

(Continued from first page.)

time his son came in. His face covered with whiskers, but he could not read, and also defended ignorance by the arguments of his father. The old man told me he would not tell a lie about it, there was no Bible in the house, nor had there been for many a year. The old woman he said could read. I packed up my books and laid a Bible on the table, telling the mother I could not get either husband or her son to buy her a Bible, and I was going to give her one. She declined to take it, and I had to urge her by many arguments to receive the book. I told her she ought to buy it if she could, but if she could not buy it she must have it, for it was the word of God to her. At this stage the son said he would buy a book, and they all stopped eating. The son bought the Child's Companion, and a younger boy bought the Cottager and Artisan. And the mother paid me thirty cents on the Bible (the price of the Bible was fifty cents but the old man would not break a ten dollar bill). Here were five families in one day I found destitute of the Bible and supplied them all.

Since I entered the County of Lunenburg on the 2nd August last, I have found twenty-three families destitute of the Word of Life. All these I have supplied except three, and these I will attend to when I get my next supply of Bibles. A. B. FLETCHER.

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, Berlia 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. B. HOWARD.

Dick's Powders,

Kendall's Spavin Cure,

Leeming's Essences,

EMULSION OF COD LIVER OIL

FRESHNESS AND PURITY

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.

Executors' Notice.

All persons having any just claims against the Estate of Francis J. Leeson, 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 LEESON, EXECUTRIX. JOHN ELLIS ANDREW H. JOHNSON, EXECUTORS. Chatham, Oct. 9th, 1882.

Double Sleigh.

For sale, a Double Riding Sleigh, with both pole shafts, upholstered with red velvet. This sleigh was made by Messrs. Price & Shaw, St. John, and is almost new. ANGUS ULLOCK, Jan. 28

COAL! COAL!!

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

Consignments by Rail.

Orders are necessary in order that they may be

Satisfactorily filled.

T. F. GILLESPIE.

Miramichi Advance.

CHATHAM, DECEMBER 7, 1882

The Beaver Brook Railway Accident.

The fatal Intercolonial Railway accident, which occurred at Beaver Brook on Saturday morning, 25th ult., is yet the subject of much discussion in the press and among the people. The slow statement of interest in the matter is chiefly due to the fact that the verdict of the coroner's inquisition fell so far short of public expectation, having failed entirely to throw the slightest light upon the immediate causes of the calamity. It was known to the public as soon as the accident was announced that the Express train, into which the Special ran, was behind time, but the same fact was known at every railway station as the train passed before the accident. It was also known to the public that three men were killed by the collision between the trains and that the Express had not been behind time the Special would not have run into it. But what the public further desired and had a right to know, if it were possible to obtain the information, was how it came that the train following the Express happened to be sent crashing into it. It was believed that a system of signalling on the continent was in operation on the Intercolonial and it was plain that either the required signals were not properly made, or the men on the engine running behind the Express had not kept the lookout which all men in such a position are required and expected to do. So far as the accident is concerned the mere determining of where the blame lay is of small account, but as it may affect the future in such matters it is of great importance. The mishap was not an ordinary one, for it belonged to the easily preventable class, and unless the travelling public are assured that the railway management have ascertained and determined to grapple with the causes, the Intercolonial Railway will suffer in its traffic and in public confidence generally. The verdict of the coroner's jury, as will be realised by anyone who reads it in another column, is worth nothing so far as the public are concerned, and it is disappointing to find that it was not considered necessary at the inquest to seek information outside of the officials of the road. It ought to have been ascertained how it came that Conductor McNutt of the special did not know what time it was when he left Bathurst; what time it was when he left Red Pine or Bartibogue; how it was that as he was to follow next to and only a few minutes behind the Express, he did not know that train was behind time and its engine was not steaming well. It is not satisfactory to find so much conflicting testimony concerning the performances of engine No. 103. Men who ought to be good judges of engines and who rode on or behind 103 as she was moving towards the fatal spot on that day and night, contradict each other. Hear them.

McGINTY, driver of the Express engine, says,—"I got on the Express, Friday night at Bathurst. 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."

PATTERSON, asst. trackmaster says,—"I got on the Express, Friday night at Bathurst. 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."

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PRICE, District Superintendent, I. C. R., says,—"I came down on the Express the night of the accident, from Bathurst, at 8 a.m. Red Pine; knew at Bathurst that the Express engine was not steaming well, but Olive remarked that McNutt would now be able to make time as he had cleaned his fire. I had, however, given orders to have another engine waiting at Newcastle so did not change the order."

The direct evidence showing that the Express was behind time is abundant.

HINDS, conductor of the telegraph Pullman says,—"The Express arrived behind time at Bathurst and left there behind time."

McGINTY, driver of the Express says,—"Left Campbellton 15 or 20 minutes behind time—lost time in the way to Bathurst—engine would not steam when I endeavored to rush her, and after we left Bathurst we continued to lose time and on the up grades we merely crawled."

Our speed was very slow—from fifteen to twenty miles per hour."

CHAS. H. HUMPHREY, brakeman on the Express says,—"The first wheel crossing a torpedo would explode it."

THOMPSON, brakeman of the Express says,—"I heard the special train approaching before we had got up speed, and saw some of it all three—the conductor, other brakeman and myself, made signals for her to stop but she did not stop, and she ran into the special with great attention to us."

The conclusion that neither of the three men who were on the engine of the Special were keeping a lookout is the only one that can be come to after reading the above, and if it be true, as we have been informed, that the throttle-valve of the special engine was found open to its fullest extent after the accident, it shows that the signals were not seen, and that Brown, Crossman and Fraser's first intimation that the track was not clear, was the shock of the collision. And, it proves even more, viz.—that the Special was being run at full speed. It may lead to a better understanding of the matter to turn again to the evidence to ascertain how the special was run.

HUMPHREY, brakeman of Express, says,—"There was not an attempt to stop. I think they were running from 30 to 35 miles per hour. My own opinion of the approaching train was running a little too fast."

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brakeman call out, whereupon I stood up to go to the rear end of the car, when, almost immediately, a crash came."

"We could have taken no other precautions to protect our train than I understand our conductor did."

HUMPHREY, brakeman of the express, says,—"I left two torpedoes at the furthest point 800 yards in rear of the express engine. I gave the signal to the driver with a red lamp to stop. I was then on the rear end of the platform of the Pullman car. The driver or his fireman should 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."

OLIVE, conductor of Express says,—"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 and the Pullman when I gave the signal."

"If the brakeman had placed the torpedoes at 800 yards distance from our train, it would have been sufficient to allow time for the driver to stop."

"I never knew a torpedo to fail to explode, in my experience."

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THOMPSON, brakeman of the Express says,—"I heard the special train approaching before we had got up speed, and saw some of it all three—the conductor, other brakeman and myself, made signals for her to stop but she did not stop, and she ran into the special with great attention to us."

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