well. There are, therefore, no heavy

grades or sharp curves. The road-bed

is broad and where it runs through low

and level lands it is well made up.

The ditching is free and unobstructed.

as if made for the purposes of thorough

drainage and not merely to furnish

material on which to lay sleepers.

Along the first half of the line there is

an ample supply of the best ballast in

the country, and it has been used with-

out stint. The sleepers are sound and

we passed over the road the ballasting

had not been all completed at the

General Ausiness. UNPERCEDENTED ATTRACTION!

CAPITAL PRIZE \$300,000.

Louisiana State Lottery Company. Incorporated by the Legislature in 1868, fo Educational and Charitable purposes and its fran chise made a part of the present State Constitu tion, in 1879, by an overwhelming popular voice.
Its Grand Single Number Drawings
take place monthly, and the Grand
Semi-Annual Drawings regularly
every six months (June and December)

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducied with honesty, fairness, and in good faith toward all parties, and we authorise the Company to use this certificate, with fac-similes of our signatures attached, in its

Beauregure)

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters. J. H. OGLESBY,

PIERRE LANAUX, Pres. State National Bank A. BALDWIN. Pres. New Orleans National Bank. CARL KOHN Pres. Union National Bank.

GRAND SEMI-ANNUAL DRAWING In the Academy of Music, New Orl eans, Tuesday. December 13, 1887. Capital Prize;\$300,000

each , Halves \$10; Quarters \$5; Tenths \$2; Twentieths \$1. PRIZES OF 5.000 are. PPRIZES OF 25 PRRIZES OF 00 PRIIZES OF 00 PRIZES OF 300 are.

857,000 Prize are.... 1.000 Prizes of \$100 decided by ... \$300,000

For Club Rates, or any further information apply to the undersigned. Your handwriting must be distinct and Signature plain. More rapid return mail delivery will be assured by your enclosing an Envelope bearing your full address Send POSTAL NOTES, Express Money rders or New York Exchange in ordinary let ter, Curre ncy by express (at our expense) ad

M. A. Dauphin, New Orleans, La., or M. A. DAUPHIN, Address Registered Letters to NEW ORLEANS NATIONAL BANK,

REMEMBER That the payment of all Prizes is GUARANTEED BY FOUR NATIONAL BANKS of New Orleans, and the Tickets are Signed by the President of an Institution whose chartered rights are recognized in the highest Courts; therefore, beware of any



Absolutely Pure. This powder never var s. A marvel of purity strength and Wholesomeness. More economica than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. Sold only in ans. ROYAL BAKING POWDER Co., 106 Wall St.,

-FOR-BOSTON

-via the-



International S. S. Co.

WINTER ARRANGEMENT. One of the Steamers of this line will leave ST. JOHN at 8 a. m. every MONDAY, and THURS-DAY, for BOSTONVIA EASTPORT and PORT-For tickets and all information apply to JOHNSON, AGENT, Chatham, or to y

B COYLE, JR Portland E. A. WALDRON

Caution & Notice. I hereby caution any and all persons agains

giving employment to my son, James' Walls, a I. C. R. and four from Bathurst station. minor, without first making arrangements with me in reference thereto, as I shall hold them respnsible to me for his wages. And I fufrther give notice that I will not responsible for any debts contracted by the said James Walls.

Chatham, Oct 5th, 1887. Cheese

IN STORE AND TO ARRIVE:

2,500 BOXES Factory Cheese,

AT For sale low in lots by

C. M. BOSTWICK & CO.

Miramichi Advance,

CHATHAM, N. B. - - DECEMBER 1, 1887

Explanatory

Our readers were, no doubt, disappointed last week when they did no receive the ADVANCE, as usual. They will observe, also, that the first and week's date, while this and the next page bears that of this week. The reason is that the editor; on whom all the work of preparing matter for the paper falls, was suddenly prostrated by illness on Tuesday, 22nd and, for a week thereafter, was un able to even read a proof. His physician advises that he must not leave his room The is still confined to bed obliged to make this number of the ADVANCE do service for the two weeks, and hope our patrons will, in the circumstances, overlook the many deficiencies in the paper, of which we as weil as they, are fully sensible.

The Election. The writ for the election in Nor thumberland, to fill the vacancy caused by the resignation by M Park of his seat in the Assembly is Pres. Louisiana National Bank. issued. Nomination takes place on Tuesday next at Newcastle and polling day will be on the following bog a few hundred yards from the I. Tuesday, 13th. Two candidates' cards appear in this week's ADVANCE. Mr. O'Brien's has some marks about it which will lead everyone, even though they may not understand where all his profound acquaintance with the Consolidated Statutes was acquired, to congratulate him on having accumulated a huge pile of inated by the fact that our road-bed lay political chestnuts. These intimations by candidates that they intend to rid the land of taxation and reform everything that is complained of, are too musty to go down with the ordinary elector, tor he has been fooled by them too often. As for reformation in the administration of our Crown Lands, the implied attack on the gentleman of this county who preceded the present Surveyor-General, seems either ungrateful or deceptive on Mr. O'Brien's part, corsidering that it is under the alleged auspices of that political leader that Mr. O'Brien is now a legislative candidate. We think it would be better all round if there were none of this beating about the bush over the matter. We do not think it will be successfully denied that the remnant of the Conservative party, led by Mr Adams, has thrown Mr. Morrissey and induced Mr. O'Brien to offer, in the hope that with their aid and such liberal votes as he may be able to driven out by the quaking of the bar- We also wish to pay just tribute to your feating and punishing Mr. Morrissey, whose offence is that he is not sufficiently pliant for the purposes of his late leader. It seems apparent that independent conservatives will not follow the party leader in his desire to defeat Mr. Morrissey, any more than they did when he, himself, asked them to support him instead of

> the good will and support of the liberals, also. Good! Miss Abbie E. Gilmor, whose spine was injured, about a year ago, by a defective sidewalk in St John, has recovered \$2,000 damages in a suit which she brought against the city.

Mr. Mitchell; while, as against Mr.

O'Brien in his new political relation-

ships, Mr. Morrissey may count on

HANLAN was beaten by Beach

(Editorial Correspondence.)

Caraquet and Shippegan Railway.

The opening of the last twenty mile of the Caraquet railway—the division between Caraquet Station and Shippe gan-took place on Monday of last week, and the occasion was one of mor than usual interest, not only to the people of the lower end of Gloucester County, but also those of Bathurst and more distant points. That there should be such an interest manifested in the completion of the road is not a matter of wonder in view of the magnitude of the undertaking, the difficulties that, for some time, stood in the way of its accomplishment and the thousands of people whose material interests were more or less connected with it. We confess that although we were fairly. and in a general way, acquainted with Gloucester County, it was not until the occasion of the late railway opening that we realised how very important, in the matters of population, agricultural development and established trade in natural products, was the section o country through which the road runs From its starting-point on the Intercolonial Railway to its terminus at Shippegan Harbor-a distance of 70 miles-it passes through almost a con stant succession of settlements, all o which are suggestive of a varied and well-sustained local traffic of considerable volume. Much, it is true, cannot be said for the first few miles, but; for traffic purposes, these are the least important. After passing Bass River. however, which is nine miles from the well-tilled fields, neatly fenced; houses, barns and outbuildings, betokening comfort and thrift, succeed each other DUDLEY P. WALLS. for mile upon mile and, as the train passes through them the broad waters of the Bay Chaleur are seen here and there, now near at hand and again in the distance, away across the rolling

acres. We had not opportunity, on a

flying trip, to gather the details which

would go to make up an accurate esti-

mate of the local work the railway finds

to do, but people of whom we enquired

stone quarries are, car-loads of flour, of provisions, etc. were also on the road for Caraquet or Pokemouche. Tons of smelts from Caraquet go over the line every day. Pokemouche contributes a large volume of freight and Shippegan will, no doubt, now that railway facilities are afforded her, feel their quickening influences in the increased development of her resources. We were told that there are some 5,000 people in fourth pages of this sheet bear last | Caraquet parish alone, and the country, settled as it is for mile upon mile, seems to verify the statement. In this lower section of Gloucester, too, there are business establishments of considerable importance, and whose reputation and credit stand well, not only in Canada but Europe, also; and around these there has grown up an attractive, oldfashioned social system which is as 1emarkable for its honest, open-handed hospitality and good-fellowship, as for for several days. We are, therefore, its conservatism in never losing its grip on the old and obsolete until somebody else's experience has established the fact that the new is undoubtedly the superior way. In referring to the good farming

ands through which the railway passes we may say that the quality of these seems to grow better and better as the lower end of the road is approached with one marked exception. We had, many years ago some experience of that abomination of desolation known as the Big Bog on the St. Stephen Branch, and we are indelted to a local ex-M. P. P. for a rather gloomy and much magnified picture of the little C. R. on the line of the Northern & Western Railway. Having often passed over both we realised, on this Shippegan trip, what was upon us-or, rather, what we were on-when the solid, clean, sharp running of our train gave place to a new and delightfully easy sense of progress, in which all the accustomed train-motions and noises were predomon a vibrating plane while the rails and sleepers, like the strings and bridge of some great viol da gamba sent up a diapason in which the click of the wheels on rail ends and their rapid-rolling coutact on their faces were blended almost to harmony. We were on the Shippegan Barren. It seemed less than a mile across, and we wondered, when native from the lower end of Caraquet Parish, near the Bay Chaleur, called it the "Great" Shippegan Barren. The man really seemed to wish it were much bigger, for he appeared quite envious when we told him we had in which the little bog of Shippegan might be placed and hardly found after a week's search. That Shippegan barren, a mile across, is the only irredeemable bit of territory along the line. is an accumulation of light vegetable matter, black and spongy, springy and treacherous. The road lies upon its surface like a long pontoon bridge, and the frogs and snakes and lizards which, for ages, found elysium in treacherous pools and cells have been ren as the iron horse has passed over Who can say, however, even this waste may not

drained, that the vegetable matter; purged of water, may not be found a valuable fuel and, when a thousand years hence the peat-cutters have reached the bed of the deposit, the frogs and lizards that have dissapeared may not be found grown in their darksome solitude to the wondrous proportions of the plesiosaurus or the dinotherium. We part with the barren with regret, for it seems full of great posibilities and other things which we had neither time nor temerity to get off the train to examine, and our reason for noticing it particularly is in the line of duty as a faithful observer. Others have written of the road, but skipped the barren.

Before making reference to the incidents of the excursion, and as it is the next thing to the barren, we may state that on leaving the latter, one of the richest] agricultural soils in New Brunswick is entered upon. It is unlike anything we have ever seen, so far, at the north, being a heavy red loam, rich, friable and clean. The rest of the country from the Barren to Shipegan shore is composed of it and we have no doubt that the well to-do appearance of the people of this distret is largely

That was anything but fair to all con-

owing to the abundance yielded to them by their particular share of the earth at But to the excursion-We left Bathurst on Monday morning about eleven o'clock. The manager and chief promoter of the road, K. F. Burns, Esq., anxious that as many as possible of the seeing that the route chosen was friend and foe, politically, were alike would all live to see the day when represented among the invited as in-Irish and Scotch-showing that how-"no bigotry" about him around home. The party that started from Bathurst. therefore, was a decidedly representative one, composed of about seventyfive, the number of ladies included bewell known ones from points above in the opening. At every station along | would eventually be secured. the line the party was augmented, by both ladies and gentlemen-especially at Caraquet and Pokemouche-so that when Shippegan was reached, it was some two hundred strong, the whole county, from Petet Rocher to Tracadie, being represented.

Of the character of the Railway it is sufficient to say that it is, perhaps, the sidy to that end. best of all the local roads in New Brunswick. One of the reasons for this is because no similar work in the province at the different stations pointed here to is located for its whole length in a tract a car load of supplies for Cliffton or of country possessing equally favorable Stonehaven where the valuable sand- conditions from an engineering stand-

Children Cry for Pitcher's Castoria.

Pokemouche and others. accommodate trans-atlantic traffic the Company has recognised the importance

and true economy of doing everything vited guests of the Company were divided into detachments and quartered 262, sixth 315, seventh 389, and the for dinner under the hospitable roofs eighth 409 eggs." Or 150 dozen for the of Rev. S. J. Douzet, Hon. Wm. Taylor, Mr. Philip McNally and E. De Grace. Hungry excursionists were never more satisfactorily entertained. The substantials and delicacies of city hotel fare were there, but backed by the game and wild fiwl for which Shippegan is famous. It was a subject to dwell upon, but not here, and as the bills of fare were discussed there was music and, in some cases, speechmaking appropriate to the occasion. The visitors will long remember the large and the steel rails are equal to liberal hospitality of these citizens of hose of any railway in Canada. When

it was hoped the weather would be sufficiently favorable to admit of that being put on this fall. On the way to Shippegan the speed was frequently 35 and 40 miles an hour, which was maintained with as much apparant ease as if we were running on schedule time, but, on such a road, fast running ought to be both safe | self of this occasion to congratulate and comfortable. The longest stop, save that at Shippegan, was made at Burnsville, where the well-known sawmill of Messrs. Burns & Co. is situated on the Caraquer river. Here is a valuable industrial centre which has grown up in the forest within ten years and now produces its five millions superfi- lation to all. It would benefit the cial feet of lumber annually. The water power is already great and capable of being vastly increased, as the dam, which reaches back some three miles, can be raised ten feet, if necessary, at trifling cost. There is a large and well arranged general store here, blacksmith and repairing shop, boarding houses, etc., all owned by Mossrs Burns, besides on similar excursions. a post office and other adjuncts of a progressive little community. The river, for three miles below the mill, is a tide is reached. The deals were floated down river to Caraquet harbor, for several years after the mill was built, and there shipped, but since the railway

for loading. Quite a surprise awaited us at Caraquet Station in the form of a very large gathering of the people of that district, headed by Philip Rive, Esq., one of the Escuminac barren in Northumberland | leading merchants, who read the following address :-

was opened to Burnsville, they have

gone on the cars to Bathurst and been

shipped thence. The railway siding

track runs into the mill and affords the

K. F. Burns, Esq., M. P. DEAR SIR: - We have chosen the happy occasion of the driving of the last spike of the Caraquet Railway at Shippegan, as

a fitting opportunity for your Caraquet friends to tender to you a few words of congratulation on the successful com-We wish to convey to you our admiration of the energy, perseverance and enterprise which you have displayed in

the construction of this great work, which qualities have enabled you to surmount the many obstacles which naturally present themselves to any great undertaking. far-seeing judgment, as well as to the Fieming proposed a scheme for public spirit you have shown by diverging the line of railway from its originally projected route and bringing it to Shippegan -its natural terminus-thereby benefitting a larger and more populous section of We hail the driving of the last spike

at Shippegan as the birthday of increased prosperity, extended traffic and a livelier ense of our natural resources, not only for Shippegan, but for the whole section of the country through which it runs.

We desire again to express how highly we appreciate and admire your indomitable energy, far-seeing enterprise and executive ability, so fully and practically demonstrated in the inception, construction and completion of the Caraquet Railway. Wishing you continued success in all

> Yours sincerely, J. Theo. Allard, P. P. Ger. B. Gauvin, Ptre, Chas. Robin & Co. P. G. Ryan, Philip Rive, Chas DeGruchey, J. G. C. Blackhall, Theotine Blanchard.

Jean Baptiste Legere, Romain Therianlt, and many others. the course pursued by the company had tendent of Construction, Mr. Melvin my sister was ambitious and wanted me fire had already reached the wood on its received and still received the endorsement of the people of Caraquet. Today a new era opened in the history of the Caraquet Railway and of the lower end of the county, which was no longer isolated, but placed in communication with the railway system of the con ed in the Company's way and, here

tipent. In regard to what was called the deviation of the route he was pleased to realise that it had been carried out, notwithstanding the difficulties and obstructions which had been placafter, he had no doubt, even those who was to the fore in good time and seemed | had most bitterly opposed it, would leading people of the county should en- | the interest of the people at large, sink joy the event which the excursion was their local prejudices and also approve. ntended to celebrate. Mr. Burns, The road by its present route, while ac being the representative of the county commodating so many of the people of at Ottawa, and having, generally, to the county, reached Shippegan harbor run "fighting elections," might be ex- where the largest ocean tonnage could pected to let"the other fellows"take care | be accommadated - a harbor second to of themselves, but we were told that hone in America. He hoped they would be the trans-atlantic mail port of discriminately as the French, English, Canada, for it was the nearest available port in North America to Europe, and ever staunch a follower Mr. Burns may by the building of a line of railway from be of the G. O. M. at Ottawa, there's Gloucester Junction to Chauderie Junction on the Grand Trunk, the shortest line, by more than three hundred miles. would be secured between Europe and the great centres of population in Canada. Meantime, the company would ing sufficient to make it thoroughly not abate, one jot, its efforts to make enjoyable. Among the gentlemen were | Caraquet also, a deep water turminus. so that all possible advantages which Bathurst, who had driven quite long could have come to the place had the these. distances that morning to participate road been built by the other route present constructed, the road was direct benefit not only to the populous district along its route, but to Pokemouche, only four miles from the line, and to Tracadie, twelve miles distant. He hoped to secure aid to extend the road to both of the latter places and would spare no offort to obtain a sub-

> Mr. Burns' remarks were heutily cheered and as soon as the order, "all aboard for Shippegan" could be complied with, the train moved off towards | egg product during these months from | the latter place.

ditions to the party, including Messrs.

point. Being intended, ultimately, to Tracadie, Councillor Wm. Waish of sixty hens the Sheridan's Powder ac-

As dusk was coming on there was a

large gathering at the ends of the last

rails, which are within a stone's throw of

Shippegan end, but an additional lift the water of Shippegan harbor. Here only was required on a few miles, and a polished railway spike—the last one to be driven-was sent home in good style by Miss Burns, daughter of K. F. Burns, Esq., who had, three years before, turned the first sod of the Railway. Three cheers were given at the conclusion of this little ceremony, when Rev. S. J. Doucet, addressing the assemblage, said it was impossible for him to improve on the eloquence of the cheering, but he gladly availed himthe chief promoter of the railway on the very great success with which he had carried it to completion. The man who worked with a will, with zeal and perseverance, could not fail to succeed. Such a man deserved success. Such a man was Mr. Burns, and he deserved well of all present. The opening of this railway was a matter of congratuplace in its local and general trade and in the means of intercourse and communication which it would supply. Perhaps, also, it would bring hither a trans-atlantic trade, and, in that way, also, subserve and stimulate the trade of a very large proportion of the people of the Dominion. He desired to thank Mr Burns in the name of his parishioners for this visit and hoped to often see him and his friends at Shippegan the people of Snippegan for the hearty reception they had given the excursionists, the hospitable treatment extended to them | ed at Dover.

> which the efforts of the rail way company had elicite l. While grateful for the acknowledgements which his efforts in ehalf of the railway had called forth, it was but just for him to say that the enterprise of which he happened to be the nead could never have succeeded had he not been surrounded by an ab'e, zealous and efficient staff of assistants, as well as supported by a directorate who had faith enough in the undertaking to put their money in it. But for such assistance and such faith they would have failed in the accomplishment of what was to-day the subject of rejoicing. Difficulties, was true, had been thrown in the way, but they had been surmonnted and preudices that had been engendered were

After referring to the turning of the first sod, three years ago by Miss Burns. and some other incidents connected with the road, he said one could not but be impressed with the grandeur and capacity of persons secured life belts and jumped into the harb or of Shppegan, and he could not, the sea. Within 20 minutes of the shock in view of its situation and relationship to great centres of traffic, think that it had been made as if was and placed where it was by the Creator to lie in comparative from the steamer Elve, which cruised idleness and obscurity. He must rather believe that it was intended not to be idle but to be utilised in promoting great trade purposes and contributing to a wide commercial intercourse. He was indulging in no visionary prospect when he predict. ed that ere long Shippegan would have its fleet of ocean steamers. It was some twenty years since that Sanford

ers were to run to Shippegan harbor,

mails and passengers, etc., going thence by a road such as this to the I. C. R. near Bathurst and on to Montreal by the Intercolonial. But while this railway furnished the link for that scheme be tween Shipperan and the I. C. R, it opened up to a still be ter proposition for a scheme in connection with the Grand Trank system. We have here one of the most capacious harbors in America, with an unobstructed entrance and fair roadstead in which there are 27 feet of water at low tide. It is the nearest port in America to Europe, being nearer than Ha'ifax by some 30 miles. But it is a'so nearer to Montreal than Halifax by 250 miles, even if you go by the Intercolonial. your undertakings, We remain, dear But a road from Shippegan, via Gloucester Junction and through the province to Elmun Iston, thence to Chauderia Junct on on the Grand Trunk, would still further shorten the distance and bring Liverpool and Montreal closer together than any other possible route. With such a line in operation one could leave Montreal on Mond y morning and be in L verpool on Saturday night. He fe't a pride in having been instrumental in curing the construction of this railway, which was so important a link in such a great undertaking. Mr. Burns closed by reference to the efficient services performed by Mr. Mann, Chief Engineer of siderable, were safely lodged in a local

> Mr. Sivewright and others and said the eople would, no doubt, like to hear from Mr. Sivewright made a capital speech. which we regret we cannot find room for. Mr. Burns spoke in warm terms of the acouragement given to the railway by Rev. J. Trudelle, who, he regretted, had one to his parish across the harbor, but s brother, who was present, would no

> Rev. Mr. Trudelle, the gent'eman referred to, spoke in French and was well received. He was anxious to see the extension of the road to Pokemouche and

Speeches were made in turn, by Rev. Al'ard, Councillor Thos. Ahier, Messrs D. G. Smith and J. L. Stewart. Chatham, and N A Landry, F J McManus of Bathurst, after wdich there was more cheering and the excursionists boarded the train, homeward bound.

We may aid that the capacity, situation and general excellence of Shippegan harbor fully justifies the enthusias n of Mr. Burns over its prospects as a terminal port for ocean mail stemers. Is apoaches are absolutely safe an lunobstructed. Its entrance is wide, the water deep, and the channel for four miles, or up to the railway terminus, straight and radually diminishing in breadth, from a mile to near'y a quarter of a mile, while the bottom is clean, absolutely free from ocks, and the water of a uniform depth of from 50 to 21 feet at lowest tides, with excellent anchorage and safe shelter.

Eggs Fifty Cents a Dozen.

A gentleman who keeps a few hens or profit, recently carried some fresh aid eggs to a wholesale dealer at Faneuil Hall Market, Boston, and received for the same forty-three cents per dozen. The dealer said to him. next week I will pay you forty-five cents, and before Christmas fifty cents a dozen for all you will bring me like

What is true of Boston is in a measure true of every market for eggs. The next eight weeks will be the season of highest prices. Therefore work your hens now for all they can do. have no doubt but that, for want the proper ingredients in their food. more than one half of the hens in this country are now idle, when eggs will se'l for fifty cents per dozen. It is pure folly to wonder, spend time and money or experiment to find out why your hens do not lay. You better by far profit by the experience of others, and make them lay during December and January. The following sworn of school by this time. statement shows that, the quickest and surest way to do this and increase the said Mrs. Prentiss; "we don't see much stream, and the bark was guided by an- Patrick Haley, Patrick Thompson, Michone to six hundred per cent, is by the fortable if you come. use of Sheridan's Powder to make hens

Pokemouche station furnished ad- lay, once daily in the food.

cording to directions, and continued At Shippegan there was a big crowd until January 31st. The first week to welcome the train and here the in- they laid only thirty eggs, the second 61, the third 138, the fourth 196, fifth eight weeks. Yours truly,

G. N. Winchenbach. "Subscribed and sworn to before me this twenty-eighth day of April, 1887 Goo. G. Benner, J. P."

I went back to Chatham that night in I. S. Johnson & Co., 22 Custom House Street, Boston, Mass., are the only manufacturers of Sheridan's Powder to make hens lay, which is sold by nearly all druggists and general storekeepers. For 50 Cents in stamps Johnson & Co. send post-oaid to any address, two packs of the Powder; five packs for \$1.00. Or for \$1.20 they will send a large 2 1-4 pound can of Powder also one copy of the Farmer's Poultry Raising Guide (price 25 cents). postage or express prepaid. Six cans sent for \$5.00, express prepaid to any express office in the United States. Swallowed by the Sea.

A DUTCH STEAMER SUNK IN COLLISION.

EARLY 150 PERSONS MISSING. WHILE 9 WERE SAVED-ONLY TWO OF THE BOATS AVAILABLE, THREE BEING USELESS-THE OFFICERS STICK TO THE SINKING SHIP. be a big girl like Grace.

LONDON, Nov. 20. The Dutch steamer W. A. Scholten, Capt. Saot, left Rotterdam yesterday morning for New York, and was sunk by collision with the steamer Rosa May. Hartlepool, at 11 o'clock last night, 10 miles off Dover. The Scholten carried complement of 230 passengers and crew. The steamer Elve, of Sunderland,

RESCUED 90 OF THE CREW AND PASSENGERS. and landed them at the sailors' hom Dover. One hundred and forty passengers are missing. One passenger and child of the party brought to Dover were found dead from exposure. It is hoped that passing vessels have rescued the missing

Boats soon left Dover bound in all directions for the purpose of saving life and property if possible. The Rosa May Mr. Burns thanked Father Doucet and anchored off Ramsgate with tow boats. Up to 2.05 p. m. 22 bodies had been land-

At the time of the accident a dense fog prevailed. The Scholten was struck on the port bow by the Rosa May. Immediately after the shock the passengers, all of whom had retired for the night, rushed on deck in their night gowns.

THREE BOATS USELESS. The boats were promptly ordered lower- in the following autumn she was to become ed, but it was found that only two were my wife. How little either of us knew availab'e; three others were useless, and were not lowered. The water rushed swiftly through a hole in the bow, and a terrible scene ensued. The panic-stricken i in the woods to the north, but such things passengers uttered piercing shrieks. Many fell upon their knees and prayed aloud; little children clung to their mothers, who, themselves, were shricking in terror. The officers were cool and self-possessed; mained on the bridge to the last. Several

afternoon. Little Mary declined to go the Scholten was engulfed. All who had life belts floated and were rescued by boats around until 4 a, m. Many of the reseued LOST WIVES, HUSBANDS, BROTHERS OR SIS-

The survivors were supplied with clothes and everything possible done to insure their comfort.

According to the last statement there were 210 persons on board the Scholten, leaving 132 missing. The Scholten lies four miles from Admirable pier, a position dangerous to navigation. Buoys and lights have been placed at the wreck.

TWO HEARTS

A TALE OF THE GREAT MIRAMICHI FIRE. "Portland Transcript."

There are, no doubt, millions of people n America today who have never even heard of the Miramichi fire, yet it was at one time the talk of both hemispheres. Perhaps there was never such a conflagration in the world before; other great fires were mere rush-lights in comparison with it, for it burnt over an area of forest land as large as the state of Massachusette, cousumed millions of dollars worth of property, and destroyed, alas! hundreds of the fire. It was in vain that I attempted

as been fully told, and never can be told | forts that I was able to return by the path now, for nearly all who witnessed it are that I had entered so rashly. When I

I was a young man at this time and ade my home at the house of a married sister who resided in Chatham, the princip I town on the Miramichi river. For three winters I had worked in the lumber woods, and my savings, which were conto be a lawyer or doctor, and during spare | margin, and I observed with dismay that store. But the sight of one pretty face | River were on fire. Yet our little river, speedily put an end to this routine of duty and to my sister's ambitious wishes. It was at Newcastle, a town six miles farther up the Miramichi than Chatham, that I first saw Grace Prentiss. With me it was a case of love at first sight; as for Grace I do not believe that she saw me or then and I think of her still as the fairest | that was on the table, and picking up of women, with her lovely brown hair, Mary made a run for the river. The her clear hazel eyes, her fresh, blooming | horse, as if from an instinct of danger. complexion and her graceful form. She | followed us, and the cattle came runwas just eighteen and as unconscious of her beauty as she was beautiful, for most fright. Our case seemed quite desper-

that nestled in the midst of the vast forautumn, a short time before I took my departure for the lumber woods. All that winter, as I worked in the forest, I thought of Grace and wondered when I should have the opportunity of seeing her | mind in an instant, but they did not de- | tery Company as one of the fairest and again. I did not even know her name nor lay my efforts. I wrapped Mary up in most honest financial organizations in the where she lived and, therefore, it seemed as if nothing but some lucky chance would her face in the front of the skiff, enjoinagain give me a sight of her. I had hardly left the woods in the spring when the

of her life had been spent on a little farm

I was sitting in the store at Newcastle, which was owned by the man who employed me in the woods, when Grace and her mother entered to make some purchases. the whole sky seemed on fire and the I saw that she was dressed in black and I learned afterwards that her father had roar of the burning forest was like the diel during the winter. But she was as sound of continual thunder. The terror beautiful as ever and even more so in my sight. Her entrance was so sudden and un- swimming, followed him, and by the expected that it almost took my breathaway, | time we had reached the middle of the but to the lively young clerk with whom stream, all were affoat and following us I had been talking a moment before it in a dismal procession. For half a mile seemed a very ordinary event. I saw that he was acquainted with both mother and daughter, and to me, who was all impatience to get his ear for a moment and learn their names, it seemed that ary occasions could run them in the skiff he expended an unnecessary amount of without any difficulty, but now I had time in waiting upon them. Perhaps he to trust to Providence for guidance, for was in love with Grace also. I could not I could neither see my way through the

endure the thought! For fifteen minutes or more this young goss p of a clerk kept up a constant flow of talk with mother and daughter, and, what was worse, I was too far away to catch any part of the conversation. I thought, however, that I heard my for a minute or two later the clerk called and beyond human aid. me over and introduced me to Mrs. Pren-

I suppose we could not have been tiss. "This," sail he, "is Joe Farwell, more than three minutes passing the the young man I was telling you about, rapids, but it seemed to me an age. 1 and then addressing me, he continued "Mrs. Prentiss wants a man to help her idea of utter helplessness as during that on her farm and I told her I thought you brief space of time. Nothing I could would go: you must be pretty well tired do would have any influence on our "You will find it rather dull with us," safety. I was but a waif adrift in the company, but we'll try to make you com- other power than mine. When from ael Ward, John Colgan, Jerry Tuchy,

All this time Grace had not said a word; no one seemed to think it necessary to Wm. Ferguson and C. C. Turner of "I commenced Dec. 6, 1886, to feed lieve she even bestowed a glance on me,

and yet I would have seen Mrs. Prentiss wanting help a long time before I would have gone to her solitary farm to work for A FATAL SENSE OF SECURITY AWFULLY her had it not been for Grace's sweet sake. As it was, I was very willing to go and I made a bargain with Mrs. Prentiss for the season's work so very favorable to that

farm did not exceed ten or fifteen acres.

what the future had in store for us.

were too common to excite notice. That

morning was uncommonly warm for the

season and the air heavy and close. Mrs.

Prentiss thought it a good opportunity to

go to a little barren stretch, three miles

from the farm, to gather a winter store of

cranberries. It was arranged that Grace

and the boys should go with her and that

I should follow with the horse to bring

with the others and said she would stay

Grace and I parted that morning with

look at the big, black smoke,

forest path which led to the barren.

fore I had accomplished half of it I me

by wrapping my coat around her head.

ning down after us and bellowing with

double chance of being upset in the

rapids or roasted to death by the fire.

There, too, was the horse; what was to

be done with that mute pleader who

the largest of the quilts and laid her on

ing her, as she valued her life, to re-

main still where I placed her. Then

taking the horse by the bridle I got into

the skiff and pushed into the stream,

which was about three hundred feet

wide and quite deep. At this moment

came the rapids and the pass of fire.

I knew the rapids well and on ordin-

near, I let go the gallant horse's rein.

down in the stern of the skiff, with a

paddle dragging behind to keep its bow

down stream. In another moment we

were in the rush of the boiling ourrent

These thoughts passed through my

looked to me for help?

lady that she must have had but an indifterent opinion of my business capacity. But what did I care for money; was not love enough for me?

great spirits, but my sister, when she than a man's hand." He watches it with heard of my intentions, hardly shared my his piercing eye for a few moment then enthusiasm. The fact is that I did not reaches for his long eyeglass. To his exthink it necessary to tell her anything perienced view, this harmless little cloud about Grace, and so she rather wondered at my choice of a residence. A week later betokens danger. I was on Mrs. Prentiss's farm and engaged Across his bronzed face there comes a in the regular routine of my duties, which look of dotermination, and, with quick embraced the whole range of farm work; in fact I had to take the place of the late orders to the seamen, the craft is put Mr. Prentiss so far as the management of about and all sail made for the nearest farm affairs went. I had plenty to do, harbor, where in apparent safety the but I did not spare myself, and I was soon anchor is dropped, and the hardy marion the best possible footing with every member of the family. Grace was theeldners watch the approaching storm with est and next to her were two boys, John and Charlie, aged respectively fourteen The storm bursts! and twelve. Then came little Mary, who The decks have been cleared, the sails was only four years old, but who promised close furled, and all ordinary preparations to be the very image of her sister Grace. Mary was the dearest little creature pos-

made for an emergency. sible and she and I soon became fast The storm increases but all seems safe: friends. She grew so fond of me that she But see! the vessel gives a sudden lurch, was hardly content to be out of my sight. Every one laughed when she declared that turns quickly about, and away she goes! she would marry me as soon as she got to The anchor chain has broken! The mighty ship might have ridden In the meantime my love affair with Grace progressed favorably; I need not

"With Bubbling Groan!"

REALIZED AT SEA.

"A wet sheet and a flowing sea, a breeze that

From his look-out the faithful old cap

tain of yonder merchantman casts an un-

easy glance at the distant horizon. See!

yonder a small speck of cloud "no larger

safely, but for one weak link in that an relate its various phases, it is enough to say that I won her simple heart and that The strength of the chain is no greater she plighted her troth to me. No difficulthan the strength of its weakest link: ties crossed our path, and no opposition On the sea of life, how many men are came from any quarter; her mother was favorable to our union, and only asked us wrecked because of the unsuspected weak-

to delay it for a year or two until I was ness of a link in the chain of health .- one better settled. It was areasonable request weak vital organ in the body. and we were willing to wait; there was not The mystery of death is even greater a happier youth in the country that I was than the mystery of life. We think the The Prentiss farm mas some ten miles links of our chain are strong, but we too above Newcastle, on a tributary of the seldom critically examine them for our-Northwest Miramichi. The house, which selves, and never really know that they was of logs, was about one hundred yards

from a river, which joined the Miramiwill bear the strain that we put upon chi a mile below, passing in that distance over a sharp rapid and running with a very "I have a friend," said Dr. Dio Lewis, swift current. The clearing was quite narrow and extended along the edge of the "who can lift 900 pounds, and yet is an smaller river for some distance. The habitual sufferer from kidney and liver house was close to the forest and the barn trouble and low spirits." The doctor closer still: the whole extent of the cleared who was one of the wisest and safest pub-

It was autumn; our little harvest had | lic teachers of the laws of health, wrote: been safely gathered and the barn was "The very marked testimonials from full to overflowing. All the regular farm college professors, respectable physicians, work was done and I was engaged in chopping up a huge pile of firewood for the and other gentlemen of intelligence and winter. I was very auxious to have this character, to the value of Warner's safe job completed, for I had agreed with my cure, have greatly surprised me. Many old employer to go to the lumber woods of these gentlemen I know, and, reading again and wished to have everything comtheir testimony, I was impelled to purfortable for the family before 1 left. I had the prospect bofore me of a six months' chase some bottles of Warner's safe cure absence from Grace, but after that we and analyse it. Besides I took some. would never be separated any more, for swallowing three times the quantity. I am satisfied that the medicine is not injurious, and will frankly add The 7th October came, a day never to that if I found myself the victim of a e forgotten by the residents of the Mirserious kidney trouble I should use this amichi district. Fires had been observed

One year ago the Servia, while in a great storm, parted her two inch rudder chain, -no wonder, -it was rusted through! The key to human health is the condition of the kidneys, and they may long be diseased and we be ignorant of the fact, because they give forth little or no pain. back the baskets about the middle of the | They in reality cause the majority of all the deaths, by polluting the blood and sending disease all through the system.

Boston in Luck.

as little show of feeling as two people might exhibit who expected to meet again At the drawing of The Louisiana State a few hours later. She was in a merry Lottery in New Orleans, Oct. 11, three of mood, and as she went off with her basket on her arm, she turned and kissed her the big prizes were captured by Boston hand to me gaily with a pleasant smile. men. Mr. Israel Ginsburg, who held one-Down the dark vista of years I can see tenth of ticket numbered 13,646, drew that smile still on her beautiful face as I one-tenth of the capital prize of \$150,000. then saw it for the last time. When they Mr. Ginsburg is a young man, nineteen were gone I resumed my work at the wood-pile, and little Mary sat close by and years of age, and lives with his father at prattled to me in her childish way. A 57 Salem street, in quarters that betray a noon we had dinner, and then work was continued as before. It was between two life of hardship and moderate, if not exand three o'clock when Mary, who had | treme poverty. He is a Russian Jew, a been very quiet for some minutes, suddenpeddler by trade, and has only been in ly startled me by exclaiming "Oh, Joe! this country a few years. To few men, therefore, could the smile of fortune have I looked up instantly and beheld a sight which froze me with horror. The whole been more welcome. The morning the sky to the north was black with smoke lucky numbers were published Mr. Ginswhich seemed hardly a mile away and burg looked them, as he thought, careevery moment drew nearer. I saw that the danger was imminent and that there | fully over, but failed to discover that his was no time to be lost, if Grace and her | ticket bore the luckiest number of all. mother were to be saved. In less time When his friend Mr. Finberg congratulatthat it takes to tell the story I had the ed him later in the day he naturally bridle on the horse, and with Mary seated in front of me, was galloping down the thought he was joking, and it was no easy matter to convince him of his good luck. The distance was three miles, but be However, the pleasant truth sooner or later dawned upon him, and if he should ever doubt it again all he will have to do to get round it. I was forced to retreat. and it was only by the most desperate efwill be to visit the Blackstone and Fourth National Banks, where he will find that last week he deposited in them \$7,000 and got back to the clearing I was grimey with smoke and almost suffocated. Little | \$6,000 respectively. The remaining \$2,000 Mary, who had no idea of the danger we the grateful son presented his father. were in, had suffered from the smoke also, Little else than Mr. Ginsburg's good forbut I had saved her from its worst effects tune has been talked of in the neighbor-When I got back to our little clearing I | hood of Salem street since the drawing, saw that it would not be safe to remain and it is estimated that over 500 tickets a great satisfaction to him to know that he road, Mr W H Chisholm, Superin. tank. In summer I went to school, for there many minutes longer; indeed, the have been sold there for the next date. hours I helped my brother-in-law in his the trees between us and the Miramichi | ian each held a tenth of ticket 58,480, which also drew a capital prize, the now lined with burning forests, was the amount in cold cash received by each beonly avenue of escape for us. We must pass through that fiery portal or perish ing \$2,000. Mr. Sullivan is a poor man, perhaps thirty-five years old, who during I rushed into the house, took four of the past few years has been without any the heaviest quilts from the beds, seized | permanent employment, though during noticed me at all. But I looked upon her | a large loaf of bread and a piece of meat | the most of his life he was a more or less successful junk dealer. He has been a staunch believer in The Louisiana State Lottery, and has found it a profitable investment before. The other gentleman,

> country. - Boston (Mass) Courier, Oct. 30. An Explosion.

> whose name we are not at liberty to pub-

companies in the United States. He has

drawn prizes before, though none were so-

lurge as the last. He expressed himself as:

erfectly satisfied with his experience,

and considered The Louisiana State Lot-

ate; we had only a little skiff, and the lish, is the cashier of one of the wealthiest

Fourteen men were seriously, and, it is eared, some of the fatally, burned by an explosion of gasoline in Philadelphia Friday night. The building is used by the Edison Electric Light Company as a storage house for tools, gasoline lamps and stricken cattle, when they saw the horse other utensils, but no electric appliances whatever were there. Fourteen laborers were in the building at the time, and one of their number, Dooley, who, it is said, was drunk, was tilling a lighted lamp with gasoline, when the fluid came in contact with the flame and an explosion ensued. The burning oil was scattered over the room, and, reaching several other lamps, a second and more serious explosion follow-

in an instant all were in flames. Thev rushed into the street in the wildest alarm and created the greatest excitement in the neighborhood. Policemen and citizens ran to their aid, and several of them were thrown into the street in the leager endeavor to tear their burning clothes from their backs. All were badly burned about the face, hands and body, and were never realized before so completely the removed to the Jefferson hospital in a pitiable condition. The names of the men are Henry Dooley, Charles Batton, Patrick Clary, James Coyne, William Smith, the motion of the skiff I knew that the William Kauflessly, W. C. Sincent, Andrew Lanigan and Lawrence Gaffaey.

[Concluded on 4th page.]

or so there was no difficulty; but then smoke nor dare to look out when traversing that fiery fornace. So, as we drew The oil was thrown over the men, and wrapped myself up in a quilt and lay

Children Cry for Pitcher's Castoria.