

Miramichi and the North Shore, etc.

HAY FOR SALE.—See advt. DIVING SKIFF, "ALABAMA," LOST.—See advertisement. EUCUMINAC LIGHT.—Mr. James Carter is, we are informed, to succeed the late Mr. Phillips as keeper of Eucuminac Light-house, fog alarm, etc.

THE "Gen. Middleton" is reported at Montreal from Bay du Vin. On the voyage up she lost main boom and jib-boom and suffered some other damage.

BIO YIELD.—Messrs. J. & W. A. Williston inform us that they finished digging a field of potatoes in which they had planted ten barrels of seed, which yielded two hundred and ninety barrels.

KILLED.—Mr. Donald Morrison of Newcastle, received the sad intelligence by telegraph that his brother Alexander was killed by a falling tree in Michigan on the night of the 27th inst.—Advocate.

FEEL THIRTY FEET.—Charles Skid, a lumberman about 45 years of age, who hails from Miramichi, and has been working this season for Mr. Charles Burpee, Sheffield, came down river yesterday. He looked rather frequently at the cup that cheers, and was "pretty full" though apparently able to take care of himself when he sought lodgings at Mr. George Sparks' River View Hotel, Indiantown, about 10.30 o'clock. About 11.30 o'clock he went to his room on the third story, and was left sitting on the bed. When next heard from he was lying in the alley alongside the house, having thrown himself out of the window and fallen to the ground—a distance of about thirty feet. He fell on his left side, and his thigh was broken. He was taken inside and given attention by Dr. Christie. This morning he was taken to the General Public Hospital. He can give no explanation of his conduct in taking the midnight leap. The full extent of his injuries is unknown.—St. John Globe 20th Oct.

SPECTACLES.—If you wish for cheap spectacles go to W. R. Gould, Watchmaker, Jeweller and Optician, Chatham, who sells them at one half the price of any one else in town, as he has determined to keep nothing but the genuine B. Laurance Spectacles and eyeglasses in the city.

BIG FREIGHT TRAFFIC.—An immense quantity of freight shipped from Upper Canada cities to Fredericton via the Northern & Western, accumulated at Chatham Junction during the two weeks the train was idle, and several special freight trains have been brought over since Wednesday as a consequence. Thirteen carloads of freight arrived on Thursday afternoon.—Gleaner.

LOOK at the address slip on this number of the ADVANCE and see if you have not let the date to which the paper is paid up by without remitting the subscription. We begin a new volume this week and all subscribers who do not pay up within the next fortnight, at the advance rate of \$1.50, will be called upon to pay in accordance with terms published on the last page, 1st column—viz., \$2 a year.

BARK BURNED.—During the storm of Monday last, lightning struck Mr. Thos. Wallace's barn at Battibog and set fire to it. The building was burned together with its contents, including the season's crop, farming implements, etc. Mr. Wallace has been unfortunate in the matter of fire, as it is only a short time since his dwelling was burned, together with his household effects and wearing apparel.

BAY DU VIN.—There will be a Missionary Meeting (P. M.) at the Church of St. John the Evangelist, Bay du Vin on Tuesday evening, 6th November, at 7 p. m., at which addresses will be delivered by the Rev. Canon Brigstocke of St. John and several of the Clergy of the Diocese. On Wednesday morning, 7th November, there will be a Harvest Thanksgiving Service consisting of a sermon by the Rev. Canon Brigstocke and Psalms, Holy Communion and Sermon. The preacher will probably be Rev. Canon Brigstocke.

BERSIMIS.—The new proprietor of the Bersimis mill, K. F. Barnes, Esq., M. P., of Bathurst, N. B., intends lumbering on an extensive scale this winter. Mr. Barnes is well and favorably known as a man of energy and progress, and he is bound to succeed. His representative at Bersimis is Chas. Sheriff, Esq., a gentleman of great administrative talent, combined with courteous manners and attractive social qualities.—Quebec Chronicle.

DAMAGE BY THE STORM.—Considerable damage is reported throughout the country as the result of Monday's storm. A large stone cross in the New Catholic church at Battibog, which was only put in position last week, and weighed 1800 pounds, was blown down and broken in two parts. The stone coming of the church was torn away by the descent of the cross.

TENDERS FOR TIERS.—The I. C. R. department invites tenders for the supply of 240,000 ties and a number of switch ties, etc., 25,000 will be required between Moncton and Newcastle, 21,000 between Newcastle and Campbellton, 31,000 between Point du Chene and St. John, 30,000 between Paines and Truro. Prices of pine and tamarac are rated at 75 per cent, cedar 69 per cent, and hemlock 10 per cent higher than spruce. Tenders will be received up to Nov. 10 and sleepers must be delivered on or before May next. No tender for less than 500 will be considered.—Times.

FOR CHARLOTTETOWN.—Mr. D. T. Johnstone, Jr. is about to remove from Chatham, having accepted a very responsible position in the business of the Charlottetown Milling Company, who operate the well known Steam Roller Mills in that city. We understand that the salary he receives is \$1,000 a year. As he is one of our best qualified accountants and business men, the Company is fortunate in having secured his services. Mr. and Mrs. Johnstone will be much missed in the social circle here and the change will also make a vacancy in the Vestry of St. Paul's Church, of which Mr. Johnstone is a member. He has also had charge of the Dominion Meteorological Observatory here and that vacancy, we hear, to be filled by the appointment of Mr. Jas. Cougars.

MISSIONARY DEPUTATIONS.—Missionary deputations in the interest of the Missionary work of the Diocese of Fredericton will visit Chatham, Bay du Vin and Newcastle on the 6th, 7th and 8th inst. A missionary meeting will be held (D. V.) in St. Mary's School Room on Monday evening next at 8 o'clock, when addresses will be delivered by the Rev. Canon Brigstocke of St. John, Rev. D. V. Gwilym of Richibucto and other clergymen. The deputation will visit Bay du Vin on the 6th and hold a meeting at St. Andrew's, Newcastle on Wednesday evening and at St. Paul's (Parish) Church, Chatham, on Thursday evening the 8th inst at 7.30 p. m. A meeting will also be held at the meetings will be in aid of the missions of the Diocesan Church Society. Interesting addresses may be expected and it is hoped that large audiences will be present.

LANDING IMPORTED STOCK.—Steamer "Cluanda" having got to her discharging berth at the corporation pier, the work of landing the imported horses and cattle of Messrs. Gellibrand & Sewell was begun this morning. There was a large number of persons present to witness the landing of the animals. The hair and flesh were chafed off some of the horses, and their legs were so badly swollen that they could scarcely walk. The most of the horses were taken to the river steamer to be left in the mares, in a drying condition, was in the city. The cattle were taken charge of by the quarantine officer, Dr. Frink,

and placed in the quarantine grounds at the old penitentiary. The sheep were sent to Fredericton.—Globe 30th.

ACCIDENT TO THE ATTORNEY GENERAL.—Attorney General Blair on Saturday evening started to drive from his home toward his office up town. He was accompanied by his hired man, William McLellan. They had only got a short distance from the corner of Church street, on Queen street, when their carriage was driven into by a team in charge of two colored men named Gordon, who were on their way home at Morrison's mill. The two carriages were broken and Mr. Blair, who had charge of his horse, was thrown head first to the ground. McLellan jumped and managed to escape with little injury. The colored men were only slightly hurt. Investigation showed Mr. Blair had been badly cut over the right eye and that his right shoulder was severely hurt. None of the larger bones were broken but he was considerably shaken up. Dr. Coulthart says that Mr. Blair will be all right in a week or so.—Globe of Monday.

THE "AMY B." The wood boat Amy B., Capt. C. C. McLean, owned by the New Brunswick Trading Company, and bound from Point Eucuminac and Point Misson for alarm stations, was in Miramichi Bay on Saturday night and Sunday last, anchored for shelter from the prevailing southerly storm in the outer channel below Fox Island, nearly off the Preston Lights. The wind having shifted from S. E. to N. W. at noon on Monday, and then to W. S. W. increased to a heavy gale, with thick snow. The vessel was got under way about one o'clock, p. m. on Monday and ran in the direction of Point Eucuminac. Capt. McLean's intention being to seek shelter under the land there. When off the Point, under double reefed fore-sail, and masted the schooner's foremast snapped off where the jaws of the gaff of the double reefed fore-sail strained against it, and in its descent store a hole in the deck forward on the port side, the sea, meantime, breaking over the deck, and rendering great watchfulness on the part of the crew necessary to prevent the ship from being swamped. After this mishap the mainmast alone was used but the main-mast broke off about four feet above the deck. The vessel had, meantime, run into a comparatively sheltered position within three-quarters of a mile of the shore to the eastward of the Point, where two anchors were cast. The bottom being composed of ledge rock here the largest anchor, in catching hold, was broken with the great strain, and the Captain, seeing that the vessel was drifting to leeward with one anchor useless, set to work and hove up both. By the time this was accomplished an oiling of between three and four miles was made and the sea so heavy as to threaten the swamping of the vessel. The smaller anchor remaining was shackled to the big chain and let go, and when the chain was nearly all out the light of the small chain was shackled and hitched to it and one part of the latter payed out of each hawse pipe, so that when it was made fast the small chain was in the form of a bridge connecting with the larger one, the scope out being about 100 fathoms. This in the end was sufficient to hold her. In rigging this ground-tackle Capt. McLean and the two men, who were assisting him had a drenching time of it. He had to work over the bow under the rail and, his hands being engaged, the two men held him firmly to keep the sea from washing him away and so well was their grip maintained that when the craft would plunge into a sea he had to take all the water that came along, as he could neither rise nor call on them to let him up. The force of the water that swept over the vessel may be realized from the fact that a chain locker which was spiked to the deck forward and was half full of chain was torn from its fastenings and swept bodily aft, and while an attempt was being made to place the vessel's boat bottom up abaft of the windlass, to keep it from being carried away, a sea swept over the bow and landed boat and crew. The head of the deck of coal which reached to the mainmast aft.

When the work of anchoring the vessel was accomplished, she was found to be leaking considerably through the deck where it had been broken by the falling foremast. Capt. McLean managed to partially caulk this break and thus increase the chances of safety. The pumps were kept going at the rate of about 3,000 strokes an hour, a distress signal having been displayed at 4 p. m. and as the foremast was thumping against the side and threatening to stove in the planking, Capt. McLean cut away the lanyards, halyards, etc. and ingeniously rigged a parbuckle, using the wheel-barrel as a purchase, with which he hove the head of the mast out of the water and aboard over the taffrail. The work of stripping off the bands, blocks and rigging was accomplished with some difficulty, and being so secured, the spar was let go. While this work was being done a signal was made from Eucuminac Station indicating that the woodboat's condition was observed and help sent for.

Capt. McLean's foresight and fitness for his position seem to have been especially displayed in the fact that although the strain on his anchor was great he took the risk of holding on to the wreckage of his mainmast, which included the heavy mainmast. When the vessel was struck by the wind he did not know but that the vessel would soon fill and go down. While keeping the pumps going and carrying on the other work needed as best he could, he kept his boat in a safe place and a long line ready at hand so that in case of a foundering he could take to the boat with his crew and, with the long line fast to the mainmast and its wreckage, let the latter act as a drag and shelter to windward, which would, no doubt, break off the vessel sufficiently to keep the boat from swamping. Fortunately however, the incessant work at the pumps resulted in their "sucking" at 10 p. m. This relieved the anxiety of all on board and as the sea was now going down the night was spent in watching the chain cables, changing wet for dry clothes, getting the first meal for some mid-day and pumping. At daylight all hands went to work getting the mainmast and its gear alongside. The mast was parbuckled up as the foremast had been and about eight o'clock a. m. on Tuesday the Trading Company's tug Little, which had gone down from Chatham in response to the call from Point Eucuminac, ran close to the helpless vessel. By nine o'clock the wreckage was made as snug as possible for towing, in another hour and a half the anchor was hove up and the Amy B. started off in tow of the Little for Chatham, arriving about half past seven. All of the work on board the Woodboat was done by Capt. McLean and crew, as she could not be boarded outside. There were, in all, five men on board, viz: Capt. C. C. McLean, his son A. J. McLean and Charles Noble, all of Hardwick, Wm. Deplacy, of Chatham, and John Sonia, of Tracadie. One of the young men was washed overboard during the work of the

night, but he was washed back again, and on two other occasions, he was just caught under the rail by shipmates as the sea was carrying him over. Capt. McLean speaks in the highest terms of his men, and while he seems to think he only did the ordinary work of a man in a tight place, we think he deserves the highest credit for displaying the pluck, seamanship and hardiness which have earned the enviable reputation enjoyed by the British sailor of the world over.

The Amy B. has just made a quick trip. On the trip to Point Misson she made the run from Eucuminac to the latter place in just 16 hours, running most of the time under reefed foresail. She discharged 70 M. feet of lumber and took in 100 tons of coal, reaching Point Eucuminac again in just a week after leaving it.

THE SCHEM "MARIA," of Chatham, was caught in the storm of Monday in the same manner as the Amy B. She was at ship and business which she had in the direction of Eucuminac for shelter on Monday afternoon. Capt. McLean of the Amy B. reports that she ran by his vessel when he was anchoring off the Point, carrying reefed foresail, the job appearing to be gone. The weather being thick with the prevailing snow-squall he lost sight of the Maria until about five o'clock Monday evening when he saw her apparently running to the eastward under bare poles, her position being then E. N. E. off Eucuminac Point, distance therefrom about ten miles. It is thought she may have had a chance to anchor or else run to sea. He kept a lookout for her on Tuesday morning but saw nothing of her.

TO OUR READERS. We offer the Rural Canadian and Weekly Globe of Toronto, together with the ADVANCE, as will be seen by advertisement in another column, for one year—three costing only \$2.25. As no local Weekly can give as much general news as its readers demand, other publications are necessary in order to afford an adequate range of current reading matter. For the small sum named we place a very wide range of such matter, together with the best available Agricultural news and information, literature, art, notes, etc. at the disposal of our friends.

Address and Presentation to Rev. E. W. Waits. Dear BROTHER WAITS: In presenting to you this Chaplain's Jewel, as a parting token of our regard, we desire to assure you of the regret we feel at your departure from our midst, and we are sure that all our citizens share in the sorrow we feel at your departure.

Good-by, brother Waits. May domestic bliss be restored to you, and you abide with us, and the peace that passeth understanding remain your bosom's lord. We will know that, wherever you are, you will be doing good by preaching the gospel of salvation through faith in the Redeemer, administering spiritual consolation to the afflicted, comforting the sick and sorrowing, and striving earnestly to broaden the views, enlarge the sympathies, soften the hearts and elevate the souls of the people with whom you come in the sphere of your influence.

Farewell. If we never met again in a Lodge Room, may we meet when your white badge of office shall have become shining ornaments on this silver jewel a golden crown.

Signed on behalf of Chatham Lodge, No. 45, Independent Order of Odd Fellows, Oct. 25th, 1888. S. U. McCall, Past Grand Master, A. D. Smith, Past Grand, John Bell, Jr., N. G., D. W. Ward, R. S.

The reverent gentleman replied in a feeling manner, expressing the great gratification he felt at receiving the jewel and the address.

THE PRESBYTERIAN VIEW. MR. EDITOR: Let me congratulate you upon your able and judicious article, upon the Educational question, in your last issue. I felt greatly surprised in reading your report of the speech of a local clergyman referred to in your editorial. It is surely not in good taste for any man to hold himself up as a model for the party referred to, especially in the light of events which are too recent to be forgotten, to parade himself as an example of broad high-cultured integrity in the climax of audacious mendacity.

You must not imagine that the speech referred to represents the views of the Protestant community, much less does it represent the views of the Presbyterian public regarding the use of the Bible in the public schools. The traditional ground taken by Presbyterians, is that the Bible is not a sectarian book, and that its precepts and morality are the common property of all Christendom, and that those should always and everywhere be taught in the public schools. Our teachers are intelligent and earnest public servants who can well be trusted to abstain from sectarian teaching. Should any of them fail in the matter of discretion, they are subject to the control of the local Trustees. We firmly believe that our youth should be early familiarized with the matches-stories, with the history, with the biography, with the poetry, with the proverbial wisdom and with the pure and exalted Theism of the Bible. No education can be complete that fails to hold up Jesus Christ as the only perfect illustration of all virtues. If we keep Him and His teachings out of our schools they are no longer Christian. We cannot allow ourselves to be misrepresented on these matters even by finger-pointers wearing our own regalia, but, with heart, are not of us. I am not vain enough to undertake to speak for my class, but the following from the pen of the late Dr. Chalmers will carry with it the weight due to the words of a truly representative man.

"We mean to have the Bible the regular and daily school book; it shall be taught openly and fearlessly; not dealt with as a contraband article; not smothered into a mere hole or corner of our 'establishment'; not mended or mutilated by human hands; that the message of the 'Eternal may be shaped to the tastes and 'prejudices' of men; not made to skulk 'from observation' lest the priests of an 'intolerant faith' should be offended. 'No! God helping us we will place His 'Word in the front of our system of 'Education, and we will render it the

unequivocal, the public, the conspicuous 'object that is becoming in a Christian 'and Protestant Nation.' PRESBYTERIAN. Chatham, 28th Oct., 1888.

Doaktown Notes. DOAKTOWN, N. B., Oct. 21, 1888. The late frost was the highest ever known here. Much damage was done, such as fences carried away and crops stowed in barns on low lands injured by water flowing into them.

Mr. Hogan's wheat crop stowed in the field was carried away. Several farmers having oats in swath lost all. Stacks of hay were upset and others ruined.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Hogan's wheat crop stowed in the field was carried away. Several farmers having oats in swath lost all. Stacks of hay were upset and others ruined.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Hogan's wheat crop stowed in the field was carried away. Several farmers having oats in swath lost all. Stacks of hay were upset and others ruined.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Hogan's wheat crop stowed in the field was carried away. Several farmers having oats in swath lost all. Stacks of hay were upset and others ruined.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Hogan's wheat crop stowed in the field was carried away. Several farmers having oats in swath lost all. Stacks of hay were upset and others ruined.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Hogan's wheat crop stowed in the field was carried away. Several farmers having oats in swath lost all. Stacks of hay were upset and others ruined.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Mr. Freeze lost shingles, clapboards etc. from his mill, the water submerging the engine and filling the furnace.

Mr. Atridge lost farm staff, boards and fencing. A great many had their potatoes washed out and carried away. Some hay lands were injured by gravel strewn upon them and others having deep gulches torn into them.

Arrivals and clearances at Miramichi of British and foreign going vessels, from opening of Navigation 1888.

Table with columns: Date, Rig, Name, Tonnage, From, Consigned To, Cleared Date. Lists various ships like Trincara, Miraph, Saguna, etc.

MARRIED. At New York, N. Y., October 10th, by Rev. D. R. Knight, Thomas W. Cameron, of St. Mary's, York Co., to Jane Arbo of Blackville, Northumberland Co.

DIED. At Lower Newcastle, New Brunswick, Oct. 28, after a lingering illness, Bradford F. Lapham, aged 69 years, formerly of Castleton, St. John.

New Advertisements. Pronounced by the Press—"The Best Paper of the kind published in Canada to-day."