the accident occured, but the crash came so sudden that, before they had time to realize anything, they were thrown about the car and in an instant buried in the ruins.

Soon after the accident, Palmer says he heard John Campbell call out: "How are you, Caleb, and where are you?"

Palmer replied: "I am bound up in the ruins."

In answer to Palmer's enquiry, Campbell said;

"I'M DYING; MY BACK IS BROKEN; GOOD-BYE."

Campbell never spoke afterwards, and there is little doubt but that he was dead before the fire reached him.

Palmer sang out and asked Mudgett how he was, and he replied: "For God's sake will you try and help me?"

Palmer replied: "I can't move; I'm bound hand and foot, and I'm going to burn up; good-bye."

Mudgett responded: "Good-bye, Caleb, and God bless you; I'm going too."

Palmer again said: "I'm with you, Billy; I'm going to keep you company; good-bye."

These were the last words spoken between the two men, as just after uttering them Palmer succeeded in extricating one of his hands and with the aid of that one got his other free.

HE TURNED HIS HEAD UPWARDS

and saw the blue sky and a gleam of hope arose within him. He heard the men moving about the wreck and pushing one of his hands up through the open space he succeeded in attracting the keen eye of Conductor Chase, who, with some of the passengers, as described, effected his rescue. As an illustration of what a terrible amount of hauling was done on Palmer's arm in rescuing him, it may be stated that he had on his feet a pair of congress shoes, and that the sole was torn off one, while nothing remained on the other foot but the elastic top of the shoe. Palmer is quite satisfied that Mr. Campbell was dead before the flames reached where he was buried, but Mudgettt was in all probability burned to death.

Fireman Goodwin, the only other man who met his death, was quite likely killed by the collision of the engine with the hay car on the siding. How Engineer Angel escaped is a mystery. He was taken from the ruins quite badly, but it is not believed fatally, hurt. His first enquiry was for his fireman and when he learned for a certainty that Goodwin had been killed,

HE WEPT LIKE A CHILD—

seemingly unconscious of his own severe injuries in his grief for Goodwin.

All the mail matter was destroyed and likewise all the baggage. C. H. Hawthorn of Fredericton, was the express messenger, and he succeeded in saving some light freight and the express safe, which was thrown out of the car. He escaped injury.

The engine, baggage and mail cars belonged to the Main Central, while the smoker or second class car belonged to the New Brunswick railway. A rough estimate places

THE DESTRUCTION TO PROPERTY AT $100,000.

Just before Mr. Palmer was rescued from the ruins, he had in his possession the registered mail package, but the letters got separated. He secured two afterwards and placed them in his pocket, but in being dragged from the ruins he lost them. The fire had all but surrounded Mr. Palmer when he was rescued and the overalls he had on were partially burned.

It would appear as if there was some differences of opinion as to how the switch became turned for the siding. The opinion formed by those at the wreck is that the switch was set for the siding and locked when the collision occured. It is further stated that after the west-bound freight left the six cars of hay on the siding, a truck to replace a broken one on one of the hay cars was set off on the main track for section men to run on the siding. This truck was run on the siding and, it is said,

THE SWITCH WAS NOT SET FOR THE MAIN LINE

after this. Engineer Angel, however, does not take any stock in these stories. Saturday evening in Bangor, he said that he saw the switch and that it was not set for the siding, but was in proper location for the main line. He believes that owing to the frosty morning the force of the engine on the track caused the switch rod to break, thereby sending the train on to the siding.

Another story—and one that can be verified by the railway authorities if true—is that a railway employe, on the arrival of the west bound freight at Lincoln, telegraphed to Kingman (the nearest telegraph station from the scene of the wreck) that the lock on the switch on Boyd's Mills was bad and asking that the section foreman be notified. If this be true it will no doubt come out at the inquest.

The railway authorities sent three handsome caskets from Bangor, for the reception of the bodies of the unfortunate men, but there was no use for them. All that was left of Mr. Campbell's body could be put in a peck measure, while the remains of Mr. Mudgett could be put in a half bushel measure. The long chain and key supplied United States postal clerks were found alongside the remains of one, and this is how they were set down as those of Mr. Mudgett. Up till Saturday afternoon only the arms and legs of Fireman Goodwins body had been found.

THE DEAD.

John A. Campbell, the postal clerk, was a resident of St. John. He was a son of John Campbell of Norton, King's Co. He leaves a widow and four children residing in Portland. He was 50 years of age. Mr. Campbell was fourteen years in the railway mail service, and was highly respected by all classes in the community. For years he was a member of the board of sessions of St. Stephen's Presbyterian church, and for a long period has been acting as secretary to the board. He was also superintendent of the Sunday school for a time.

Wm. D. Mudgett was a son of Dr. Mudgett of Dexter, Me. Had been in the postal service three years, and was 29 years old.

Henry Goodwin, the fireman, was a young man 25 years of age and unmarried. He is spoken of by his brother fireman on the New Brunswick road as a clever and industrious young man.

All the passengers speak in the very highest terms of the noble efforts made by Conductor Chase to rescue the men imprisoned in the ruins. While en route to St. John, the passengers held an informal meeting and decided to forward to the conductor a letter expressive of their appreciation of his work at the wreck.

LATER DETAILS.

The cause of the accident has been ascertained as follows: A new truck set off by the west-bound freight on the main line for the section men to put on one of the loaded hay cars, the truck on the car being damaged. The section men ran the truck on the siding, made the repairs and neglected to set the switch back again for the main line.

Accotding to Maine law, the railway is liable to the extent of $5,000 for every person killed in an accident due to carelessness on the part of employes, and $15,000 for every person permanently disabled.

Four pouches and six sacks of mail matter were saved.

The charred remains of the three victims of the disaster were viewed by the Coroner Saturday evening at Mattawamkeag, and taken to Bangor Sunday, to be called for by friends.

The Bangor *Whig* has the following regarding Mr. Hawthorn:

"Baggage Master Eupea and Express Messenger Hawthorn narrowly escaped. They were thrown into a corner, Mr. Eupea, a very heavy man, being thrown atop of Mr. Hawthorn, and both were pinioned down by the baggage and express matter piled upon them. The bursting open of the stove in their car threw aside some of the debris so that Mr. Eupea, and after him Mr. Hawtorn, liberated themselves and made their escape through the side door, now on top of the car."

The remains of the late Mr. Campbell were taken to St. John yesterday, in a sealed casket, and will be interred tomorrow.

The mail matter destroyed in the disaster consisted of a registered pouch containing 43 pieces, two pouches of letters and ten sacks of newspapers and packages.

Mrs. A. Nelson, Brantford, writes: "I was a sufferer from Chronic Dyspepsia for eleven years. Always after eating, an intense burning sensation in the stomach, at times very distressing, caused a drooping and languid feeling, which would last for several hours after eating. I was recommended by Mr. Popplewell, Chemist, of our city, to try Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure, and I am thankful to say that I have not been better for years; that burning sensation and laugnid feeling has all gone, and food does not lie heavy on my stomach. Others of my family have used it with best results."

PURE GOLD FLAVORING EXTRACTS BAKING POWDER

BAKING POWDER IS MADE FROM ABSOLUTELY PURE CREAM TARTAR & BICARB. SODA. FLAVORING EXTRACTS ARE THE STRONGEST, PUREST AND BEST.

—WHOLESALE BY—

Jas. Hodge & A. F. Randolph & Son.

Retail by all Grocers.

Marriages.

In this city, on the 27th inst., by Rev. W. Dobson, J. W. Gunter of Bear Island, York County, to Bertha, eldest daughter of the late Alexander Clarke.

In this city, on the 13th inst., by Rev. Dr. McLeod, John E. Major and Mary M. Keetch, both of Queensbury.

Deaths.

In this city, on the 22nd inst, Fanny Josephine, second daughter of Mrs. John Robinson, aged 16 years.

New Advertisements.

MONEY TO LOAN.

MONEY TO LOAN on Real Estate Security, at lowest rates of interest.

BLACK & HAZEN, *Barristers.*

Fredericton, Feb. 20, 1889—3ins.

95 SHARES

Central Fire Insurance Company Stock at Auction.

I AM instructed to sell at Public Auction on TUESDAY next, 5th March, in front of the County Court House, at 12 o'clock noon,

Ninety five Shares of Central Fire Insurance Company Stock.

☞ TERMS AT SALE.

E. H. ALLEN, *Auctioneer.*

Fredericton, Feb. 26, 1889.

JUST RECEIVED

—AT—

GEO. HATT & SONS.

CALVES' Feet Jelly, Bottled Vinegar; Assorted Jams and Jellies, Walnuts, Almonds, Bees Honey; Figs, Maple Syrup, French Mustard; German Mustard, French Pickles; Anchovies in Oil, Potted Ham; Lime Juice, Pistiles, Bottled Salt; French Sardines, Maple Sugar; Sugar Cured Hams, Bacon.

GEO. HATT & SONS.

February 27

MARCH, 1889.

Our specialty for this month is

PARLOUR SUITES.

We have a large assortment ranging in price from $33.00 to $100.00. Just ask to see the $42.50—they are beauties.

Our wonderful sale of Hanging Lamps and Stand Lamps still continues. Examine our variety.

LEMONT & SONS.

February 27

A NOVELTY!

I have just received a lot of one and two pound packages of Tea, packed in fancy bamboo boxes. The Tea is an excellent article, and the package is very suitable for a lady's work box.

Sells wherever shown.

—WHOLESALE BY—

JAMES HODGE.

February 27

Molasses. Molasses.

Just Received and in Stock;

MONTSERAT Molasses, better than Syrup;
Barbadoes " very best;
Antigua " choice.

If you want to purchase, it will be to your advantage to call and see the grades and get prices.

GEO. HATT & SONS.

February 20

GENERAL INSURANCE AGENCY.

WE are prepared to insure all kinds of Insurable Property in the City and County, at the lowest current rates, in any of the following old and MOST RELIABLE Companies:—

THE IMPERIAL, of London, England;
THE NORTHERN, of London, England;
THE ÆTNA, of Hartford;
THE HARTFORD, of Hartford;
THE FIRE INSURANCE ASSOCIATION, (Limited) of London, England;
THE CITY OF LONDON FIRE INSURANCE COMPANY, (Limited) of London, England;
"THE MUTUAL LIFE," of New York.

Representing in Capital and Assets upwards of $100,000,000

Detached Dwellings and their contents in Town and Country, insured on the THREE YEARS plan, at very low rates. In case of loss, a FAIR and satisfactory adjustment guaranteed, and the amount PROMPTLY PAID.

BLACK & HAZEN, Agents.

MONEY TO LOAN On Real Estate security at low rate of interest.

BLACK & HAZEN.

GREAT BARGAINS!

THE CELEBRATED

"New Home," "Favorite," and "New National"

SEWING MACHINES,

ARE being sold at a Great Reduction by the undersigned during the Christmas Holidays. Nothing could be more acceptable to your wife as a Christmas Present, and there is nothing more useful. The prices at which these Machines will be sold during the Holidays, will not be touched again for a year.

The "New Home" received first premium at the St. John Exhibition in 1883, there being eight others exhibited, and is undoubtably the Best Machine on the market.

The "Favorite" ranks next the "New Home," and surpasses all other Machines.

The "New National" is the only *Hand Machine* on the market that is guaranteed to give perfect satisfaction. It is of beautiful workmanship, and will do all kinds of plain and fancy stitching.

Orders received for these Celebrated Machines by mail or otherwise, will be promptly attended to and satisfaction guaranteed.

Please address all communications to P. O. Box No. 28

PETER DUFFIE,

Office Corner King and Regent Sts., Fredericton.

Fredericton, December 12, 1888.

CO-PARTNERSHIP NOTICE.

I HAVE this day associated with me MR. A. G. THOMAS. The business will be conducted as usual at the old stand, No. 224 Queen street, under the name of C. H. Thomas & Co., as heretofore.

I take this opportunity of thanking my many friends and customers for their very liberal patronage for the past ten years, and I ask a continuation of their favors for the new firm.

C. H. THOMAS.

Fredericton, February 1, 1889.

212 Queen Street.

JOHN HASLIN.

New Prints;
New Ginghams;
New Shirting;
White Cotton;
Grey Cotton;
Trunks;
Remnants.

JOHN HASLIN.

212 QUEEN STREET.

February 13, 1889.

'88 WINTER '89.

Seasonable Goods Large Stock and Low Prices at

OWEN SHARKEY'S,

Sharkey's Block.

Ladies' Dress Goods,

Cashmeres and other Stuff Goods all shades, qualities and prices,

Wool Plaids, Checked Winceys and Meltons; Plushes, Velvets, Shawls, Gossamers: Fur Caps, Kid Mitts, Kid Gloves; Hose and Corsets, Ulster and Jacket Cloths; Prints, Swansdowns, Grey and White Cottons Tickings, Towellings, Flannels in all colors; Grey and White Blankets; Mens Youths and Boys Ulsters; Overcoats, Reefers, Coats, Pants; Vests and Under Clothing; Fur Caps in Persian Lamb, S S Seal; Plush and Astrakan, Woolen Gloves Kid Gloves and Mitts, Cardigans; Silk Pocket Handkerchiefs; White and Fancy Shirts; Collars, Ties and Braces; A large stock of Homespuns, Tweeds; Diagonals, Cork Screws; Cords and Overcoating; Table and Floor Oil Cloths; Wool and Hemp Carpets; Horse Blankets, Sleigh Robes, Trunks, Valises, Rubber Coats, Wall Paper, Etc., all of which will be sold at LOWEST PRICES for Cash.

☞ Remnants of all kinds always on hand.

OWEN SHARKEY.

Fredericton, December 5, 1888.—Rep.

NOW IN STOCK FOR

FALL TRADE.

—AT—

WM. JENNINGS',

Merchant Tailor,

WIDE WALE

WORSTED OVERCOATINGS,

in a great Variety of Patterns.

—ALSO,—

A FINE SELECTION OF

Fashionable Trouserings and Suitings.

WM. JENNINGS,

Cor. Queen St. and Wilmot's Alley

September 12

NEW STORE!

The Subscriber has opened

A NEW STORE,

—CORNER OF—

Queen and Westmorland Sts.,

with a well assorted stock of

GROCERIES

—AND—

PROVISIONS,

All New and Fresh,

which will be sold as CHEAP as any house in the trade.

All goods delivered free in the city.

☞ Country Produce a specialty.

W. T. ESTEY,

Fredericton, Nov. 28, 1888—3m.

STOCK-TAKING SALE.

ULSTER CLOTHS,

Black and Colored,

Astrakans,

Jacket Cloths

—AND—

Dress Goods,

at a Great Reduction.

REMNANTS.

The Remnants that have accumulated the last six months are now placed on the counter and are marked down to sell.

DEVER BROS.

January 9, 1889

THOS. W. SMITH

HAS COMPLETED HIS STOCK OF

Fall and Winter CLOTHS,

CONSISTING OF

Melton, Knapp, Beaver, Pilot,

—AND—

WORSTED OVERCOATINGS.

English, Scotch, and CANADIAN TWEEDS,

French and German

Suitings.

He feels confident that he can get up the Cheapest and Best Fitting Overcoats, Reefers and Suites of Clothes, that can be had in this city.

In Ready-Made Overcoats, Reefers and Suites, he is selling Overcoats from $5.00, up; Reefers from $4.00, up; Suites of Clothes from $5.50, up; Pants and Vests at the same rate. Knit Overshirts 50 cents each.

Call and examine before purchasing elsewhere.

Hats, Caps and Gent's Furnishing Goods marked down to the very lowest prices—no second price.

☞ Inspection of stock respectfully solicited, and will be cheerfully shown.

THOS. W. SMITH.

DAVIS' DRUG STORE,

Corner Queen and Regent Sts.

JUST RECEIVED:

Carter's Little Liver Pills;
Nerviline;
Hanson's Corn Salve;
Pierce's Favorite Prescription;
Pierce's Golden Medical Discovery;
Cuticura Resolvent;
Packun Tar Soap.

—ALSO,—

DAVIS'

Emulsion of Cod Liver Oil,

with Lactophosphate of Lime.

☞ The most perfect, palatable and pleasant Emulsion made.

—AT—

GEORGE H. DAVIS',

DRUG STORE,

Cor. Queen and Regent Sts.

FREDERICTON.

P. S.—The dispensing of Physicians Prescriptions receives my personal attention, and none but the best and purest of drugs used in compounding. Prices LOW.

Fredericton, Jan. 30 G. H. D.

CHEAP SALE.

January and February, 1889.

CLOTHS, Flannels, Blankets, Dress Goods, Cottons, Ginghams, Shirtings, Velvets, Plushes, and DRY GOODS of every description at very low prices for Cash.

BARGAINS IN CLOTHING.

Overcoats—Mens' Youths' and Boys; Reefers—Mens' Youths' and Boy's; Mens' Heavy Ulster Coats and Jumpers; Mens' Suites, Coats, Pants and Vests; Boy's Clothing in great variety.

Balance of above Goods will be sold at Greatly Reduced Prices, to make room for Spring stock

Call and see, Remember the store.

Wilmots Block, Queen Street, F'ton

SIMON NEALIS.

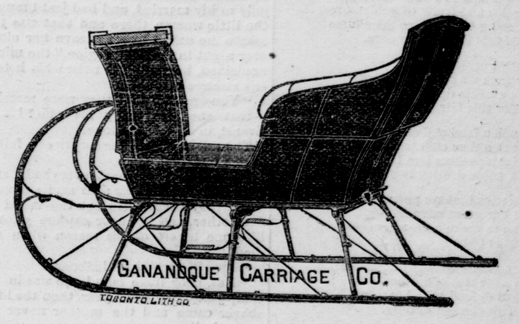
A FEW

SLEIGHS STILL IN STOCK

WILL BE

SOLD LOW.

JOHNSTON & CO.



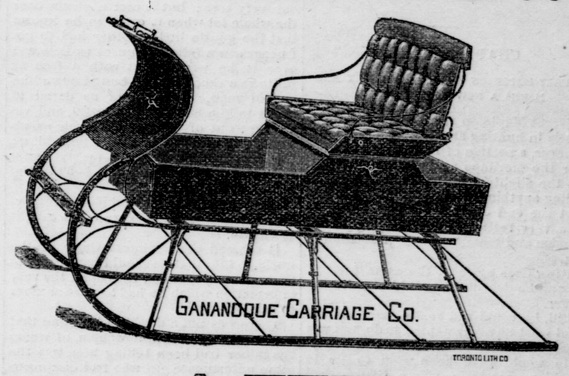
A FEW

SLEIGHS!

STILL IN STOCK

WILL BE SOLD LOW.

JOHNSTON & CO.



A FEW

SLEIGHS STILL IN STOCK!

WILL BE

SOLD LOW.

Johnston & Co.

FREDERICTON, February 6, 1889.

Wedding Costumes Photographed,

Ball Costumes Photographed,

Carnival Costumes Photographed,

—BY—

MR. W. H. GETCHELL,

Talented Artist from Boston, at

GEO. W. SCHLEYER'S PHOTO. STUDIO.

☞ A Handsome New Background has just been added for the occasion. Appointments are now being made. Call early and secure a Sitting.

FREDERICTON, January 30, 1889.

ESTABLISHED OVER 50 YEARS.

JOHN EDGECOMBE & SONS

STEAM

Carriage

—AND—

Sleigh Factory.

☞ Call and inspect our stock before purchasing elsewhere.

All work accompanied by a three years' guarantee.

We use nothing but the very best American Stock.

☞ Send for Illustrated Catalogues and Price List

PATRONIZE HOME INDUSTRY!

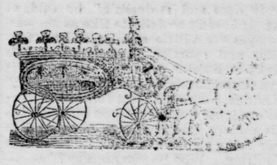
☞ The Largest and Oldest Factory in the Dominion.

First Prize awarded for Fine and Durable Workmanship at the Dominion Exhibition held at St. John in 1883.

19 TO 33 YORK, 131 TO 137 KING STREETS.

JACKSON ADAMS,

Principal Undertaker,



County Court House Square,

OPP. QUEEN HOTEL,

FREDERICTON, N. B.

☞ Orders from City or County promptly attended to, day or night.

Residence over Warerooms.

May 30

SECOND TO NONE!

"Second to none" so far as LIBERAL TERMS go, but far ahead of all, in ASSORTMENT, GOOD VALUES and QUALITY of our goods.

NEW GOODS.

Just opened a complete stock of

TASTY NOVELTIES!

FOR THE FALL TRADE.

CLOCKS, BRONZES, ETC.,

☞ Our stock of these goods is now complete

GOLD GOODS.

Diamond Rings,

Solid Gold Sets,

Solid Gold Tie Pins

A fine line on hand, all choice patterns.

S. F. SHUTE,

302 QUEEN STREET.

Fredericton, October 24.