LONDON HOUSE.

Wholesale and Retail.

In store, the following reliable Brands of Flour :—

"Neva,"
"Daily Bread"
and "Empress."

Pork, Plate Beef, Dry Codfish.

I am selling off balance of Dry Goods and Fancy articles away below cost.

SOMETHING NEW

LESSIVE PHENIX

(the greatest Washing Powder yet discovered.)

Putz Liquid Pomade Polish,

(for metals.)

FARINOSE IN 6lb. BAGS @ 25c.

R. HOCKEN.

Canada Eastern Railway Co.

THROUGH TICKETS.

First and Second Class Through Tickets are on sale at

Chatham, Chatham Junction and Blackville

—FOR—

Bangor, Portland & Boston;

—ALSO—

St John and all points on

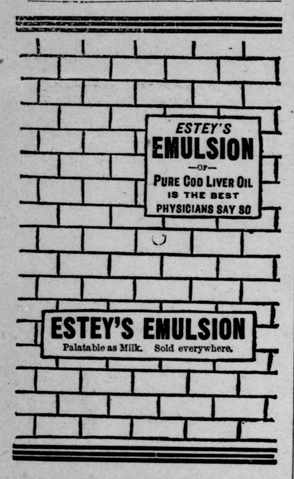
CANADIAN PACIFIC RAILWAY.

Daily connection made with C. P. Railway at Fredericton.

Baggage Checked Through.

Thos. Hoben, Supt. Jas. Wetmore, G. P. & T Agt.

Gibson, May 7th, 1891.



DR. JAMES' **NERVE BEANS.**

NERVE BEANS are a new discovery that relieve and cure the worst cases of Nervous Debility, Lost Vigor and Failing Manhood; restores the weakness of body or mind caused by overwork, or the errors and excesses of youth. This Remedy absolutely cures the most obsinate cases when all other TREATMENTS have failed even to relieve. They do not, like other preparations advertised for Lost Manhood, etc., interfere with digestion; but impart new life, strength and energy in a quick and harmless manner peculiar to themselves.

Sold by druggists at $1.00 a package, or six for 5.00, or sent by mail on receipt of price. Address The James Medicine CO., Canadian Agency, St. John, N. B.

Write for pamphlet. Sold in Chatham by J. D. B. F. MacKENZIE.

UNPRECEDENTED ATTRACTION
OVER A MILLION DISTRIBUTED.

L. S. L.

Louisiana State Lottery Company.

Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote.

Its GRAND EXTRAORDINARY DRWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

FAMED FOR TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES.

Attested as follows :

"We do hereby certify that we supervise he 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 conducted with honesty, fairness, and in good faith soward all parties, and we authorise the company to use this certificate, with facsimiles of our signatures attached, in its advertisements."

G. T. Beauregard
J. A. Early
Commissioners.

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

R. M. Walmsley, Pres. Louisiana Nat. Bk.
Pierre Lanaux, Pres. State Nat'l Bank.
A. Baldwin, Pres. New Orleans Nat'l Bk.
Carl Kohn, Pres. Union National Bank

Grand Monthly Drawing.

WILL TAKE PLACE

At the Academy of Music, New Orleans, Tuesday, January 12, 1892.

Capital Prize, $300,000.

100,000 numbers in the wheel.

LIST OF PRIZES

1 PRIZE OF	300,000 is	300,000
1 PRIZE OF	100,000 is	100,000
1 PRIZE OF	50,000 is	50,000
1 PRIZE OF	25,000 are	25,000
2 PRIZE OF	10,000 are	20,000
5 PRIZES OF	5,000 are	25,000
25 PRIZES OF	1,000 are	25,000
100 PRIZES OF	500 are	50,000
200 PRIZES OF	300 are	60,000
500 PRIZES OF	200 are	100 000
APPROXIMATION PRIZES.		
100 Prizes of	$500 are	$50,000
100 do	300 are	30,000
100 do	200 are	20,000
TERMINAL PRIZES		
999 do	100 are	99,900
999 do	100 are	99,900
3,134 Prizes, amounting to		$1,054,800

PRICE OF TICKETS.

Whole Tickets at $20; Halves $10; Quarters $5; Tenths, $2; Twentieths $1

Club Rates, 55 Fractional Tickets at $1, for $50.

SPECIAL RATES TO AGENTS.

AGENTS WANTED EVERYWHERE

IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS,

on which we will pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD, New Orleans, La.,

Give full address and make signature plain.

Congress having lately passed laws prohibiting the use of the mails to ALL Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes, until the Courts shall decide Our rights as a State Institution. The Postal authorities, however, will continue to deliver all Ordinary letters addressed to Paul Conrad, but will not deliver Registered letters to him.

The official Lists of Prizes will be sent on application to all Local Agents, after every drawing in any quantity, by Express, FREE OF COST.

ATTENTION.—The present charter of The Louisiana State Lottery Company which is part of the Constitution of the State, and by decision of the SUPREME COURT OF THE U. S. is an invidable contract between the State and the Lottery Company will remain in force under any circumstances FIVE YEARS LONGER, UNTIL 1895.

The Louisiana Legislature which adjourned July 10th, voted by two-thirds majority in each House to let the people decide at an election whether the Lottery shall continue from 1895 until 1919—The general impression is that THE PEOPLE WILL FAVOR CONTINUANCE.

Miramichi Advance.

CHATHAM, N. B., - - DECEMBER 17, 1891.

A Colony That has to be Taught a Lesson.

The spirit in which many of the newspapers are discussing the difficulties between the Dominion and Newfoundland is a rather pitiable commentary on Canadian appreciation of its national dignity. When Newfoundland was contending against the encroachments of French fishermen upon its territorial rights, there was an almost unanimous endorsement of that colony's appeal to the Imperial Government, by the Canadian press and people, showing that we were disposed to be both fair and friendly to the only British North American colony that has remained out of the confederacy. In like manner, we have not taxed Newfoundland fish, and fish oils, but allowed them to come into Canadian ports free of duty and compete with those of our own fishermen. There have, of course, been mutual concessions, as our fishermen were allowed to operate on Newfoundland shores and to buy bait, but, of late, the old colony, or, rather, its political rulers have been "looking to Washington" and the tendency of their policy has become so anti-Canadian as to result in the present rupture.

While the party papers are snarling at each other over the question, the liberals laying the blame upon the Ottawa Government, and the Tories—especially in the Maritime Provinces—assailing the liberal premier of Nova Scotia, because he introduced certain resolutions in the Assembly there, which had nothing to do with the matter—it is right that people who desire to know the merits of the question should have them honestly recounted to them.—

When the Thorburn Government was in power in Newfoundland—in 1887—it passed the bait act, for the alleged purpose of keeping out the fishermen of St. Pierre, who were bountied by the French government and, therefore, had the Newfoundland fishermen at a disadvantage in the markets common to both. This act prohibited bait-fish-catching on the Newfoundland coast, excepting under license to be issued "by order of the governor-in-council and countersigned by the Colonial Secretary." The act had to pass the ordeal of the imperial authorities and while it was being considered by them the Attorney-General of Canada—Sir John Thompson—pointed out that it might be so interpreted as to lead the Newfoundland Government to refuse licenses to Canadian fishermen. Premier Thorburn, however, sent a despatch to the colonial office giving assurance to the contrary, and also telegraphed the attorney-general of Newfoundland—then in London in connection with the act—as follows:—

"The Canadian government evidently "misunderstood the scope and intention "of our bait act. Assure them promptly by telegraph that their fishermen "will enjoy equal privileges with our "own, and that practically there will "be no restriction on the bait supply of "any British subject."

That was considered as satisfactory as if Canada had been expressly exempted in the act from its operation, so Sir John Thompson withdrew his objection and the Newfoundland bait act was approved by the Imperial government.

But the Act worked against the interests of the fishermen of the south and west shores of Newfoundland, who lost, by its operation, a former profitable business with French fishermen and this, together with other adverse elements, led to the overthrow of the Thorburn administration in the next general election. The Whiteway-Bond government came into power and Mr. Bond— Colonial-Secretary —went, in 1890, to Washington, where he privately entered into negotiations with Mr. Blaine, Secretary of State, for a reciprocity treaty, by which Newfoundland was to enforce a discriminating tariff against Canada and give bait privileges to United States fishermen which were denied to those of the Dominion. Our government, thereupon, made a protest to the Imperial government against this treaty—for the pledge given by the Thorburn government that Canada would be exempted from the operation of the bait act had already been violated, although it may be said that the pledge was renewed by Premier Whiteway in 1890 before Lord Knutsford. The proposed treaty came to nothing, chiefly because of the irregular manner in which Mr. Bond had ignorantly "negotiated" with Mr. Blaine, but the Newfoundlander and his colleagues, have since felt their grudge against Canada considerably augmented.

In the early part of this year Newfoundland refused to permit Canadian vessels to take bait on its shores upon any terms, while it allowed full privileges in that respect to United States fishermen. Our government, however, resisted the demands of Nova Scotia, New Brunswick, P. E. I. and Quebec fishermen for retaliation, in the hope that the Newfoundland government would assume a less unfriendly and suicidal attitude, but to no purpose, and have, at last, ceased in their forbearance of Canadian duties upon Newfoundland fish and fish oils. The government of Newfoundland has retaliated by proclaiming differential duties on Canadian products. To show how this extra duty will operate against the people of the colony we give the figures representing the regular tariff and also the extra one:—

Usual Duty.	*Extra Duty.*
Flour, per bbl. 30 cts	$0 75
Pork, per 200 lbs., $1.75	0 75
Butter, per cwt., $3.00	0 75
Tobacco, 5 p c. ad. val. and 20cts. p. lb.	0 05
Kerosene, per gal., 6 cts	0 05
Corn Meal, per bbl., 25 cts	0 52½
Hay, ad. val., 20 p.c—pr. ton	5 00
Oats, per bushel, 5 cts	0 10
Potatoes, per bushel, 5 cts	0 25
Turnips, per bushel, 10 cts	0 25
Cabbages, per doz, heads, 24 cts	0 40
Unenumberated vegetables. 10 p. c. ad. val	extra 30 p. c. ad. val.

Canadian merchants have been sending large quantities of some of the above mentioned articles to Newfoundland from the United States in bond, and the effect of the differential duties being imposed will be to increase the volume of bonded goods, while the Newfoundlanders will be taken advantage of and, under the plea of a higher tariff, made to pay higher prices. They can, practically, get some of the goods nowhere, save in Canada and the effect of the extra duty on these will be only to place extra burdens on their own people. On the other hand, the colonists will have the market for their fish much contracted by the exaction of the Canadian duties.

The Newfoundland government will, however, find their imposition of extra duty on Canadian goods ultra vires, for their tariff law provides for such a levy only against countries whose fishermen are allowed bait privileges on all parts of their coast, but whose governments, nevertheless, impose duties on Newfoundland's fish-products. In any case the tariff of the Colony has to be newly enacted every year by its legislature and sanctioned by the Imperial authorities, who will, undoubtedly veto these differential duties against Canada, or require Newfoundland to give us the bait privileges, the refusal of which has caused the Canadian tariff to be enforced against their fish and oil.

Those who claim that our government should have permitted our bait privileges and the market for our products in Newfoundland to be practically closed to us by an irregularly negotiated treaty between that colony and the United States, when we had the opportunity to prevent it, do so only for party purposes. It is through this unworthy spirit that we have presented the spectacle of hundreds of papers in the Dominion taking the side of Newfoundland, whose government has behaved disgracefully in violating the pledges given in both 1887 and 1890, that our fishermen would not be shut out from bait privileges. We believe Canada is in a position to teach the Newfoundlanders a severe lesson, which they richly deserve to receive. Forbearance and friendly offices have been wasted upon them, and if they are made to reap for a while as they have sown, the discipline will have wholesome results.

Col. Vincent's Fad.

Colonel Howard Vincent, M. P., who has returned to England from his "voyage of observation around the world," has told an interviewer that his mission in the interest of the federation of the Empire was a great success. He was impressed by the enthusiasm of Canadians in the cause of the Empire Trade League, and believed a preference of five per cent. in favor of Canada as against the United States would be sufficient to bring Canada into the league. The matter is not fairly put by the Colonel. As Canadians remember it, he visited different cities of the Dominion and addressed audiences from whom he had a respectful hearing. A few enthusiasts who are ready, at all times, to "whoop'er up!" over the old flag, endorsed his proposal of a five per cent. discrimination, but they would have been just as enthusiastic over one per cent. or half a cent, with the Colonel and the old flag as a basis for their jubilation. So far as any practical advance goes, however, Col. Vincent and his scheme made no more lasting impression in Canada than Professor Wiggins would if he were to prophesy the millenium for New Year's Day. New Brunswick exports about as much per capita to Great Britain as any other part of the Dominion, and we do not ask for any discriminating tariff in that country against the United States. What we want is as little tariff as possible in Canada against both England and the United States and for the United States to remove its tariff barriers out of our way.

Canadian Explorers Wanted.

Geographical authorities in Great Britain and on the Continent appear to be much interested in a statement made a little more than a year ago by Dr. G. M. Dawson, in a paper read before the Ottawa Field Naturalists' Club, in which he estimated that 954,000 square miles of Canada, exclusive of the inhospitable detached Arctic regions are practically unknown. Amongst the unexplored regions are immense areas in the extreme Northwest Territories; a tract of 178,000 square miles west of Hudson Bay and some 289,000 square miles of the interior of the peninsula of Labrador. It will be remembered that a party sent out last summer by Bowdoin College penetrated a portion of the edge of the last named territory for the purpose of ascertaining whether a great waterfall outrivaling Niagara existed there.

It thus appears that fully one-third of the habitable area of the Dominion has not been seen by civilized men. Here is a field for some of our Stanleys. The areas to be explored are as large as Ontario, Quebec, New Brunswick, Prince Edward Island, Manitoba, Alberta, Assiniboine and Saskatchewan all put together, with a piece still left, as large as the combined areas of Lakes Superior, Huron, Erie and Michigan. This shows that we have a great deal yet to learn of Canada and her resources—forests rich in timber, rivers, with their wealth of fisheries and possibilities of intercommunication, prairies and plains awaiting the settlers of future generations and mines which are yet hoarding the buried riches of a fair-sized continent.

Another Feather in Canada's Cap.

The British sailors and marines who were brought across the Continent last week by the Canadian Pacific Railway Company, had a quick passage from ocean to ocean, and both officers and rankmen speak in the highest terms of praise respecting the new imperial transport route between the Atlantic and Pacific. The distance, 3,753 miles, was made—including stops—in six days and seven hours. Indeed, the naval authorities in Halifax were surprised on Friday morning last to receive telegraphic notice that the train would probably reach that city at five o'clock that afternoon. They couldn't believe such time possible. They had looked for some "hitch" in the arrangements, some unforseen delays; they thought there might be a little Canadian brag about the assurances they had received concerning the great Pacific railway, so the self-satisfied, regulation-pattern Britons on H. M. S. Tyne were caught napping. They didn't know that neither time nor money are spent over red tape on the C. P. R., but it is solid business and go with that institution from start to finish. The navy people weren't ready to take charge of the men and they were afraid to allow the train to be run into the city of Halifax, lest there should be some desertions, so, to the disappointment of the railway authorities, and of the sailors and marines also, no doubt, the train was side-tracked at Bedford, a few miles north of Halifax, where it remained all Friday night, the run in to the city taking place early on Saturday morning, when the men were embarked for Portsmouth.

This train, although if ran under the control of the C. P. R. people the whole distance from Vancouver to Halifax, did not come by the Short Line through Maine, but by the Quebec central and I. C. R., so as to make the whole journey through British territory. One of the officers who made the trip said to a reporter :—"The trip has been a grand success. The experiment must be most "satisfactory to the Imperial government. "During our run across the continent "from ocean to ocean not a man met with "a mishap, nor has the train met with an "accident of any kind. We have as it "were been whirled along, and after a "ride of nearly 4000 miles find ourselves "in excellent spirits and health. The "treatment given by those in charge of "the train has been first-class and as a "matter of fact everything has been done "in a satisfactory and thorough manner. "The success of the experiment is in "itself demonstrative, but of course our "recommendation will be of a highly com "plimentary character."

A Decline all Around.

The returns of trans-Atlantic lumber shipments from all the ports of New Brunswick this year are remarkably consistent with the predictions of those who, a few years ago, warned the government and public of the inevitable result of this province exacting double the rate of stumpage on spruce logs that is levied by any other government in the Dominion that has a stumpage system. There is a falling off of shipments from every port, without a single exception, the total decline of this undoubtedly "waning industry" being more than 40,000,000 s. f. below the shipments of last year. We shall, nevertheless, continue to hear those who have managed to secure the best lumber lands of the province at fifty cents an acre, and less, and are now holding or working them for speculative purposes, advocating a high stumpage policy through the papers hat know no better than to assist them in driving the Canadian trans-Atlantic spruce deal trade into Quebec and Nova Scotia hands. Their policy is good for "the exodus," but bad for the trade and the country.

The Chignecto Ship Railway.

The work of construction on the Chignecto ship railway, has been at a standstill for some time, but a move is now being made with a view to having operations resumed in time to have the work complete next year. Mr. H. G. Ketchum C. E., the promotor of the ship railway has been in St. John for a few days, and yesterday he met Hon. G. E. Foster, the Minister of Finance whom he notified that an application will soon be made to the government for some of the subsidy to be payable as interest on the bonds which are to be issued, this Mr. Ketchum says, would be practically a guarantee that the interest on the bonds will be paid and would not involve any more expenditure on behalf of the government than if the work had been completed this year, according to contract and the subsidy paid as agreed upon. The subsidy to be given by the government is $180,000 a year payable after the completion of the work in half yearly instalments of $85,000 each, for twenty years. The work of building the ship railway was commenced in October 1888, and another season's work would finish it. The most difficult and risky part of the work according to Mr. Ketchum's idea, has been accomplished. He says that nearly all the earth works have been completed, the real bed has been graded, the embankments and foundations made solid the harbors and approaches constructed, the masonry built firm and solid, and twelve miles of single track laid. About $3,500,000 have already been expended and about $1,500,000 more is needed to finish the work. It is stated that this is the greatest work ever undertaken on the understanding that the whole job must be completed before any of the subsidy was paid, and yet Mr. Ketchum expresses the opinion that had it not been for the scarcity of money in England and other things that have turned up, the company could have easily carried it through to completion without asking the government to make the subsidy available as a guarantee as they now intend to do to enable them to get over the difficulties that have presented themselves. If proper arrangements can be made, the work will be resumed early in the spring and probably be completed next fall.—Chignecto Post.

THE LUMBER COMMISSION is meeting in St. John. The first sitting of this week took place last night. The Telegraph says it is expected that a report will be made by the commission to the government before the next meeting of the Legislature.

BATHURST LUMBER SHIPMENTS to the United Kingdom and Continent were all made during the season just closed by the St. Lawrence Lumber Company. They were carried in fifteen vessels of 7,698 tons and consisted of 7,175,000 s. f. of deals, boards, scantling and ends and 268 tons of timber. This is over 3,000,000 s. f. less than last year's Bathurst shipments.

Death by Electricity.

A PROMINENT PHYSICIAN HOLDS THAT IT IS ABSOLUTELY PAINLESS.

ROCHESTER, N. Y., Dec. 10.—Dr. Weelock Ryder, the eminent eye specialist of this city, one of the witnesses of the Loppy execution at Sing Sing prison was asked :

"Do you regard the electrocution as successful ?"

Most decidedly I do, and it is certainly the most humane way of executing criminals, if we are going to execute them at all. There was nothing sickening, nothing terrible, about the manner in which Loppy met his death, notwithstanding the sensational reports to the contrary. There was no odor of burning flesh, nor frightful contortions."

"Was death instantaneous ?"

"Death occurred the instant the current was applied. Loppy did not suffer. Suffering was impossible. Death occurred in the one thousandth part of a second, and pain, if such it may be termed, which does not last any longer than that, cannot cause suffering. Any pain which Loppy suffered I would be willing to endure all day."

"Was there any evidence of perspiration after the current was first applied?"

"No, there was not, nor was there a single evidence of life from the minute Loppy received the first shock. It was just as though he had been struck on the head by lightning while standing on the ground. The whole thing was perfect."

"Was there more than one contact ?"

"Yes, there were several. You know there is more force in a broken current than there is in a steady one."

"How long were the currents applied ?"

"About fifty seconds."

"If death was instantaneous why was it necessary to turn off the current and on again ?"

"In this case of hanging," he replied, "death occurs when the neck is broken, but a body is not cut down for several minutes afterwards, simply to avoid any possibility of a failure to produce death."

When asked respecting the contractions of the muscles, Dr. Ryder said : "Muscular contraction was noticeable of course. You apply an electric current to the leg of a frog hours after the member was severed from the rest of the body and there will be a contraction of the muscles. Apply an electric current to a quarter of beef after it has been hung up in the butcher's shop and if it has not been too long since the animal was killed, contraction of the muscular tissues may be seen. Any movement which was noticeable in Loppy's body was entirely due to muscular contraction."

The World's Biggest Lathe.

The largest, heaviest, and most powerful gun lathe in the world is now being built for the Naval Gun Shops at Washington by William Seller & Co. of Philadelphia. The contract for this stupendous instrument was awarded Dec. 5 1890, and the company has been working steadily upon it ever since, with the prospect of completing it by January.

This lathe, which will be constructed of bronze, steel, and cast iron, will weigh 500,000 pounds and will be 133 feet in length. Its greatest height will be twelve feet, its greatest width ten feet six inches, and its boring capacity sixteen inches. The largest guns that the naval shops can now construct are of ten inch bore, and these are also the largest employed in the service. When the new lathe is completed, however, the navy will be equipped with sixteen inch bore shooting irons, more than one-third as big again as the guns now in use.

As soon as the lathe, which will cost $76,000, is completed, the company will begin operations upon seven others. These will be only slightly smaller than the former, and will be of 14-inch bore. They will be built at a cost, in round numbers, of $450,000, and will be employed for boring and turning the gun tubes and jackets.

One of the greatest features of the 16-inch lathe will be its face. This portion of the lathe is now almost completed : it is constructed throughout of cast steel, and weighs 160,000 pounds. It is provided with four adjustable steel jaws and a gear wheel which has 75 teeth of 4-inch pitch and 10½-inch face. Skilled workmen have been employed day and night for three weeks in cutting these teeth, and the operation is not yet finished. Fourteen speeds, ranging by exact geometrical progression from 0 4 revolution to 4 3 revolutions per minute, will be obtained, with a cutting pressure on a 50-inch diameter of 140,000 pounds on the slowest speed. This plate is said to be one of the most perfect and costly steel structures that has ever been built by machinists.

The bed of the lathe is now lying in the company's shops, and it, too, is almost finished. This is built of cast iron, and is 79 feet 9¾ inches long, with a width of 9 feet. The wide part or main bed, has four ways, two of which carry the tool-carriage on one side, while the other two serve to hold the steady rests and tail stock on the other. The middle ways are formed in one sections of metal.

The boring arrangement is provided with a six-inch steel screw, which is sixty-two feet in length. This screw receives both slow and quick motion from a short gear shaft, connecting it with the proper train of gears on the side of the boring bench. All the parts of the lathe, which include head stock, tool carriages, rests, tail stock, boring arrangement, and counters, are built on the same enormous scale, and are perfect examples of the machinist's art.

The fourteen inch lathes will be constructed upon the same model as the sixteen-inch instrument, but will be slightly smaller throughout. Each bed will be sixty-five feet in length, and the other parts will be built on a similar scale. They will be pushed to completion as quickly as possible, but the exact time this will require is uncertain.

The Rain-Making Experiments.

A letter from a citizen of Texas who witnessed the recent Dyrenforth rain-making experiments in that State pronounces them the most veritable humbugs and absurd waste of public money of which it is possible to conceive. He says that the trial party were shrewd enough not to begin operations before the season when, from time immemorial, rain has come down plenty and often in that region. In his belief, too, unwarranted claims and representations were sent out as to the results of the experiments.—*Boston Journal.*

Oil Fires.

The *Engineering Magazine* for November contains a number of excellent articles. Among them is one by Edward Atkinson, in which some very practical and wholesome lessons are given relative to the construction of buildings for mechanical purposes. The following hints on oil fires are also given:

When oil or cotton waste takes fire in shops, one of the first impulses is to throw water upon it. The points brought out by Mr. Atkinson are of importance to all mechanics. He says that one of the largest losses which the insurance company of which he is president was ever called upon to pay was mainly caused by the misuse of a bucket of water. He describes the occurrence as follows:

"In the early evening a mechanic, who was working alone after mill hours near the main gears, dropped his lantern in the slush box, setting fire to the grease and lint collected therein. It burned with dense smoke and very little flame. Two or three shovels of sand or a wet blanket would have put it out. But he did what he supposed was the right thing—he threw a bucket of water upon the burning grease. Instantly a fierce flame sprang up to the very ceiling of the basement, passing through the belt holes, setting the mill on fire, which was completely destroyed. I was not then an officer of an insurance company, and I did not at that time take up the subject for investigation. A little later I happened to go to my seaside house with my boys in the early spring. I had not then invented the Aladdin oven, and we undertook to fry some fish on the top of the cooking stove; not being very skillful, we set the fat on fire. I took a dipper and poured some water into the burning fat. Straightway another great flash of flame roared up, singeing my hair and whiskers and reaching the ceiling of the kitchen. I then recalled the incident of the mill fire, and determined to find out what it all meant."

Mr. Atkinson then consulted Prof. Oddway, of the Massachusetts Institute of Technology, who explained that steam combines with and takes up other gases, its own volume lifting or raising them, thus becoming a carrier of combustible vapor and flame to anything combustible situated over the fire. The best thing to extinguish burning fats or oils or oily waste is sand; and it would be a prudent thing to have buckets of this material standing in shops where flames of this character are liable to originate.

Headaches, dimness of vision, partial deafness, hawking and spitting invariably result from catarrh, which may be cured by the use of Nasal Balm. It has cured others why not you?

Good News for Travellers.

It is stated that Mr. Edison expects to perfect before long an electric motor by means of which passenger trains will run one hundred miles an hour with ease, and that he says steam will soon be abolished on railways. With the steam locomotive will go most of the discomforts which now attend travel by rail. Whether the locomotive will be entirely abolished or only altered is not stated, but, in any case travellers will no longer be annoyed by smoke and dust or cinders from the engine. The perfection of this invention would give the Canadian route to Europe a great advantage over the American one. Canada projects far into the Atlantic, hundreds of miles nearer Europe than the United States, and when ocean passengers can travel over the land at the rate of one hundred miles an hour in luxurious parlor cars, free from the annoyance of dust and smoke, they will probably take the route which involves the shortest ocean voyage.—Ottawa Journal, Nov 30.

Public School Finances.

The public shool finances of thirty-one of the United States have now been published by the Census Bureau. They give the number of pupils enrolled, amount expended on salaries and miscellaneous accounts, and total expenditures. These are given in sum totals and reduced to sums expended per capita of pupils enrolled, and the total expenditures are also reduced to sums per capita of population. Many other tabulations of the money employed in the various functions of the public school system are also given. To all interested in education and the much debated public school system, these figures will be of the highest interest. Curious instances of the wide range of expenditure occur. Alabama is given as expending but $1 85 per capita of pupils against Massachusetts' $17.27 and Colorado's $16.40. The total expenditure per capita of population does not fluctuate so widely, Alabama spending $0.37 against $4 08 in Colorado.—*Scientific American.*

News and Notes.

A monument to the late Sir John Macdonald will likely be erected in Hamilton.

It is said that Mills, the defeated Speakership candidate of the United States House of Representatives, will be elected to the Senate.

It is stated that Mr. Mercier's prosecution of Mr. Tardivel on the charge of libel has been abandoned in deference to the wish of Lieut.-Gov. Angers.

The Prince of Wales in a speech at a banquet expressed gratification at the fact that his son, Prince Albert Victor, is about to marry an Englishwoman.

The Dominion Mineral Company, Sudbury, have sold out their Blizzard and Worthington nickel mines to an English syndicate for 2,000,000.

State Senator Durham, of Wyoming, says cattle thieves are ruining the ranching business in that state. He says he himself was compelled to close out a 750,000 business and leave the state.

More sailors lost their lives on the great lakes during the marine season just closed than in any previous year since the lakes were navigated. In all 57 met their death, and most of this number were lost during November. Forty were lost from schooners and barges. Not a passenger, however, was lost.

NASAL BALM

SOOTHING, CLEANSING, HEALING.

Instant Relief, Permanent Cure, Failure Impossible.

Many so-called diseases are simply symptoms of Catarrh, such as headache, losing sense of smell, foul breath, hawking and spitting, general feeling of debility, etc. If you are troubled with any of these or kindred symptoms, you have Catarrh, and should lose no time procuring a bottle of NASAL BALM. Be warned in time, neglected cold in head results in Catarrh, followed by consumption and death. Sold by all druggists, or sent, post paid, on receipt of price (50 cents and $1) by addressing FULFORD & CO. Brockville, Ont.

NEVER FAILS CURES COLD IN HEAD AND **CATARRH**

Holiday Advertisements.

TO ALL YOU LADIES

now in need of warm

WINTER BOOTS,

I beg to say

I'VE GOT 'EM

good and cheap.

Full stock of Gents' Slippers and other goods.

These goods are just the thing for

Christmas Presents.

J. NICOL.

ASK FOR THE BEST GOODS.

BARTLETT'S BLACKING,

PEARL BLUE,

Bartlett's Shoe Dressing,

for sale at wholesale prices

W. S. LOGGIE.

Chatham, N. B.

HOLIDAY ADVERTISEMENTS.

PERHAPS

there is no use advertising Fancy Goods this year, but we are going to try it again and see if we can't dispose of our stock of

X'MAS PRESENTS

as usual. They are all marked very very low on account of the hard times.

OUR TOILET BOTTLES

AND

LEATHER GOODS

ARE VERY NICE AND ALL NEW.

SPECIAL LINE OF PERFUMERY

AND OTHER NOVELTIES AS WELL.

OPEN THIS WEEK. SEE THEM

—AT—

MACKENZIE'S MEDICAL HALL.

Chatham, N. B., Dec. 8, 1891.

TRY OUR LEMON AND VANILLA FOR FLAVORING.

AT GOULD'S!

CHRISTMAS GOODS!

IN SILVERWARE

such as Spoons, Knives and Forks, Napkin Rings, Trays, Fruit Pieces, Pickle Dishes, etc., etc.

Gold and Silver-headed Canes,

Diamonds and other Precious Stones

in rings, pins and other settings.

Watches, Clocks and Jewellry of the best makes.

SPECIAL PRICES FOR CHRISTMAS.

W. R. GOULD, - WATER ST.,

NEXT TO NOONAN BUILDING.

X'MAS 1891. NEW YEAR'S 1892.

THE NEWCASTLE DRUG STORE.

Has just received its usual large and varied stock of Fancy Goods for the

HOLIDAY SEASON,

Consisting in part as follows:—

Ladies' Work Boxes, Glove and Handkerchief Boxes, Ladies' Companions, Cuff and Collar Boxes, Brush and Comb Sets, all in Plush, Leather and Wood. Jewel Boxes in Plush, Leather, Wood and Oxodized Silver, Gentlemen's Dressing Cases, and shaving Cases in Leather and Plush, Writing Desks, Manicure Sets, Photograph Albums, Photo Frames, and Whisk Holders, in Plush and Leather, Carving Sets, Silver Forks,

Silver Tea Spoons, in cases, Fancy Mirrors, Celuloid Balls, Card Cases, Fire Screens, Fancy Ink Stands, Fany Cut Glass Toilet Bottles, Perfumery, great variety, also a great Stock of X'mas Goods.

CALL AND SEE THEM.

DON'T FORGET THE PLACE.

NEWCASTLE DRUG STORE,

E. LEE STREET,

PROPRIETOR.

December 7, 1891.

CANADA EASTERN RAILWAY.

WINTER 1891-1892.

ON and AFTER THURSDAY, DEC. 17th, until further notice, trains will run on the above Railway, daily (Sundays' excepted) as follows:

Between Chatham and Fredericton.

LEAVE FOR F'TON. (read down)		LEAVE FOR CHATHAM. (read up)
7.20 a. m.	Chatham	ar. 6.00 p. m.
7.45 a. m.	Chatham Junction	5.32 p. m.
8 55 a. m.	Blackville	4.25 p. m.
10 30 a. m.	Doaktown	3.05 p. m.
11.20 a. m.	Boiestown	2 00 p. m.
12.40 p. m.	Cross Creek	12.40 p. m.
2.05 p. m.	Marysville	11.17 a. m.
2.17 p. m.	Gibson	11 05 a. m.
ar 2.20 p. m.	Fredericton	11.00 a. m.

Connecting with I. C. R. Trains.

GOING NORTH.

LOCAL TIME TABLE.

	No 9 EXPRESS.	No. 7 MIXED.
Leave Chatham,	9.10 p. m.	2 30 p.m.
Arrive Chatham Junc.,	9.40 "	3.00 "
Leave " "	10.00 "	3.30 "
Arrive Chatham,	10.25 "	4.00 "

GOING SOUTH

LOCAL TIME TABLE.

		No. 3 EXPRESS.	No. 5 MIXED.
Chatham,	Leave,	3.30 a m	10.55 a. m.
Chatham Junc n,	Arrive,	4.00 "	11.25 "
" "	Leave,	4.10 "	11.40 "
Chatham	Arrive,	4 40 "	12.10 p.m

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Nelson, Derby siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Passengers with through tickets to points on the I. C. R. can go in to Chatham and return to meet next train free of charge.

Trains on I. C. R. run through to destinations on Saturday nights.

The above Table is made up on Eastern standard time.

All the local Trains stop at Nelson Station, both going and returning, if signaled.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the N. B. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls, Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

All freight for transportation over this road, if above Fourth (4th) Class, will be taken delivery of at the Union Wharf, Chatham, and forwarded free of Truckage or other charge.

Special attention given to Shipment of Fish.

J. B. SNOWBALL, Manager.