

didn't get that vote in, however. He might go to tell of a good many more of their tricks.

Mr. Morrissey—Tell us about Jim Robinson voting twice now.

HE HAS POLITICS FOR YOU.

Mr. O'Brien continuing said there had been a good deal of talk about his politics. In voting and working hard for a Liberal in 1878 made him a Liberal, he must have been one then, and if voting for Mr. Adams in 1887 made him a Conservative he must then have been one, so, hereafter, he would, no doubt, be a Liberal-Conservative.

Mr. Smith—Good-bye—glad you're going to them.

Among the things against him was the \$3 tax on smelt nets. A gentleman said at a meeting that he lost one hundred or more votes in that way.

Mr. Smith: Don't you know that the canvass in Chatham was taken off? Mr. O'Brien said he had not heard of it. A man was never elected the first time he offered. Mr. Morrissey was defeated the first time—

Mr. Morrissey—No wonder! I was hanging on to Adams, then.

Mr. O'Brien said he would be all right the next time.

A voice:—Is any other member of "the ticket" going to resign?

Mr. O'Brien said Newcastle did well for him.

Mr. Smith: That's when they had it a tie.

Mr. O'Brien said he was only twenty two votes behind Mr. Morrissey in his own parish, while Mr. Morrissey was one hundred and twenty six behind in his (O'Brien's) Mr. Morrissey had been canvassing ever since the late time he ran and he (O'Brien) intended to keep on canvassing from this time forward.

Mr. Smith: As a Liberal or Conservative?

Mr. O'Brien continued, reverting to those who had opposed him, mentioning Messrs. Hutchison, Ritchie, Snowball, Underhill, Jas. Anderson and others and said Mr. Anderson had promised to support him. He concluded by again thanking the electors.

**Explanations.**

Mr. Donald Morrison said he did not wish to discuss the merits of the late election, but to refer to two matters in which he had been personally referred to by Mr. Morrissey. That gentleman had intimated that he had made the canvass against him in Alnwick that he had shot a Freckman at Carleton.

Mr. Morrissey—I did not charge you with that.

Mr. Morrison: It was your friends who spread that report about you in Alnwick in the election you ran last spring.

Mr. Morrissey—Well, you were my representative down there that time, and you must have been the friend.

This caused great laughter at Mr. Morrison's expense and after some further bantering of words Mr. Morrissey told Mr. Morrison that he had better get down to what he had accused him of.

Mr. Morrison said it was true that in the Municipal election, in which he (Morrison) was a candidate, Morrissey had used the canvass against him that he was an Orangeman.

Mr. Morrissey—Who told you that?

Mr. Morrison:—A dozen! fifty!

Mr. Morrissey:—You can't name one.

Mr. Morrison endeavored to go on, refusing to name anyone as authority for his statement, but Mr. Morrissey and others demanded that he should give some authority and he at last named Mr. Roger Taylor. Mr. Morrissey then asked Mr. Morrison if he meant to assert that Mr. Taylor had told him that he (Morrissey) had asked him to vote against Morrison because he was an Orangeman? Mr. Morrison, however, said Mr. Taylor did not say that exactly.

Mr. Morrissey:—It is no use Donald—I know you too well, and I couldn't believe the gospel from you."

This closed the proceedings.

## Miramichi and the North Shore, etc.

FANCY MOOSE MOCCASINS at Nicol's for Christmas gifts.

DOAKTOWN: Our attentive Doaktown correspondent sends us an interesting budget of news which is in another column.

HOLIDAY BEVERS will find some attractive advertisements in our advertising columns.

DOUBLEDSDEN WIGWAGS at Nicol's for presents, from No. 6, child, to No. 7, ladies.

THE ATTRACTIONS of the Christmas number of THE AMERICAN MAGAZINE have compelled the printing of a second edition to supply ample orders.

THE SHORTEST DAY of the year was yesterday. The sun rose at forty-one minutes after seven and set at sixteen minutes after four. The day was, therefore, 8 hours 35 minutes long. By Saturday next the day will have gained two minutes in length.

THE BIG RAFT appears to be lost, a New York despatch of 21st stating that the steamer "Miranda," on her way to New York from Boston, N. S., to that city, had arrived at Whitestone Tuesday morning without her tow. She reports that the raft was lost last Saturday morning during a heavy storm.

If you have a brother or a husband or one you expect will be the latter some day (if he hurries up about it) buy him a pair of nice velvet slippers, opera cut, for Christmas. Nicol has them at \$1.25.

SOCIAL AND SALE.—St. John Church Ladies' Social and Sale will be held in the Temperance Hall on Thursday, 29th inst. Open at 4 o'clock. Tea from 6 to 8. Tickets at Mackenzie's. Admission 10c.

OBITUARY.—Miss Sadie Kelly, daughter of Hon. Wm. Kelly, died at Fairville on Thursday. Her remains were brought to the city last night and were interred this afternoon.—Gleaner 17th.

IN THE JANUARY number of THE AMERICAN MAGAZINE, Wm. H. Rising will have the first paper of a series on Boston Artists and their works, reproducing some of their paintings and showing their distinctive styles of art.

AN ENTERTAINMENT to consist of vocal and instrumental music, recitations, tableaux, etc., is to be given by members of Napier Division, S. of T. in the Johnstone School House on Friday (tomorrow) evening. The programme is an attractive one and the entertainment should be well patronized.

JOSEPH MILLER contributes a remarkable poem to THE AMERICAN MAGAZINE for January, on "Twilight at Nazareth," Edgar Fawcett's "Olivia Delaplace" is

continued and deepens in interest. Cape Breton Island, a secluded region likely to become of interest in the near future, will be described in an illustrated article by F. M. Endlich.

PERSONAL.—Mr. Clarence Mitchell, C. E. and Mr. Thos. Adams, of New York, are home on a visit to their friends in Newcastle.

Alex. Gibson, Esq., was in town yesterday.

Mr. D. T. Johnston, of Chatham, has been elected vice-President of the Provincial Board of Agriculture.

THE MOTTAT ESTATE.—In the Equity Court, St. John, Saturday, on motion of Mr. C. N. Skinner, C. C., Margaret Mottat of Dalhousie, widow of the late Robert Mottat, was appointed guardian of Mary A. M. Mottat, Frank S. Mottat, Robert B. Mottat and Helena A. M. Mottat, infant children of the said late Robert Mottat. The estate is valued at \$20,000.

ALICE W. ROLLINS will contribute a paper to the JANUARY AMERICAN MAGAZINE, on Manual Training in Schools; Zitella Cooke, on the song and habits of the Mocking bird; Lillie Devereux Blake, on several short stories; Julian Hawthorne, an essay on current literature; and Jenny Jones, on the "Household Art" of domestic table-linen.

HAPPILY WEDDED.—St. Luke's Methodist Church, Chatham, was crowded, the doors, on Wednesday afternoon last at five o'clock when Rev. Jas. W. Tait and Miss Maria C. Baldwin were united in marriage by Rev. F. W. Harrison, pastor of St. Luke's. The bride was attended by Miss Tait, and the groom by Dr. Smith of Moncton. This being the first wedding in the church the bride was presented by the Trustees with a handsome family bible. The groom is one of our best and most highly esteemed young men and the bride—the daughter of the late John Baldwin, Esq.—is well known as a very capable teacher and one of the foremost among those given to charitable works in the community. The young couple are, we understand, to remove to the Canadian Northwest.

CHRISTMAS SERVICES IN ST. MARY'S AND ST. PAUL'S.—The Christmas services in St. Mary's and St. Paul's churches will be (D. V.) as follows:—1st, evening prayer with Xmas hymns, anthem &c. in St. Mary's at 7.30 p.m. on Saturday (Xmas eve). 2nd, celebration of the Holy Communion, with short address, during the 1st hour of Xmas day beginning at 12 o'clock, (midnight) Xmas eve, and ending with a Te Deum in honour of the adorable Redeemer. 3rd, a celebration of the Holy Communion at St. Paul's at 8 a.m. on Xmas day. 4th, morning prayer, Holy Communion, and sermon at St. Mary's at 11 a.m. Xmas day. Immediately before this service the children of the Sunday school will sing Xmas Carols during the ringing of the bell. 5th, evening prayer and sermon at St. Paul's at 6 p.m. and 6th evening prayer and sermon at St. Mary's at 6.30 p.m. The offerings will be for the sick and needy.

The Christmas decorations are now in progress.

ABOUT GOLD.—The St. John Globe publishes the following:—A correspondent makes the following comment upon the report that a man at St. Martin, N. B., had found a pot containing \$400,000, in gold and carried it home: "One pound avoirdupois weighs 7000 grains; one dollar gold, U. S., weighs 25 8/10 grains; \$400,000 gold weighs 14,743 pounds avoirdupois, less one-seventh of a pound, or about seven tons. It will thus be seen that Mr. McCormack is a very strong man, and could not doubt lift the British national debt, in instalments of one pot at a time, provided the pots were large and strong enough."—Boston Journal. (Is this calculation correct?)

It might be correct enough for Boston, but on the Miramichi, where we strive to be accurate, we reduce the weight given by the Journal considerably. Taking the American double eagle (\$20.00) as the standard, and its weight at 516 grains, Troy, \$400,000 in gold would weigh a fraction under 1792 lbs. Even making allowance for the difference between the value of rough gold and standard coin, there would not be one ton, much less seven. Mr. McCormack, however, would find 1792 lbs rather more than he could carry.

A Tory Russ.

TRACADIE, N. B., Dec. 13th 1887.

To the Editor of the Advance.

Sir:—For the last hundred years if we look carefully into the history of Tory governments throughout the world, which may be called the history of the last effects of Feudalism, it is a struggle for supremacy, with popular rights, it seems to have been always the policy of that party in every state to hash up an occasional sensation—a scare wherewith to prop their power, and furnish an excuse for the coercive and repressive measures with which they ever strive to restrict the liberty of the people. To make it appear to the masses that it is owing to their superior and educated vigilance that properties are protected and that lives are safe guarded, an occasional public scare is very useful. We have had them even here in Canada and know by experience, therefore, what they are worth. But they oftentimes overreach themselves and, as comparatively speaking, there are fewer forces amongst the masses than amongst the classes they only excite the contempt and expose themselves to the derision of all common-sense people. The latest example of what I allude to have been the practice of Tory parties everywhere during the last century is the great Halifax scare, so much needed now for political purposes in England. It consisted of a few uneducated country people, that the most common sense explanation of this alleged attempt to blow up the gun-boat on George's Island would be this—that two or three boatmen were caught on that "blind" snow storm and took refuge on the Island. When they found out that their presence was discovered by the "Sergeant's" daughter, the representative military authority for the nonce, knowing as every Halifax man or boy knows, that it is strictly forbidden for strangers to land there without special permit, for it is a fortress, they very naturally jumped into their boat and being now aware of their bearings made for the shore to escape the trouble they would inevitably have been involved in had they been arrested on the Island. But not such simple explanation would never do. This will be great news for Salisbury! An attempt to blow up the fort! Hoist! presto! A telegram is flashed under the ocean and the excited military geniuses of Halifax inform us on this side that "it is believed" they do not say by whom "that the object of the men was to blow an anchor hole through the cover and attach a fuse." Now to give some sort of color to their story they should have found trace of an anchor or have thrown some fuse around or at all events shown some marks of

work of the anchor in that queer cover for a gun-boat tank, which could be so easily refuted through. What a supremely ridiculous figure the military authorities at Halifax cut in the matter! It would not be at all surprising if the whole story turned out to be an after-dinner escapade. The despatch we have read in its excited verbiage certainly does appear to have a champagne flavor. But as I have said what a position the military authorities have got themselves into!

Here is a fortress confessedly of immense value to the Empire in which are stored enormous quantities of war supplies "enough" says the excited telegrapher whose despatch we have read in the Montreal Star "to blow all Halifax to eternal smash," left to the care of a Sergeant's daughter who apparently the said Sergeant's daughter was the most vigilant member. That the lives of Her Majesty's subjects in that city, as well as their properties, should have been left under such guardianship, that no guard should have been stationed at a magazine or bank containing such enormous quantities of explosive material, surely reflects infinitely discredit on those concerned. It is a serious matter when we think calmly of it, and the War Office should at once demand a heavy reckoning of all, from the noble commander to the Sergeant, whose duty it was to efficiently guard such vast interests.

Admiral Byng in the 18th century was court-martialled and shot for a much more excusable want of military judgment. The citizens of Halifax owe it to themselves, in the reaction from their scare, to take measures to insist that their lives and properties shall be guarded for the future more carefully and while they dine and dance their valiant protectors they should be assured that the sleeping volcano in their harbor is safe from eruption, and that their guards are not sleeping as well as the volcano. Meantime, perhaps, they will now, in the hour of gush and sentiment reward the "Sergeant's" daughter for her timely scream, as the Romans, no doubt, would have done had the cackling geese of the capital been amenable to a money presentation, and thus cover over the shortcomings of her father and his heroic men who at the cry of "guard turn out!" rushed out so bewildered that when they appear on the scene of action with the enemy in full retreat but still within rifle-range "they had not their rifles with them" Every military man in the world who reads this little bit of military news will guffaw, and French, German, Austrian and Italian will join in the roar of ridicule with which this latest scare has covered the British army in the persons of its Halifax representatives. But it will serve Salisbury's purpose nevertheless for the moment and the War Office will condone much on that account. Indeed the lives of a few Halifax gentlemen, albeit Tories, are a very small matter where the interests of Feudalism, alias Toryism, may be subserved by their sacrifice. The military authorities may now double their guards and patrol the little Island at their leisure. They have publicly declared themselves to have been found napping and the double guards even if "they have their rifles" will be powerless to keep off the popular ridicule of which the cry of the "Sergeant's" daughter" sounded the key note. Yours,

A BRITISH SUBJECT.

**The Skating Rink.**

By an advertisement in another column it will be seen that Chatham Skating Rink has been leased by four young men of Chatham and is again to be opened to the skating public. The lessees are determined to make it a success and to meet the views of the public as far as possible. It is to be lighted by electric light, two lamps of 2000 candle power each being placed in the centre of the rink, which will make it "as light as day." The ante-rooms are to be lighted by the Geiss lamps. Patrons will find the Management willing to do everything possible to make the rink comfortable, and anxious to win back the old-time rink-goers. The Band of the 73rd Battalion has been engaged for the season. Under the leadership of Mr. Niven, it has continued to improve, and is now able to give as good music as any band north of St. John. It has been practicing new music and the rink will get the first benefit of its Summer's training. The band will be in attendance regularly on Tuesday and Friday evenings. The rink will be open for children on Tuesday and Saturday afternoons, and the junior has been instructed to do all he can to assist those learning to skate. There is some talk of a Polo Club being organized and, if so, they, no doubt, will be given an evening to practice, and Chatham can have the pleasure of witnessing, during the winter, contests in one of our most popular Canadian winter sports.

The prices of tickets have been greatly reduced from former years' rates, and are now put within the reach of everyone. These tickets are offered in good time for acceptable Christmas gifts, and may be obtained at Mackenzie's Drug Store, or from any of the lessees.

We trust that the public will patronize this deserving resort and give it better encouragement than it has received for the past few years. The opening is to be on Monday evening next.

**Oscola Toboggan Slide.**

The new toboggan slide, built by Oscola Toboggan and Snow-Shoe Club, of Chatham, and finished a few days ago, was opened on Tuesday evening, when there was a large attendance of the rink patrons and their guests. Refreshments were provided by the lady-patronesses of the Club and served in the clubhouse on the grounds. The chutes were in splendid condition and the snow on the run below quite even, though, of course, not quite as hard as is desirable for keen tobogganing. The new slide was pronounced a complete success, being a great improvement on the old one, its chute conforming so perfectly by a gradually lessening grade with that of the ground at the bottom as to make the whole run very easy, smooth and long. The chutes are only 67 feet long and about 25 feet high at the top, but as the slide is built on a hillside there is a fall of 18 ft in 110 ft in the ground as the foot of the chutes, it gives a velocity equal to that of a much larger artificial slide. The Club look forward to much enjoyment of their favorite pastime during the season.

**Don't.**

Let that cold of yours run on. You think it is a light thing. But it may run into catarrh. Or into pneumonia. Or consumption. Catarrh is disgusting. Pneumonia is dangerous. Consumption is a death itself. The breathing apparatus must be kept healthy and clear of all obstructions and offensive matter. Otherwise there is trouble ahead.

All the diseases of these parts, head, nose, throat, bronchial tubes and lungs, can be delightfully and entirely cured by

the use of Boschee's German Syrup. If you don't know this already, thousands and thousands of people can tell you. They have been cured by it, and "know how it is, themselves." Bottle only 75 cents. Ask any druggist.

On The Wheel

WHAT "ROUND-THE-WORLD STEVENS AND CHAMBERS HOWELL SAY OF THE SPORT.

The popularity of cycling is growing. Thomas Stevens, who has just been around the globe on a wheel says that the best roads in the world are found in British India. The Grand Trunk road is 1,600 miles, an unbroken highway of marvelous perfection, from Peshawar on the Afghan frontier to Calcutta. It is made of smooth, hard, natural concrete, beds of which lie along the line.

How such roads would be appreciated by the enthusiastic cyclists of this country! The wonderful achievement of Mr. Stevens, in the face of myriad dangers, entitles him to all his honors.

The fast riding champion of the world, however, is Richard Howell, of Leicester, England. He is a splendidly made fellow, between 25 and 30 years of age, six feet high, and weighing, in training, about 160 pounds.

He commenced riding in 1879 and in 1881 at Belgravia grounds, Leicester, he won the one-mile championship of the day. From that time his career has been one of almost unbroken successes. He came to the United States in 1884 and 1885, and at the great Springfield tournament in 1885, won seven out of eight races.

In the Cycling News (Eng.), October 1st, 1887, is the following interview with him.

"What are your best performances?"

"This year I did a full mile on the track at Coventry in 2 minutes. 35 seconds. Good judges think, with everything in my favor, I could do 2:30 for the distance."

"What is your system of training?"

"I eat plain good food, and plenty of it. I take a little walk before breakfast, and then, after that meal, if I am loggy, ride eight or nine miles on the track here, in thick flannels. After dinner I do some more 'slogging' work, and maybe a walk and early to bed."

"But there is one idea of mine which I have found invaluable: If I have done too much work, or my system is out of order, or if I don't feel quite sound, I take what I have used since I was 'queer' in 1881. I have always found that Warner's Safe Cure for Coughs, Colds, and Bronchitis, again, and it is a remedy which I believe in and tell all my friends about."

"In the winter-time especially, when you can easily understand I am not so careful of my health as in the spring, summer or autumn, I have found it invaluable."

All I want, to beat the fastest bicyclist in the world, is plenty of practice, an occasional dose of my favorite, and my machine."

"When I am about right in weight I content myself with short, sharp bursts as hard as ever I can go on the track, and when I can cover 40 yards in thirty seconds with a flying start, I reckon to be moving as well as I want to."

Bicycling is glorious sport, but it has its physical ill effects which, however, can be easily overcome by the method used by Champion Howell.

**Mothers!**

Castoria is recommended by physicians for children teething. It is a purely vegetable preparation, its ingredients are published around each bottle. It is pleasant to the taste and absolutely harmless. It relieves constipation, regulates the bowels, quiets pain, cures diarrhoea and wind colic, allays feverishness, destroys worms, and prevents convulsions, soothes the child and gives it refreshing and natural sleep. Castoria is the children's panacea—the mother's friend, 35 doses, 25 cents.

**Doaktown Notes.**

DOAKTOWN, Dec. 20th 1887.

About a foot of snow fell on Friday last. It was wet and heavy and was much wanted in the woods and everywhere. There is scarcely any crossing on the river with teams at this place, the ice being defective.

Mr. Killam has the piers and abutments of the new bridge at this place about completed.

The election was very quiet in this parish, and very fairly conducted. Mr. Harvey Dak being a good and efficient returning officer, and it is hoped that the practice of personating voters is now entirely discontinued in Blomidon, not to be revived again. It will stand a poor chance under his management of the polling. I am glad to say that liquor-drinking and free dinners—things that have had a great tendency to corrupt and demoralize the electors of this parish—were not heard of. It is to be hoped men will see that it is as much in the interest of voters to go to the polls as it is for the candidate to have them go.

Everybody is busy in the woods, and men are not without employment this winter.

The party of Surveyors under the charge of Mr. Williamson—13 in number—were very successful in finding a good route for the continuation of the Central R.R. from Grand Lake to Doaktown. They came through the woods from Grand Lake to this place, clearing for their teams and baggage. They started their survey at the station here, running parallel with the N. & W. R. R. for a mile and then gradually rose to the high land swinging to the Southwest on the banks of Mill Brook and then to the Cranberry Lake on Muzzell Brook, then out to Cain's River, being all the way through green woods. The distance is about 30 miles from the Central R. R. to Doaktown. Mr. Williamson, the chief of the party, who is an American gentleman from Philadelphia, paid his bills promptly and pushed the work with despatch. He employed Mr. Wm. Russell of this place as guide. Mr. Evans, C. E., did the leveling. Doaktown will yet be a village of importance on the R. R. maps. The lumbermen get all their supplies up the river by rail, which cheapens the cost very much. The old style of hauling from Chatham and Newcastle is one of the things of the past, although the public houses along the road do not do the business they used to do, yet it cheapens the lumbermen's operations very much.

Rev. W. M. Edwards preached here last Sabbath. B. N. T. Underhill makes Doaktown the R. R. terminus of his lumber operations and then sends his teams both North and South of here. He is a very genial gentleman and tries to make his business a success.

Mr. Scott Fairlie also sends teams to the woods from this place on the streams. North of Doaktown. There is about 18 inches or more of snow on the upper waters of Digdiggon.

**Terrible Railway Accident!**

An Engine and Snow-Plough fall over McIntosh's Cove Bridge, Caracquet Railway!

**8 MEN KILLED!**

including Conductor Kearney of Douglastown!

[Special to Advance.]

BATHURST, Dec. 19th.

On Saturday afternoon while the train which left Caracquet at 10 o'clock for Bathurst was near McIntosh's Cove Bridge, 3 miles west of Caracquet, the train men noticed heavy snow on the west side of the bridge. They cut off the passenger cars, and while the plough and engine were running on bridge towards the snow they felt the track and fell over into the river.

On the engine were eight section men engaged in clearing road after Friday's snow storm. Conductor Kearney in charge of train, Driver Langan, Fireman Boushie, brakeman Gordon, and Frank Miller—thirteen, all told.

The engine and plough hit bottom up, and only five men could be found.

List of the killed is Conductor Kearney of Douglastown, Miramichi, driver Langan of Bathurst, Felix Boushie, fireman, Bathurst, Joseph Viennet, section man, Bathurst, John Paulin, section man, Caracquet, A. Pinet, section man, Caracquet, John Carney, Section-man, Bathurst; Frank Miller, Bathurst.

Section foreman, Duncan Patterson, one of those who escaped, was very much exhausted, being in the river for some time. Section men Cormier and Fullam were badly bruised. Brakeman Gordon escaped by jumping through the window of the engine cab. His wrist was broken and he received other slight injuries.

As soon as the news reached Bathurst, Doctors Bishop and Masha were sent down, at once, to the scene of accident. At 10 o'clock, Sunday, all the bodies had been taken out of the river. Driver Langan's body is badly mangled, the other bodies are very little bruised. The wounded are all doing well.

The bridge is about 20 feet high and is a good one. The cause of the accident is unknown. It is, as yet, a mystery.

**Later.**

Conductor Kearney, who resided at Bathurst, was a single man and very popular with all the patrons of the road as well as in the community where he lived. M. Langan, driver of the engine, was a married man and resided in Bathurst. He leaves a wife and four children.

F. Boushie, who like the above named conductor and driver, lived in Bathurst, was fireman on the ill-fated engine. He was unmarried, but leaves a widowed mother.

Frank Miller, aged 22, was a son of the late Samuel Miller, and a nephew of Thos. Miller, of Jas. Harris & Co.'s rolling mills, St. John. His fate was peculiarly a sad one. He was a clerk with his brother in the fish business at Bathurst, had been up to Caracquet purchasing smelt, etc., and was on his way home again, when curiosity prompted him to mount the engine. All the other passengers remained in the cars. Mrs. Miller, mother of the deceased, has been unfortunate in many ways, not the least of which was the loss of considerable property by fire. But this is the heaviest blow of all since her husband's death.

John Carney, who was a section man, and lived at Bathurst, leaves a wife and six children.

John Louis Paulin, of Caracquet, leaves a wife and several children.

Joe Viennet, and Octave Pinet, the latter a resident of Caracquet, are said to be single men.

**Latest!**

An inquest was held by Coroner Blackhall at Caracquet on the remains of those killed by the accident and the result only reached us by telegraph at a late hour yesterday afternoon. We can only, therefore, make room for the verdict:—

CARACQUET, Dec. 21st.

The verdict of the Coroner's jury was as follows:—

That Daniel Kearney, Felix Boushie, Michael Langan, John Carney, Joseph Viennet, Octave Pinette, Frank Miller and John Louis Paulin, came to their death on Saturday, 17th Dec. inst., between the hours of two and three, and at the time, in the afternoon, by being precipitated with an engine and tender, while on a bridge of the Caracquet railway in the McIntosh's Cove bridge, into the river, said engine and tender being, at the time, in charge of the employees of the Caracquet Railway Company.

After examination of the bodies by the jury, the jury find that Michael Langan was crushed under the engine, and that John Carney was killed by a log falling over him from the bridge while he was holding on to the tender after it had fallen in the river; and that the other men were drowned or crushed.

We attribute the cause of the disaster to the derangement of a portion of the above-named bridge, caused by the action of ice against said bridge during a storm, and the unusual high tide of the day previous, the sixteenth of December, inst.

As to how far the Superintendent of the road, who had charge of the train that day, is responsible for taking the trainmen from the section of the road where the accident occurred, we are not prepared to say, as by the evidence of two of the employees of the road, and by his own evidence, the Superintendent gave orders to the engine-driver not to cross the bridge before it was examined.

It is the opinion of the jury that the said railway bridge was defective in its plan in that it had no protection from side-pressure, such as from ice during a high tide, and we ensure the Government inspectors for accepting such a railway bridge, situated as it is, in a tide way.

The jury exonerated the trackmen of the section of the road where the accident occurred as they had been taken off that section to do duty elsewhere by the orders of the superintendent, and had not an opportunity of examining the bridge before the engine passed over it.

The jury agree that the signal of danger made by one Irvine Cormier was insufficient and given too late to prevent the accident.

The jury find that the dangerous condition of the bridge was known to Xavier Cormier Charles Landry, O. Dugas and others residing in the vicinity on the morning of the day of the accident, but for reasons best known to themselves failed to report the condition of the bridge to Caracquet Station the direction from which the train was to come, a distance of about two and one half miles.

James G. C. Blackhall, Coroner.

Philip Rive, Foreman.

## TERRIBLE RAILWAY ACCIDENT!

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The bridge is about 20 feet high and is a good one. The cause of the accident is unknown. It is, as yet, a mystery.

**Later.**

Conductor Kearney, who resided at Bathurst, was a single man and very popular with all the patrons of the road as well as in the community where he lived. M. Langan, driver of the engine, was a married man and resided in Bathurst. He leaves a wife and four children.

F. Boushie, who like the above named conductor and driver, lived in Bathurst, was fireman on the ill-fated engine. He was unmarried, but leaves a widowed mother.

Frank Miller, aged 22, was a son of the late Samuel Miller, and a nephew of Thos. Miller, of Jas. Harris & Co.'s rolling mills, St. John. His fate was peculiarly a sad one. He was a clerk with his brother in the fish business at Bathurst, had been up to Caracquet purchasing smelt, etc., and was on his way home again, when curiosity prompted him to mount the engine. All the other passengers remained in the cars. Mrs. Miller, mother of the deceased, has been unfortunate in many ways, not the least of which was the loss of considerable property by fire. But this is the heaviest blow of all since her husband's death.

John Carney, who was a section man, and lived at Bathurst, leaves a wife and six children.

John Louis Paulin, of Caracquet, leaves a wife and several children.

Joe Viennet, and Octave Pinet, the latter a resident of Caracquet, are said to be single men.

**Latest!**

An inquest was held by Coroner Blackhall at Caracquet on the remains of those killed by the accident and the result only reached us by telegraph at a late hour yesterday afternoon. We can only, therefore, make room for the verdict:—

CARACQUET, Dec. 21st.

The verdict of the Coroner's jury was as follows:—

That Daniel Kearney, Felix Boushie, Michael Langan, John Carney, Joseph Viennet, Octave Pinette, Frank Miller and John Louis Paulin, came to their death on Saturday, 17th Dec. inst., between the hours of two and three, and at the time, in the afternoon, by being precipitated with an engine and tender, while on a bridge of the Caracquet railway in the McIntosh's Cove bridge, into the river, said engine and tender being, at the time, in charge of the employees of the Caracquet Railway Company.

After examination of the bodies by the jury, the jury find that Michael Langan was crushed under the engine, and that John Carney was killed by a log falling over him from the bridge while he was holding on to the tender after it had fallen in the river; and that the other men were drowned or crushed.

We attribute the cause of the disaster to the derangement of a portion of the above-named bridge, caused by the action of ice against said bridge during a storm, and the unusual high tide of the day previous, the sixteenth of December, inst.

As to how far the Superintendent of the road, who had charge of the train that day, is responsible for taking the trainmen from the section of the road where the accident occurred, we are not prepared to say, as by the evidence of two of the employees of the road, and by his own evidence, the Superintendent gave orders to the engine-driver not to cross the bridge before it was examined.

It is the opinion of the jury that the said railway bridge was defective in its plan in that it had no protection from side-pressure, such as from ice during a high tide, and we ensure the Government inspectors for accepting such a railway bridge, situated as it is, in a tide way.

The jury exonerated the trackmen of the section of the road where the accident occurred as they had been taken off that section to do duty elsewhere by the orders of the superintendent, and had not an opportunity of examining the bridge before the engine passed over it.