been here a good part of the afternoon."

ought not to leave the matter of "the

they are ignorant of the name of the

person who sold the intoxicating

liquors to the men of the Special on

Friday afternoon and night and if

they desire to be furnished with the

particulars we will give them. There is

a proper way of proceeding in the mat-

ter and, however unpleasant it might

be to us to go further in pushing the

truth to the front, we do not feel that

we would be justified in shrinking

from the duty. As we said last

week, it is no pleasure to us to pub

lish such charges and it would be

most cruel to the living as well as to

the dead to direct an unjust imputa-

tion against the sobriety of men in

the position of those who had control

of the fatal engine when they rushed

to their death. But if the state-

ments we give-and they come to us

from men in whom we have entire

authorities are proved to have been

very neglectful and to have shown

very inadequate realization of their

duty in the direction of watchfulness

over the habits of men to whom they

entrust the lives of the travelling

the Minister of Railways to cause a

most searching enquiry to be made

strong drink among many of the men

entrusted with the running of specials,

let the fact be established and public-

ly declared and such statements as

our correspondents make disproved.

If, however, drunkenness is prevalent

and "fellow feeling" have led them

to wink at and, perhaps, share in it

or whose indifference has prevented

them from detecting it, be promptly

removed from the service. The mat

ter is one that rises above the plane

of party politics, from which we

regret to observe some of the papers

discuss it. If the lives of the Express

passengers had been sacrificed to the

recklessness by which their train was

partially destroyed, the enquiry of the

Coroner's inquest would, doubtless

have been more useful to the public.

but because it is felt that the men

most responsible paid with their lives

for their offence, there is great danger

calamity being partially lost upon the

Railway management. The duty of

the press is to enforce the lesson as

effectively as possible and it ought to

be done without dragging the matter

through political mud and also with-

out the hinderance of a false senti-

After the above was in type we re-

ceived no less than three additional let-

ters from Bathurst, each of which bears

out our statements of last week. One

correspondent says that after the AD-

VANCE had come out so squarely on the

subject, it was conceded by everyone

that the facts stated by it must be in-

vestigated by the Railway authorities,

notwithstanding the efforts of some of

them to prevent their being developed.

On Monday the local public of Bathurst

heard, with satisfaction, that Superin-

tendent Pottinger was to hold an inves-

tigation there in order to ascertain

whether the charges of drunkenness

against the men on the Special train

were true or not. It was hoped that

the enquiry would have been open to at

least, representatives of the press, or

even a few outside of the Railway

officials, but the Superintendent seems

to have decided otherwise, as he organ-

ised his inquisition in the Paymaster's

car at the station and made the affair

strictly private-officials of the road

only being present. A correspondent

says,-Chief Superintendent Pottinger,

A. Price, Private Secretary to Mr. Pot-

tinger and Conductors Olive and McNutt

are the officials in attendance. We are

not informed whether all these take

part in the enquiry, or whether

Mr. Pottinger is sole judge, jury,

counsel, etc., but cannot help thinking

that the public should be represented

and that the enquiry should be of a char-

acter calculated to remove the distrust

and want of confidence existing between

prove that such distrust is not without

foundation, we may refer to the attempt

of Mr. Bruce, chief Railway clerk, to

interfere with the enquiry before the

Coroner and prevent a question by that

gentleman from being answered; to the

fact that several railway witnesses-in-

cluding Mr. Price, Mr. Stevens, and

other officials-were unanimons in their

heard them the fact that the driver of the

Special was not only not a drinking

man but a competent one in other

respects. Secret as the enquiry at

Bathurst has been made, we may state

that the officials have heard one wit-

ness say (and is it possible that it can

be news to them?) that he saw the un-

fortunate Brown, Crossman and Fraser

night of the catastrophe and that

the two first named, especially, were

'very drunk" and, in his opinion, "un-

fit for duty." Poor Fraser, he thought.

was not so bad as the other two and

could attend to his work. Mr. Pottin-

ger learned that old Mr. Sinclair, of

because he feared the violence of these

railway men, who were within an hour

driving an engine-with the throttle-

valve wide open and without a look_

in the tavern near the station on

the public and the management. To

mentality.

the much needed lesson of the

there is no over-indulgence in

(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 fo 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 dedeclined 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. this stage the son said he would buy book, and they all stopped eating. The son bought the Child's Companion, and a younger boy bought the Cottager and Artizan. 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, ou the 2nd August last, I hav found twenty-three families destitute 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.

Dr. W. Armstrong, Toronto, writes "I have been using Northrop & Lyman's Emulsion of Cod Liver Oil and Hypophosphites of Lime and Soda for Chronic Bronchitis with the best results. I believe it is the best Emulsion in the market. Having tested the different kinds, I un hesitatingly give it the preference when prescribing for my consumptive patients, or for Throat and Lung affections.

General Business.

10 BARRELS Malaga Grapes,

1 CAR LOAD CHOICE WINTER APPLES.

1 MIXED CAR

CANADIAN APPLES

ONIONS,

CHEESE ETC. ETC.

BOTTOM PRICES.

RECEIVED

D. CHESMAN

Commercial House

-AT THE-

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 B. HOWARD. Dick's Powders, have got another engine when we rea Bathurst if there was one to be got."

Kendall's Spavin Cure,

Leeming's Essences,

A SUPPLY RECEIVED THIS WEEK. By special arrangement a supply of NORTHROI and LYMANS' EMULSION OF COD LIVER OIL

will be received from the manufacturers every month during the winter, thereby FRESHNESS and PURIT

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,

Executors' Notice.

The reader will observe that in the A LL 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 above there is no denial of the fact that the engine worked badly, but we of Chatham, Barrister at Law, within three months from date and all persons indepted to the said Estate are requested to make immediate have the evidence of one official to prove that he was not responsible

ISABELLA JANE LETSON, EXECUTRIX. JOHN ELLIS ANDREW H. JOHNSON EXECUTORS Chatham, Oct. 9th, 1882.

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.

COAL! press COAL!

ANY person requiring coal will please leave their orders with the Subscriber who

Consignments by Rail.

Satisfactorily filled.

Miramichi Advance.

The Beaver Brook Railway Acci-

the fact that the verdict of the coron-

er's inquisition fell so far short of

upon the immediate causes of the

calamity. It was known to the

public as soon as the accident was

into which the Special ran, was be-

hind time, but the same fact was

known at every railway station as

the train passed before the accident.

three men were killed by the colli-

sion between the trains and that if

the Express had not been behind time

sired and had a right to know, if it

were possible to obtain the informa-

tion, was how it came that the train

following the Express happened to be

sent crashing into it. It was believ-

mining of where the blame lay is of

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 assur-

ed 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

far as the public are concerned, and

it is disappointing to find that it was

not considered necessary at the in-

quest to seek information outside o

have been ascertained how it came

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 be-

hind the Express, he did not know

not satisfactory to find so much con-

contradict each other. Hear them .-

usually used for freight.

McGINTY, driver of the Express engine,

know is that after we had come about 18

have got another engine when we reached

STEVENS, Locomotive Inspector, says,-

time of starting from Campbellton, was in

a fit state to run the distance to Moncton

on the usual express time; I know from

my own judgment. I was on the engine

that night from Bathurst to Red Pine. I

cannot say when I last examined her.

When I rode to Red Pine she was capable

engine on the road. I think express

engines run about 35 miles per hour. The

customary rate of speed at which engine

103, or similar engines, is run is about 20 miles per hour. With steamship goods

this engine, or the like of it, can run 30

To Juror Harper-I could not say what

was wrong with the engine that night, nor

could I suggest any reason except that it

was snowing and that the coal which was

wet and quite fine at the bottom of the

Thus, we have the man who drove

the engine and the Conductor of the

its good condition attributed its bad

behaviour to the quality of the coal

and, in fact, was all right in a matter

in which he would have been in a

grave position had he not "sworn

himself clear." It was the coal

so what has Mr. McGinty to say for

himself? This leads to another en-

quiry, viz., what did the evidence

show as to the officials' knowledge of

the behavior of the engine on Ex-

McGINTY, driver of the express engine,

"The locomotive foreman was on the

That is an indirect contradiction

to the "last of the coal" theory.

The next witness shows it was the

locomotive train with me and knew the

state of the engine.

That's what Mr. Stevens thinks.

This engine is as powerful as any

of running on the schedule time.

miles per hour.

tender was used.

"As far as I know engine 103, at the

* * It would have been better

miles the engine began to lose steam.

But what the public further de-

"I came down on the express the night of the accident, from Bathurst, as far as Red Pine: knew at Bathurst that the express engine was not steaming well, but Olive remarked that M'Ginty would now The fatal Intercolonial Railway be able to make time as he had cleaned his fire. I had, however, given orders to accident, which cocurred at Beaver have another engine waiting at Newcastle Brook on Saturday morning, 25th so did not change the order.' The direct evidence showing that ult., is yet the subject of much dis the Express was behind time is abuncussion in the press and among the people. The slow abatement of interest in the matter is chiefly due to

the engine."

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

public expectation, having failed en-McGINTY, driver of the Express says,-"Left Campbellton 15 or 20 minutes tirely to throw the slightest light behind time-lost time all 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-announced that the Express train,

from fifteen to twenty miles per hour." CHAS. B. HUMPHREY, brakeman on the Express says .-"We were late leaving Bathurst.-I think about an hour. We lost time after

leaving Charlo, until we reached Bathurst. OLIVE, conductor of Express train says: It was also known to the public that "We left Campbellton at 8 o'clock on Friday night. * * * We were one hour and fifteen minutes late leaving Bathurst. We did not lose any time after leaving Bathurst until we stopped, a mile the Special would not have run into

> 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. train stopped; not having steam, as I heard some one say."

and a half from Beaver Brook.

ed that a system of signalling as per-There is a most remarkable conflict fect as that on any Railway on the of testimony in the above. It ought 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 to the special train and expected to do. So far as the McNurr, Conductor of the special,

accident is concerned the mere deter-"I was not informed at Bathurst before the collision that the express engine small account, but as it may affect could not make steam. If so I should the special was run.

have been informed and kept a better

The fact that neither McNutt nor the driver of the special were informed that the engine just preceding them was losing time is not easily reconciled with the supposition that all the precautions which prudence and the safety of the lives at risk required were taken by those who

bility in the matter.

be realised by anyone who reads it in It is important, in considering the another column, is worth nothing so question of immediate responsibility, to consider the matter of signals and the attention paid thereto. On the one hand we have pretty conclusive evidence that the conductor of the officials of the road. It ought to the Express train and his brakeman did their whole duty and, in justice that Conductor McNutt of the special to them, the jury ought to have exdid not know what time it was when pressly said so. Take the evidence respecting what happened and was done by the Express train officials when they stopped at the point of

McGinty, driver of the express engine, that train was behind time and its "When we got to the up grade about ongine was not steaming well. It is two miles north of Beaver Brook we stuck on the grade and had to remain 10 flicting testimony concerning the peror 15 minutes to get up steam.' HUMPHREY, brakeman of express, formances of engine No. 103. Men

who ought to be good judges of "When the train stopped I jumped off engines and who rode on or behind to go back to protect the train. Conduc-103 as she was moving towards the tor Olive told me to go back and put plenty of torpedoes out. I went back fatal spot on that day and night, about 800 yards, or about 16 or 17 telegraph poles. I put out five torpedoesone at every 200 yards, till I reached the outside or further point, where I put two. * * We stopped at Beaver Brook until 12.21 a. m. I should "If we had proper steam to have carried judge we remained stationary about 20 our train the working train would not

have overtaken us. My engine is not an engine usually used for expresses. She is PATTERSON, asst. trackmaster, says,-"We remained 10 or 15 minutes and I don't know what was wrong with my started again at about an ordinary rate." engine. I never saw an engine work as HINDS, Conductor of the Pullman,

OLIVE, Conductor of the Express. "The train started and four or five min" utes afterwards heard Conductor Olive and "The engine did not steam well, in consequence of which, we lost some time. * I did not know what state the came.

engine was in when we started. All I M'GINTY, Driver of Express, says, "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.' were going at the rate of two or three

HUMPHREY, brakeman of the Express.

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 PATTERSON, Asst. Trackmaster, says. "Had proceeded about two train lengths

when I felt a shock of another train running into us at the rear." STEVENS, Locomotive Inspector, says, engines usually do, or could do, on an up

"The engine started again as fast as grade with that train. We ran about 100 yards when the wrecking train ran into The above shows that the express

train men were on the alert, each doing what was required of him under the circumstances. It was the train agreeing that it did not work duty of the men on the Special to be well, while the man responsible for even more on the alert. Running, as they were, closely behind a train with an inferior engine-or even behind a train drawn by the very best engine on the road, they should have kept a good look-out. "Poor fellows!" we have heard it said,-"It was snowing and so thick that they could not see." Let us examine the evidence respecting the opportunity

they had to see and hear, also,-HUMPHREY, brakeman of the express who went out to signal in rear of the express when it got out of steam and stopped at Beaver Brook-the point of collision .-

"I could see between 200 and 300 PRICE, Asst. Supt., says,-

"A driver can, under ordinary circumstances, see as well when running tender first as the other way. "I have known torpedoes to miss exploding, but where there were two, one if no both, would be pretty sure to explode. would not say those on the engine would hear them if they did explode.

STEVENS, locomotive inspector, says,-"If the torpedoes exploded, which they sometimes fail to do, they could be

HINDS, Pullman car conductor, says,-"The train started and four or five

when I came to Campbellton, the state of brakeman call out, whereupon I stood up to go to the rear end of the car, when, almost immediately, a crash came.' PRICE, District Superintendent, I. C. McGINTY, driver of the express, says,-"We could have taken no other pre cautions to protect our train than I under

stood our conductor did." HUMPHREY, brakeman of the express,

making good use of the facts of this "I left two torpedoes at the furthest oint 800 yards in rear of the express dreadful business as it does in some I gave the signal to the other respects. It sent a member of driver with a red lamp to stop. I was then on the rear end of the platform of its staff north specially to look after the pullman car. The driver or his fireand write about the accident and it man could have seen the signal if either had been looking. Conductor Olive and brakeman Thompson also gave signals to facts" entirely to us If, however, stop. I don't think there was anything to prevent them from seeing the signals.' the Railway management will

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 * * * I was standing on the end of the Pullman when I gave the sig-* If the brakeman had placed the torpedoes at 800 yards distance from our train, it would have been sufficient time to bring up without collision. * * I never knew a torpedo to fail to explode, in my experience.

McNutt, conductor of special, says,-"The first wheel crossing a torpedo would explode it. THOMPSON, brakeman of the Express

"I heard the special train approaching before we had got up speed, and soon saw

it : all three -the conductor, other brakeman and myself, made signals for her to stop and halloed to our driver to go on, but the special paid no attention to us.' The conclusion that neither of the hree men who were on the engine of

the Special were keeping a lookout is the only one that can be come to where there is an up grade, where the 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 that Brown, Crossman and Fraser's first intimation that the track was itself.—Why was no warning given sion. 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

> HUMPHREY, brakeman think they were running from 30 to 35 miles per hour. * * * In my opinion the approaching train was running a little

again to the evidence to ascertain how

on the line let those whose neglect McNutt, Conductor of the Special seems to know that he was not allow ing the train to be run over twenty miles an hour, though his knowledge should have realised their responsi- of other matters which should be clear to him, is not equally good. He

> "I do not know when I left Bathurst, was some fifteen minutes behind Olive's * * Left Bartibogue about twenty minutes behind the express -as the station agent there told me-of myself I do not know what time it was when I left Bartibogue. The speed of my train was about twenty miles an hour, but slower about three and a half miles from Beaver Brook, where I put on brakes for a mile and over, it being a down grade with a curve. Within two miles of Beaver Brook I took off the brakes and went inside the van, as it was an up grade for a mile or more to the brook. We were then going from 17 to 18 miles an hour. When we struck the express we were not going over 20 miles an hour." "The collision occurred just on the other side of the grade or on a down

grade, so it was all down hill to Beaver The above is decidedly contradictory in everything but the "20 miles an hour," the exceeding of which would, of course, break the rules. On this subject the Telegraph very

pertinently remarks.— The conductor of the working train says that he left Bartibogue, as he was informed by the station agent there, twenty minutes behind the express. The distance between Bartibogue, and where the accident took place, is ten miles, which the express, if she was going as fast as Olive's testimony would lead us to believe, would make in 15 minutes. She must therefore have been standing on the up grade near Beaver Brook for five minutes before the working train left Bartibogue, and the latter, to catch the express at the time she did, must have been running at the rate of 40 miles an hour; yet Conductor McNutt says that his train was only going 20 miles an hour or less. How are we to reconcile these statements, and why Brakeman call out and started for rear end | was not some effort made to show, by the of car when almost immediately crash evidence of the station agents, which of

them was correct? It is quite certain that such an accident could not take place without neglect in some quarter, and the evidence given at the inquest, taken * * We had only just started and together with that which was available but was not sought, shows that neglect to keep a lookout on the engine of the Special, amounting to "When our train had got a couple of the greatest recklessness, caused it Last week we gave the following Mr. Stevens, Inspector of Engines, H. extract from the letter of a Bathurst

correspondent as follows,--"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 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.'

Our object in publishing the above extract was to start enquiry and we expressed our willingness to furnish names and such facts as we were possessed of to aid the Railway management in effecting reforms which appear to be very much needed. Another Bathurst correspondent writing on Thursday last says,--

"I was pleased this morning, on reading your editorial respecting the late disaster on the I. C. R. I felt that you would expose that farce of an inquest if you knew the facts and am glad someon from here informed you of them. When I read some of the papers on Monday night I felt they were determined to cover the matter up. I determined, when I heard of the condition the men of the Special were in just before they left here, to write you, but another matter urgently claimed my attention and prevented my doing so. but if an investigation takes place in consequence of what you have stated I can give you the name of one good witness. who saw those men-two of them at least -in the tavern referred to a few minutes before the express came in. They were the tavern, asked a witness to remain drinking and smashing up things about the house. This man, who can be depended on, told me in the morning before we heard of the accident at all, that he was surprised at the driver being allowed to take charge of the special, as his condition was such that he was not fit to drive a horse, much

"I confess I was surprised that the Cor-

been drinking, and knowing that they had was present, but another who says he saw them sober at 3.45 p. m. found We observe that the Sun says the them in the tavern at half past six. ADVANCE is bound to give names and drunk. They asked him and another publish all the facts in its possession. who was in his company to drink, but We wish the Sun would show the he took a cigar, while they drank. same enterprise in getting at and The woman who keeps the tavern is a

very important witness. She was not examined on Monday or Tuesday up to one o'clock, nor do we know that she was summoned. She can, no doubt, tell of window-breaking by the Driver of the Special and others belonging to finally eradicated out of the system. This haviour as ought to startle even the most sleepy and indifferent of Railway managers. Another witness we would suggest is an employee of the road who saw and talked of the wild scene in the Conductor's van, which he compared to "a little hell." We hope he will not be overlooked. Facts and scenes such as these are not new to persons who are familiar with the doings of many special | "blizzard." Over the land the storm train men on the Intercolonial, and it is proper to enquire how they could exist and be permitted to go on unchecked until such a rude awakening as that which took place on 25th ult. are the heads of the management responsible for it? Are they indifferent or incompetent, or both The public eye is upon Mr. Super intendent Pottinger and his tardy enquiry. Whatever he may think, the public have a right to know not only what he is learning, but whether he proposes to act promptly and energetically on a state of things which should have been arrested before it became so bad. Official indifference and official resentment of outside interference with its abuses of trust must not stand in the way of reform in the interest of the travelling public, and those who are well paid from the public purse for services which they render indiffierently, must be made to realise that while they may get along easily for a time public. It is the manifest duty of their sin will, at the last, find them

WESTMORLAND ELECTION PETITIONS -The hearing of the petitions against the election of the four gentlemen returned last summer as members | had rushed from their berths half clad of the local legislature for Westmorland is set down for 18th inst. Westmorland has enjoyed about as many election petition trials as any county in the Province, one of the respondents to a the boats ready to abandon the sinking petition now pending, Hon. D. L. Hanington, having been before unseat-

ed. He was then a strenuous opponent of the Government of which he is now the nominal leader. To lessen mortality and stop the inroa d of disease use Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure. For all diseases arising from Impure Blood, such as Pimples, Blotches, Biliousness, Indigestion, &c., &c., it has no

I have tried many remedies but this is the only one that has done me any good."

equal. Mrs. Thomas Smith, Elm, writes

"I am using this medicine for Dyspepsia.

Sir John as Governor-General Commenting on the statement in Governor General, the Ottawa Free Press says: "Although we differ in party politics from Sir John A. Macdonald we would hail his appointment to the position of Govenor General with unfeigned pleasure. The selection of him for that important office would be accepted by the people of Canada as a recognition in the first place of the claims of eminent charge of the second engineer, but the Canadians to the highest place in the gift of the Crown in America, and also as the four men jumped from the doomed a worthy acknowledgment of the services | ship she plunged head first beneath the which Sir John has undoubtedly rendered | water and disappeared. to the Empire during his long career as a leading politician in a colony which he with others has been instrumental in ad-

about seven years before taking Northrop & Lyman's Vegetable Discovery and Dys- and containing besides him the remainder peptic Cure, 1 suffered from a complaint very prevalent with our sex. I was un- on board the Cedar Grove, a Miss Fairall able to walk any distance or stand on my failed to turn up to-day. The fortunate feet for more than a few minutes at a time without feeling exhausted, but now of the missing boat, but as darkness came I am thankful to say I can walk two miles and she did not appear hope subsided in without feeling the least inconvenience." | their breats. For Female Complaints it has no equal.

Arabi's Letter. Arabi Pacha has written the following of the disaster are obtained. He says letter to the editor of the London Times : "SIR-I have seen in No. 1,105 of the asleep in his berth and was awakened by Jawaib, under the heading of the "Arrest | the terrific blow with which she struck on | Dry Goods and House Furnishing of the Seditious in Egypt," an article say- the rock, and, alarmed by the roar of the ing that so many rebel officers have been water pouring in below, he hastily pulled seized, and so many Bedouin sheiks, and on a few scanty pieces of clothing and such and such a cadi, and such a deputy, rushed on deck. All was in confusion and such a one of the ulema, and such a Scarcely more than half of those on board mudir, and such an officer or interpreter | were yet above, but these were only half or merchant or clerk, and have been sent dressed and were running wildly about to prison. Now, all ye champions of knowing not what to do. The after part liberty, if it is the soldiers who are rebels, of the vessel was even then somewhat why have so many notables and ulema higher in the water than the forward part, and cadis of such different duties been and it was plain nothing could be done to imprisoned and ill treated? And if the save her. The order of Captain Fritz, to whole of the nation of every class was make ready the boats and prepare to abanof one mind in one work, and that the don the ship, had already been given. At liberation of their country and its defence, the request of the chief officer McAvity why, then, are they to be stigmatised by helped to place in them a small supply of the name of rebels? In the name of provisions and water. The chief engineer truth this is evident tyranny that they then asked him, as several of the ship's council under the presidency of the Khedive and Dervish Pacha, the Envoy of the Sultan. And after the soldiers and in- all hands to come up, and then when habitants had left Alexandria the Khe- about doing so he discovered that the en. dive returned and went over to those who were fighting against his country-a thing | ily making his way through into one of "The entire Egyptian nation was unan-

endeavors to impress upon those who prohibited by every law. imous as to the necessity of suspending a boat was to be seen, but three others Tewfik Pasha for having transgressed the prescription of the divine and highest law | man, who had evidently been left behind and demanded the continuation of the with him. Amidships the vessal was defence of the country by a decree which going down rapidly. On hurrying to the was made known to his Majesty the Sultan. side, boats were seen a short distance After that, are we rebels? I say that we away, and shouting to those in them to were defending our country in a way ap- attract their attention, the four jumped proved by the laws of God and man, and into the water together. McAvity and whoever says the contrary does not speak | the fireman were picked up by Chief Enthe truth, but, on the contrary, is a slave gineer Reed's boat. The work of keeping to passion and money. I add that the affoat the boat in which McAvity was ulema of Islam and the Moslems of every proved very hard, but after six hours of FOR HANDSOME AND USEEFUL country of the world allow that we never | terrible labor and great peril they reached exceeded the limits laid down in God's land in safety shortly after, the second book and deprecate the ill treatment we boat arrived, and they then made for the receive, which is contrary to all justice.

"O ye just men! is it fair that the sons of the country should be deprived of There is a strong expression of feeling every office and that foreigners should against the ship's officers and crew, owing take their places, together with those who to the fact of their allowing a helpless have come to Egypt, like Circassians, Al- woman, and she the only lady passenger, banians and Bulgarians, so that even down to perish. This feeling is justly expressed out-into a train freighted with valuable to the lowest ranks, such as the onbashis and ought to call forth a most rigid inlives. The witness who saw the men of the army, the places are given to others quiry from the Government and the T. F. GILLESPIE. OLIVE, Conductor of the express, says, — minutes afterwards heard Conductor Olive, oner did not send up here for evidence under these circumstances says he did than the sons of Egypt? Are not the Board of Trade. There is no end to the sold cheer. 14. than the sons of Egypt? Are not the Board of Trade. There is no end to the sold cheap

foreigners? But we shall find among the champions of humanity some to defend the right against the tyranny of the time which blackens the face of man. AHMED APABI, the Egyptian.

"FROM MY PRISON CELL AT CAIRO, NOVEMBER 1.'

Rheumatism.

This widespread affliction, and all Kindred ailments, are at once arrested by HERRICK'S SUGAR COATED VEGETABLE PILLS, and through their continued contain no mineral substance of any kind.

Loss of the "Cedar Grove

HALIFAX, N. S., Nov. 30, 1882 In Halifax city and throughout Eastern Nova Scotia last night a tempestuous northeastern gale raged with great fury, the wind blowing with terrific power and snow falling almost like a blinding swept until daylight, while on the sea and around the coast it raged with an ominous roar that predicts future tales of disaster and death. Sixty or seventy miles to the eastward of this port, in the county of Guysboro, there is a stony ledge stretching out into the ocean, known as Walker's Reef. At three o'clock this morning, when the gale was at its height and heavy snow descending, rendering the darkness more intense, this dangerous and dreaded point was the scene of one of the most deplorable marine catastrophes that has happened on the Nova Scotia coast since the steamship Atlantic was wrecked some years ago at Prospect and some hundred of souls sent to a watery grave. THE SHIP STRIKES ON A REEF. The steamer Cedar Grove, from London

bound to this port and St. John, N. under command of Jacob Fritz, with full cargo of general merchandise, but fortunately carrying only two passengers, struck heavily on Walker's Reef almost before a soul on board knew the danger, breakers having only just been seen and the ship in the act of backing off. In a BALDWINS. short time she filled and sank. There were but two or three men on deck when the steamer struck, but almost immediately every one, startled by the sudden shock and hearing a rush of water through holes broken into the bottom of the ship and began to run about hither and thither apparently out of their senses. Captain Fritz, maintaining his coolness and courage, ordered his officers and crew to make all GREENINGS, steamer, and after a minute or two all recovered their composure and obeyed the command. The sea could be heard mak ing its way fast and in great quantity into the hold, and the quickness with which the forward part of the ship was descending into the water told that all must make strenuous efforts or be lost. TAKING TO THE BOATS.

Quickly the lifeboats were provisioned and made ready in their davits to be lowered into the water, and when appar ently all had got into them the order was given to let go, and a moment later three frail boats were being tossed by the boiling waves . At four o'clock, an hour after striking, the steamer was observed to plunge about in the water, and the boats were then pushed off from her side. But barely had they pulled away when four persons were observed through the storm and darkness to move about the deck. Stephen M'Avity, one of the passengers, a fireman and two of the engineers had been left behind abandoned to their fate. The next moment the whole four were seen to leap into the ocean together, and the three boats turned to at tempt their rescue. Two, M'Avity and the fireman, were saved by the boat in other two could not be found. Soon after

A CATASTROPHE FEARED. At nine o'clock this morning two of the boats' crews, numbering thirteen men, ex vancing far on the path of national develop- hausted with a night of labor and exposure, dragged their craft ashore near Cape Canso, and making their way to the near-A lady from Syracuse, writes: "For est telegraph station reported the wreck The third boat, manned by Captain Fritz of the crew and the only lady passenger survivors watched for the approach to land

STATEMENT OF A PASSENGER.

From Stephen M'Avity, the one fortunate passenger, the following additional details when the Cedar Grove struck he was firemen had refused to go to work, to go After remaining there a short time he heard the order given from the deck for gineers' companion way was gone. Speedthe steamer's cabins he, by that way, ascended to the deck. Looking about, not were near him-two engineers and a firenearest habitation.

A Canso despatch of 3rd inst says .-

case ought to be easily obtained, considering that the first and second officers and some twenty others of the crew are saved; but unless they are kept together and the inquiry made at one it will be impossible to get at the facts.

At the meeting of the Directors of the New Brunswick Steamship Company, in Messrs. Troop & Son's office, on Saturday afternoon, it was decided to call a meeting of stockholders for the 20th inst., by which time a statement of the earnings, his train and of such other reckless be- fact is known all the world over. They etc., of the control will be prepared, and an investigation will probably have been had into the cause of the loss of the "Cedar Grove." It was decided that Mr. Troop should find out at what cost a steamer adapted to the trade could be purchased, so as to get the line running again by the first of March, as they could not get a new one built before the 1st September, 1883

> R. C, Bruce, Druggist, Tara, says: I have no medicine on my shelves that sells faster or gives better satisfaction than Dr. Thomas' Eclectric Oil, and the sale is constantly increasing, the past year being the largest I have ever had. One of my customers was cured of catarrh by using three bottles. Another was raised out of bed, where he had been laid up for a long time with a lame back, by using two bottles. I have lots of customers, who would not be without it over night.

> > General Business.

CHOICE

1 Car Load

RIBSTON PIPPINS,

BISHOP PIPPINS,

SPITZENBERGS,

G. Stothart.

RUSSETS.



AXES OF ALL THE BEST MAKES. CHAIN, CHAIN TRACES and BUNK CHAIN. HORSE-SHOES, HORSE-NAILS.

LUMBERING SUPPLIES, T. McAVITY & Son, St. John, N. B

Notice of Assignment.

NOTICE is hereby given that John C. Sinclair of Bathurst, grocer, has assigned all big of his creditors and that the deed of trust is lying at Law, for execution by his creditors. All creditors desiring to participate under the deed of trust are required to execute said deed vithin two months from this date Dated at Bathurst this thirtieth day of October

T. SAYNA DESSRISA Y Trustees. **CRAND EXCURSION!**

--TO--

JOHN SIVEWRIGHT

JAMES FAIREY'S STORE.

The largest and best assorted Stock of

General Dry Goods, Furniture,

Carpets & Bedding. to be found in MIRAMICHI.

Popular Prices, Satisfaction Guaranteed. ESEE SMALL HANDBILLS

JAS. C. FAIREY

NEW, CHOICE

BEAUTIFUL.

A MAGNIFICENT DISPLAY OF Genuine Wedgewood Ware

IN EVERY Conceivable Pattern and Design

JUST THE THING

PRESENTS. FOR SALE AT THE

Newcastle Drug Store,

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At Station farm-2 small sized horses-Will be

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