work. A good stock of marble constantly on hand. ENWARD BARRY

MIRAMICHI MARBLE, FREESTONE AND GRANITE WORKS, John H. Lawlor & Co.,

PROPRIETORS.



Monuments, Headstones, Tablets, Mantels & Table tops, Garden Vases, Etc., etc. CUT STONE of all descriptions furnished to CHATHAM N. B.

Rosewood, Walnut, etc., Coffin findings and Robes supplied at the very lowest ates. Pall Bearers' outfit furnished. James Hackett, Undertaker CHATHAM, N. B.

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MERCHANT TAILOR,

Torryburn Corner, CHATHAM,

Keeps constantly on hand full lines of Cloths

British, and Canadian Makes, Trimmings, etc.

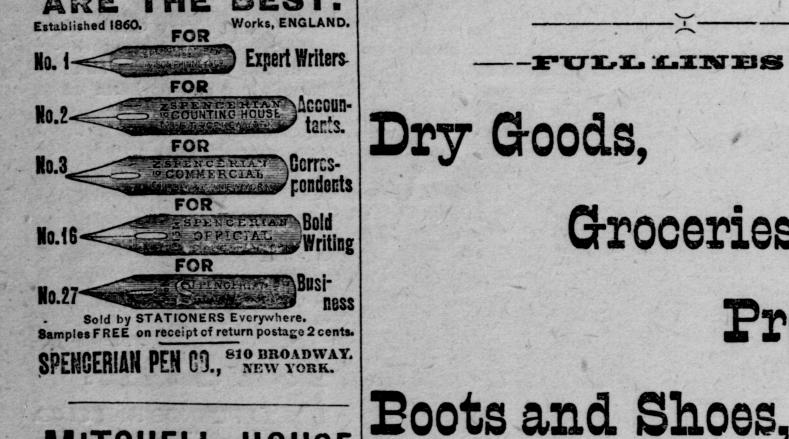
CENTLEMEN'S CARMENTS f all kinds cut and made to order on the prem-ses, with quickest despatch and at reasonable ates.

LADIES' GOATS & SACQUES

cut to order.

Satisfaction Guaranteed.

SPENCERIAN STEEL PENS.



MITCHELL HOUSE FOR SALE.

The projecty known as the Mitchell House, opposite Masonic Hall, Newcast e, is offered for sale. The house has been

Repaired & Repainted

and is in thoroughly good order. It is one of the best and most convenient places on the Miramichi for a successful hotel business, as it possesses all the requisites thereof, and no more advantageous chance for a notel investment has ever been offered in Newcastle.

Possession will be given immediately ther information apply to JOHN ROBINSON, JR Newcastle, Sept. 29, 1892.



Syrup.

Rich in the lung-healing virtues of the Pine properties of other pectoral herbs and barks. A PERFECT CURE FOR COUGHS AND COLDS
Hoarseness, Asthma, Bronchitis, Sore Throat,
Croup and all THROAT, BRONCHIAL and
LUNG DISEASES. Obstinate coughs which
resist other remedies yield promptly to this
pleasant piny syrun asant piny syrup.

PRICE 250. AND 500. PER BOTTLE.

BOLD BY ALL DRUGGISTS.

The address slip pasted on the top of this page has a date on it, if the date of the paper is later than that on the slip, it is to remind the subscriber that he is taking the paper withut paying for it. See Publisher's announcement on 4th Page.

GENERAL BUSINESS.

Tenders!

We tender the citizens of New Brunswick the most valuable and certain

ROAD TO HEALTH.

dreds are daily receiving benefit from

THE GREAT FOOD TONIC!

PRICE 25 CENTS.

FOR SALE BY ALL DRUGGISTS.

Laundry Manoleate

A SOAP POWDER,

Combined with the disinfectant Manoleate is allke useful in washing clothes, walls, floors etc., purifying and cleansing, at the same time assuring

Cleanliness---Health---Safety.

Miramichi Foundry,

CHATHAM, N. B.

Steamers of any size constructed & furnished, complete.

INGS OF ALL DESCRIPTIONS.

OF ALL KINDS.

DESIGNS, PLANS AND ESTIMATES FURNISHED ON APPLICATION

COMPLETE IN ALL DEPARTMENTS.

Groceries.

Hosiery,

Carpets,

Caps,

HARDWARE.

-FULL LINES OF---

ENGINE AND BOILER WORKS.

Established

AMHERST, N. S.

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FOR SALE BY ALL DRUCGISTS AND GROCERS

DUNLAP COOKE & CO.

MERCHANT TAYLORS,

-AND-

GENILEMEN'S OUTFITTERS,

AMHERST.

N. S.

PROPRIETOR.

STOCK

Dress Goods,

Cutlery,

PRICE 25 CENTS A TIN.

Dunlap Bros. & Co.,

Dunlap, McKim & Downs,

DUNLAP, COOKE & CO.,

JOSEPH M. RUDDOCK,

Dry Goods.

Haberdashery,

Hats

IRON

CHATHAM, NEW BRUNSWICK, DECEMBER 22, 1892.

products is at least \$15,000,000 more than

Z. TINGLEY, HAIRDRESSER, ETC., HAS REMOVED

General Business.

There never was so valuable a combination as ALE, BEEF AND PEPSINE, and hun--HIE-SHAVING PARLOR

> Penson Building Chatham. Water Street, He will also keep a first-class stock of Cigars, Tobaccos, Pipes, and

Wrought Iron Pipe

Smokers' Goods generally.

---AND----FITTINGS. GLOBE AND CHECK VALVES.

BABBIT METAL. RUBBER PACKING. Cotton Waste, Etc. Etc.

J. M. RUDDOCK. Chatham, N B.

WOOD-GOODS. WE MANUFACTURE AND HAVE

FOR SALE

Pailings, Box-Shooks, This firm carries one of the finest selections of Cloths including all the different makes suitable for fine tra e Their cutters and staff of workmen employed are the best obtainable, and the clothing from his establishment has a superior tone and finish. All inspection of the samples will convince you that the prices are right. Barrel Heading, Matched Flooring, Matched Sheathing, Dimensioned Lumber,

> Shingles. THOS. W. FLETT. NELSON.

ATTENTION! Steam Engines and Boilers, Mill Machinery of all kinds; GREAT REDUCTION IN PRICES, GOODS & GROCERIES GANG EDGERS, SHINGLE AND LATH MACHINES, CAST- DRY LOWER THAN EVER

> PIPE, VALVES AND FITTINGS W. RUSSEL'S, BLACK BOOOK.

> > For Sale or To Let.

The Dwelling House and premises situate on John Street, in the Town of Chatham, near the R. Chapel, lately occupied by H. S. Miller, Esq. For terms and further particulars, apply to L. J. TWEEDIE, Barrister-at-Law, Chathan Dated at Chatham, 24th March, 1891.

DERAVIN & CO., COMMISSION MERCHANTS. ST. KITTS, W. I. Cable Address: Deravin.

T. HARRIS

LEON. DERAVIN, Consular Agent for France.

IS SELLING FOR CASH

BOYS AND MENS'

OVERCOATS, REEFERS Provisions,

-AND-

MEN'S SUITS

TO MAKE ROOM FOR

SPRING GOODS.

Just arrived and on Sale at FLANAGAN'S Upper and East End Stores. Dry Goods,

Ready Made, Clothing, Genta Furnishings Hats, Caps Boots, Shoes &c. &c. Also a choice lot of GROCERIES & PROVISIONS.

I intend to sell Cheap for Cash. ROCER FLANAGAN



Miramichi Advance.

CHATHAM, N. B., . . DECEMBER 22, 1892. ROAD IMPROVEMENT.

> THE PLAN SUGGESTED BY A WIDE-AWAKE AGRICULTURIST.

A Plea for Draining Well-Sand and Gravel Advocated for the Roadbed in Clay Sections-A Cross-Section of His Proposed Road Illustrated.

Let the same skill and intelligence be brought to bear for the improvement of our roads that have been in the building of railroads, and in twenty years or less time they would be on a par with other improvements of the country. Bluffs have been cut down, ravines filled and roadways graded, with side ditches for drainage, and occasionally tiling placed in the center and the sides filled above with the clay soil. This is the condition of the groads to-day in some parts of the country, but with many exceptions. It matters not how well and evenly graded in the fall, rain, snow, freezing and thawing will disintegrate and open up the solid roadbed to receive the spring rains, making the used roads almost, if not impassable. What is the cause of the trouble with our roads? We have graded them annually for many years and have expended vast sums of money in this work and we are harassed and perplexed with muddy roads—we have no improvement. Why is it? Just for the simple reason—water, the cause of all the trouble, can't get away. We have all tried

CROSS SECTION OF ROAD.

least resistance, level, straight, hard and to quench our thirst at a limpid stream, by dipping the hand into it, but in raising it smooth as possible—that is, with due regard to the traffic. This fact will be more to the parched lips, how difficult to hold the water in its effort to get to a lower fully appreciated when it is remembered that to pull a load of one ton on different level. It is not the wish of water to resurfaces requires very different powers, as main in our roads, but we compel it to stay, taxing ourselves heavily to keep it there, causing great trouble and expense.

After many years of study and a long life of experiences, I came to the conclusion that as the clay road was a fixture of the country it should be utilized in being stated in the following figures: a part of a more permanent structure than it had been. This could be done by severing its center by digging a trench parallel with the road, from two to three feet The farmer hauls everything he uses over the roads, to and from the market. in depth. At the bottom let it be six or eight inches in width. Two feet above and it is easily seen that he pays more for his transportation than any one else bethe bottom, 12 to 16 inches in width, then widen out gradually to eight or ten feet on top of the road. The size of the trench may be varied—governed by cost of material to fill it. On the bottom of the trench place tile, fill above with sand or cause of the great resistance offered by sandy or muddy roads. The Telford base is made of six or eight inch rocks or bowlders, or large pieces of gravel to within six or eight inches of irregular-shaped stone, on which is placed a layer of coarsely-broken stone, and this is surfaced with pieces which do not averthe road's surface, then broken stone. well rounded up, completing the road's structure. For drainage, sand is preferred as it is perfect security in protecting the clay sides of the trench against aggression by the thawing of the clay

age more than three-quarters of an inch in aggression by the thawing of the clay after being frozen—no chance of its penetrating so solid and compact a material. Sand in drainage is of great value, and in due time will be highly appreciated, as at least two-thirds if not three-fourths of foreign material used in drainage can and will be sand, it being cheaper and more easily handled than gravel or broken stone. One portion of clay to three or four of sand forms a combination that will make a fair road on a sand foundation, and still be porous enough for drainage. So too. In the original Telford road the inventor be porous enough for drainage. So too, insisted that the broken stone be such as creek or washed gravel is improved by would pass through a two-and-a-half-inch ring, and that the surface be made of broa small portion of clay. A roadbed thus ring, and that the surface be made of broken stone, which would average three-quarters of an inch in diameter. In the Telford road it was evidently the idea to put the large stones at the bottom, in order to prevent the soft ground from working through. By not breaking this stone, labor is saved, but worn places may reach constructed is as free from water as a road on a sand or gravel bank. The water that is not shed off the surface into side ditches is conducted through the porous material to the trench into tiling be-low and is carried away. All drainage is beneficial, but nowhere as much so as in the road's centre, immediately below the firm surface. The trench making and fill-ing should be done with great care, as three-fourths of it is below all pressure the rough rocks. Intelligent Roadmaking. Intelligent roadmaking in this country seems to be a lost art. It is ridiculous to from above and will last a lifetime without repair. The average road is about twenty compel the yeomen each year to turn out and scrape great clods upon a road already impassable and thereby keep it in bad con-dition all the year. "Road working" as feet in width, so in place of an open ditch on each side of twenty feet, there is a drain on each side of eight feet, the central trench being filled with porous material, covering a space eight or ten feet in now conducted by rustic labor is the harrowing farce of to-day. How long this width, so that the water cannot remain on humorous manœuvering will be tolerated or in the road as it does in clay road beds without this drainage. The first cost of a trench, tile and filling, is small compared with the advantages obtained, and this cost distributed over the years of its life is but a small amount per annum. The trench should be dug early in the spring

intelligently for the most thorough system

of drainage, that all water may be effectu-ally removed from the road, so that a sure and solid foundation is had on which

claims that the farmers and others have on

the general government, and on the state,

county, and on railroads, too. I am not

unmindful of the power possessed by the farmers of the country in their individual

concerned it is a great waste This does

tinue? Let a beginning be made. Thor-

oughly drain and improve the worst places

first, and in a few years we will have as good roads in the break-up in the spring as in mid-summer.—H. W. Thornton's speech before the Highway Improvement Association of Illinois

ECONOMY OF GOOD ROADS.

Cost of Constructing-Road Tax High-

Different Kinds of Roads Compared.

At a recent public meeting at Abington

Pa., Professor Lewis M. Haupt, of the

University of Pennsylvania, told some of

the truths of road construction, "There

is no tax so great as that of bad roads, is a generally accepted maxim," he said, and

it is true. The horses have to be fed, al-

though they cannot be used, and the aver-

age cost of keeping a horse is \$125 per

year. If the road surface be made harder

merely by metaling it, then one horse can

do the work of two, and the feed and in-

terest on one is saved. It is estimated in

England that the mere saving in cost by

reducing their roads to such a condition

that three horses can do the work of four,

there has been an economy of \$100,000,000

remains to be seen. The able-bodied men of the district turn out under the road master and spoil the highways for months Like Tennyson's babbling brook the pathmaster's farce goes on forever. Railways can never supply the place of before the road becomes hard and compact, as is the case in midsummer. There are good wagon roads, which a few miles of the latter would amply prove to any disinlocalities having a natural underdrainage terested mind. The grangers seem to think that the cities should bear the burden of -where gravel or broken stone answers a good purpose without any other drainage, but these localities are the exceptions. By this method, with two yards of expense. Not so. The interests are mutual and not inimical. Notwithstanding all the great benefits to be derived there sand and one of broken stone to the rod, a good track is free from water will always be stubborn opposers to the road improvement idea until the blessing three of sand and two of broken stone will is irrevocably thrust upon them. It is a make a better road; double the quantity fact that in other countries it has been without this drainage will not make as without this drainage will not make as good. From tests made in drainage and what I have witnessed without it, if I had a mountain of stone or gravel alongside of a clay road I would not use any of it in the road, until I had first trenched and thoroughly drained it. For streets in the business part of a town there should be at least three trenches filled as above, and if at a future day a firmer surface is required, a good and substantial foundation is ready for the change. Every rod of road and every street should be surveyed by a competent engineer, and a profile of grades be proved that good roads have benefited the country folk far more than the city people. It is surprising that country dwellers can-not understand this fact and fully appreci-There is but one way to secure the great boon of country roads-build them by a general tax.—Bloomington Eye. A General Rule. Whether the road is to be of earth gravel or macadam, the earth roadbed should be graded, crowning it twelve to petent engineer, and a profile of grades be fourteen feet wide, and twelve to eighteen made before any work is done. Prepare inches higher in the middle than at the

edges. Along each edge should be cut a shallow ditch. a permanent road may be built and at a cost less than any other method presented to the public. I am firm in my convictions in relation to the farmers of the country in their individual selves and township organization, yet, how outrageously overtaxed in transportation by reason of poor roads! The township in which I have lived fifty-four years is a fair average of the townships in the state. The Town Clerk informs me that the people of the township have paid a road tax on an average for the last ten years of over \$1,500 a year, making \$15,000 in the ten years, and as far as road improvements is concerned it is a great waste. This does

Jess-What a flatterer Lord Forgivus is! He told me last night I was one out of ter

Bess-Not at all. Six months after marnot include bridges. In the county there are fifteen townships, making \$225,000 for the county. In Henry county, adjoining, for roads alone about the same amount is expended. How long shall this waste conrying him you would be. A Change of Front,

The Rescuer-What is the matter? The Rescued-A man just met me here n the woods, and kissed me six times. The Rescuer—What did you do? The Rescued—I screamed for help. The Rescuer-Did you scream loud? The Rescued-Yes, and repeatedly. The Rescuer-And no one heard you? The Rescued-Not a soul. I was comoletely at his mercy. You see how remote and lonely the spot is, The Rescuer-Well, if you are certain that no one heard you, I believe I'll just

take a couple of dozen kisses myself.

Made a Lot of Difference. "Did you ever taste coffee, Bobbie?" Abner asked, "Yes," said Bobbie. "It was awful

"What did it taste like?" Medicine." "I shouldn't think that would be good." "It wouldn't have been if it had been medicine; but it wasn't. It was coffee."-Harper's Young People.

Time to Stop. "You are working too hard," said a policeman to a man who was drilling a hole in a safe at two o'clock in the morning. "What's that?" asked the burglar in a discontented tone as he looked into the muzzle of the policeman's revolver.
"I say you need arrest." effected annually. In the State of Illinois it is stated that the cost of hauling farm

D. G. SMITH, EDITOR & PROPRIETOR. TERMS-\$1.00 a Year, in Advance.

Went in Deep.

"So you had to stop work at the gaswell, eh?" "Yes; ran out of money."
"How deep did you go?" "About fifteen thousand"-"What! Fifteen thousand feet?" --- "dollars."

MANTE

it would be if the roads were improved,

and that such improvement would add \$160,000,000 to the value of the farms. I am we'll aware that the properties on mud roads cannot be sold, while those on mac-

adamized roads have increased in value in

a great many sections from \$50 to \$500 per

"Will it pay? I have only to refer you to the precedents of other countries for an

answer. If it will not, why do we find

England, France, Germany, Switzerland,

Norway, Sweden and many other civilized

countries building the best roads they can

in the face of difficulties which to us would

be appalling. The poor Swiss have built roads through gorges and around precipices which would seem impossible and which

must have cost over \$1,000,000 per mile.

What will roads cost? The answer must

be guarded by the dimensions, character

of metal, soils, grades, drainage, etc., but

the prices for turnpike range from \$2,000

to \$10,000 per mile. Very fair roads under

favorable conditions have been laid for

\$3,000, and when a deep bottoming and

drainage are required, it may run up to \$10,000, but I should say, with rolling topography, varied soil and fair material

is better, in my opinion, to build the roads by general subscription than to farm out the franchises to joint

stock companies, as in that case the condi-

the interest and dividends to the stock-

WORKING IN THE TAX.

as it makes the road soft, and in a short time the rains and travel have washed the

soil back and clogged up the ditches, so

Making a Telford Road.

TELFORD ROAD.

that no permanent good result is obtained.

should not exceed \$7,000. It



Farmer (emerging from shadow of henhouse)—Hold on there, you old rascal! I WEDGWOOD, wouldn't be able to go by that pullet. 'Rastus—Go by dat pullet? No sah—reckon not, sah! I'se got some human'ty in me, sah. Yo' didn't s'pose I cud see a po' chicken soost out a freezin' night laik dis, did yo'?

tion of the roads is dependent upon the liberality of the company, while the community must pay enough in tolls to provide for the maintenance of the road, and Dr. Woo i's Norway Pine Syrup cures coughs, cold, asthma, bronchitis, hoarsenes and conholders. The system of working out the taxes by plowing up the gutters and throwing the muck over on the road should be sumption if taken in time.

> General News and Notes. The Canadian building at the World's Fair Chicago is roofed in.

That you may perhaps better comprehend Iron, on haman or actimals, cured in 30 the importance of the problem, let me define what a road is. Briefly, it is a line of communication, and the ideal is a line of ninutes by Woolford's Suitary Lotion. Owing to the fall in the price of silver many Colorado mises have been closed.

Prepare for Cholera. ALEANLINESS, care and courage are the

resources of civilization against cholera. K op the body scrupulously clean. Eat hot food. Take Bu dock Blood Bitters to maintain regular digestion and ensure pure blood which is the very best safeguard against chel ra or any other epitemie. With many clergymen, public speakers,

singe s, and actors, Ayer's Cherry Pectoral is the favorite remedy for hoarseness and all off ctions of the vocal organs, throat and lungs. Its anodyne and expectorant effects are promp ly realized. Small-pox is extending its ravages through-

out E gland. In general it is moving slowly, though in some places it has spread with such ra; idity as to alarm the authori-ENGLISH SPAVIN LINIMENT removes all

nard, seft or callensed Lumps and Blemishes from horses, Blood Spavin, Curbs, Splints, Ring Bone, Sweeney, Stifles, Sprains, Sore and Swollen Tarout, Coughs, etc. Save \$50 by use of one bottle. Warranted the most wonderful Blemish Cure ever known. Warcanted by J. Pallen & Son,

A report has been received in London from an Expetien formerly with Emin Pasha, to tie effect that Emin and all his party were killed by Manyemas in March last on the

Four doses Care a Cough.

GENTLEMEN, -My little boy was troubled with a very bad cough, and a lady friend advised me to try Hagyard's Pectoral Balsam I get it at once and can tra'y say I dld not give more than three or four doses natil his cough was gone. I have never been without it since, as I find it the best for troublesome coughs. MRS. J. S. RUDDY, Glen William, Oat.

It is reported at Vienna that Louis Kossuth, the Hungarian patriot, is dying at his residence in Turin. It was only a short ime ago that he celebrated his 90th anniversary of his birth.

About Arnexation

When dyspepsia invades your system and and blood occupies a strenghold in your body the way out of trouble is to annex a bottle of Burdock Blood Bitters, the best remedy, for dyspepsia and bad blood, and the only one that cures to stay cured.

Burdock Pills cure liver ills. They are Small and elegantly coated, Sure in effect and pleasant to use.

BOIESTOWN CRIST-MILL.

Parties having Wheat, Barley or Euckwheat to grind are informed that the subscriber has made ar rangements with the Canada Eastern Railway Company by which grain and grist will be conveyed from and returned to stations on that Railway at the following rates: Between Chaiham and Boiestown, 6le, each way, Blackville " Blissfield " Doaktown "

The grain will be taken from the station to the mill and returned free of charge and receive prompt WM. RICHARDS

MUSICAL INSTRUCTION ----ON----Piano and Pipe Organ. Miss Carter, organist of St. Luke's Church, Chat-ham (Graduate of the Toronto C liege of Music) is prepared to receive pupils for instruction in the above, in primary and advanced grades.

Terms on application at the residence of E. A Strang, Esq., Duke Street, Chatham. Manchester House. New Dress Goods,

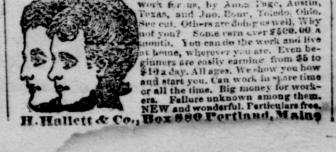
6 4 Navy and Black Serges, 6-4 Brown, Navy, Grey, Fawn and Black Cheviots, 6-4 Myrtle and Navy, French Fancy Black and Colored Dress Cords and Gimps, Mantle Frogs, Barrel Buttons. The above are direct importations from London, England, and being personally selected are de-sirable goods. Inspection invited.

LOGGIE. Chatham, N. B. 25th Oct. 1892.

WANTED.

JOHN E. O'BRIEN, Secretary Bathurst, 26th Nov. 1892. A STRAY HEIFER

is at the farm of Charles Bremner, Napan. The owner can have the same by proving property and paying all expenses.



If not speedily relieved, may lead to serious issues. Where there is difficulty of breathing, expectoration, or soreness of the throat and bronchial tubes, with a constantly irritating cough, the very best remedy is Ayer Cherry Pectoral. It removes the phlegm, soothes irritation, steps coughing, and induces repose. duces repose. As an emergency medicine, Ayer's Cherry Feeteral should be in every "There is nothing better for coughs than Ayer's Cherry Pectoral. I use no other preparation."—Annie S. Butler, 169 Pond

st., Providence, R. I. "I suffered severely from bronchitis; CURED

BY Ayer's Cherry Pectoral. It saved my life."

-Geo. B. Hunter, Goose River, N. S. "About a year ago I took the worst cold that ever a man had, followed by a terrible cough. The best medical aid was of no avail. At last I began to spit blood, when it was supposed to be all over with me. Every remedy failed, till a neighbor recommended Ayer's Cherry Pectoral. I took half a teaspoonful of this medicine, three times a day, regularly, and very soon began to improve. My cough left me, my sleep was undestuched, my appetite returned, my emaciated limbs gained flesh and strength, and to-day, thanks to the Pectoral, I am a well man."—H. A. Bean, 28 Winter st., Lawrence, Mass.

Ayer's Charry Pectoral

Dr. J. C. AYER & CO., Lowell, Mass. Sold by all Druggists. Price, \$1; 6 bottles, \$5.

WEOGWOOD. JUST RECEIVED AT THE

Newcastle Drug Store,

Royal Crown, Derby. Royal Worcester, Pelleek, Dysart,

Fine English China, Terra Cotta, Parian & Japanese Ware,

Pitchers, Butter Dishes, Casdlesticks, Sugar Bowls, Tea Pots, &c., &c. Also the usual large stock of Sponges, Chamois, Hair, Cloth, Tooth and Nail Bru hes, Perfumery and all Toilet Articles, Drugs, Parent Medicines &c

Physicians' Prescriptions Carefully Prepared.

NEWCASTLE DRUG STORE. E. Lee Street, Proprietor. Newcastle, August 8, 1892.

Blood and removes all im-

Regulates the Stomach, Liver and Bowels, unlocks the Secretions, Purifiesthe

purities from a Pimple to the worst Scrafulous Sore. → CURES ← DYSPEPSIA. BILIOUSNESS

CONSTIPATION, HEADACHE SALT RHEUM. SCROFULA. HEART BURN. SOUR STOMACH DIZZINESS. DROPSY. RHEUMATISM. SKIN DISEASES

TO LET.

The warehouse and shop on Cunard Street, a present occupied by George Cutter.

FIRE, LIFE AND ACCIDENT COMPANIES

Travelers' Life and Accident, of Hartford, Conn.
Norwich Union, of England.
Royal Canadian, of Montreal.
London and Lancashire Life Assurance Company, of London, England and Montreal, Que. OFFICE-CUNARD STREET GPPOSITE E. A. STRANC CHATHAM, N. B.

I HAVE THE BIGGEST STOCK OF

Ever offered for sale in this country. YING TOOLS

s what you want now. I have the following Brantford, Massey, Toronto, Patterson & New Model Buckeye. -ALSO-

SIX DIFFERENT KINDS OF RAKES, HAY FORKS, ETC. Repairs supplied for all these machines.
Prices and terms best ever offered.
A large stock of my own make of Carriages on and which will be sold cheap and on easy terms.

ALEX. ROBINSON, Chatham Carriage & Sleigh Works, Chatham, N. B.

THE

WEEKLY SUN THE BUST All-Round Country Newspaper published in the Maritime Provinces.

HAS TWELVE PAGES of the Brightest and most Interesting Reading.

Has the Best and Most active Country Correspondents. Unsurpassed in its News service and Editorial strength.

Only ONE DOLLAR a Year.

THE DAILY SUN

Is the Only Eight-Page Daily published in St. John. Best Local Reports ! Best News Reports ?

Best Advertising Redium! Has steadily grown in favor since 1878, and has to-day a larger and wider circula.

A male teacher holding a first-class license for District No. 2, Bathurst (town) capable of taking tion than any other daily newspaper charge of a Superior School. State salary. printed in the Provinces by the sca. . . . Wee dy Sun - - \$1,00 a Year. Daily Sun - - \$5.00. a year.

Send for Sample Copy-Free. To Advertising rates furnished on application,

ALFRED MARKHAM. The Sun Printing Co. Lt'd, St. John, N. B. SPECIAL NOTICE!

THE WEEKLY SUN from THIS DATE until JANUARY 1st, 1894, will be sent to any address in Canada or United States for ONE