# MIRAMICHI ADVANCE CHATHAM, NEW BRUNSWICK, SEPTEMBER 14, 1893.



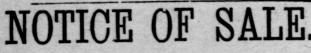
are all intimately connected practically inseparable. Though the fact is often ignored, it is nevertheless true that a good complexion is an impossibility without good digestion, which in turn depends on good food.

There is no more common cause of indigestion than lard. Let the bright housekeeper use



The New Vegetable Shortening and substitute for lard, and her cheeks, with those of her family, will be far more likely to be "Like a rose in the snow." COTTOLENE is clean, delicate. healthful and popular. Try it.

Made only by N. K. FAIRBANK & CO., Welling on and Ann Streets, MONTREAL.



To John Sadler of Chatham in the County of Northumberland and Province of New Brunswick merchant, and to all others whom it may concern. merchant, and to all others whom it may concern. Notice is hereby given that by virtue of a power of eale contained in a certain Indenture of Mortgage bearing date the Third day of July in the year of our Lord, One Thousand Eight Hundred and Eighty Nine and made between the said John Sadler of Chatham in the County of Northumberland and Province of New Brunswick of the one part and Province of New Brunswick, of the one part and Isabella J. Lerson, of the same palce, widow, of the second part, which mortgage was duly recorded in the Records of the County of Northumberland on the pitch of the county of Northumberland on the ninth day of July, A D, 1889, in volume 66 upset price, \$8 per sq. mile, realising the County Records, pages 594, 595 and 596, and numbered 536 in said volume, there will in pur-suance of the said power of sale and for the purpose \$3,804, while there was "no bid" for suance of the said power of sale and for the purpose of satislying the moneys secured by the said Inden-ture of Mortgage, default having been made in payment thereof, be sold at public auction, on Saturday the Fourteenth day of October, next, in front of the post office, Chatham, in said County, at 12 o'clock, noon, the lands and premises in said Indenture mentioned and described as followed 38 of them. The total number of sq. miles sold therefore, was 4,170 and the amount Indenture mentioned and described as follows, namely :-- "All and singular that certain lot piece "or parcel of land and premises situate, lying and "being in the town of Chatham aforesaid, beginning "on the west side of Water Street, at the north realised \$72,478,50. The average price, per sq. mile, of berths sold in competition was \$61, and "east angle of property owned by Thomas Vondy, "late of Chathan. aforesaid, deceased, Thence west-"erly along the northerly side line of the said "Thomas Vondy property till it strikes the north-"east corner of an outbuilding on said property. "thence southerly along the westerly side line of the strikes the norththe average price per sq. mile for the whole 4,170 miles was \$17.38. The highest price per sq. mile paid "said Thomas Vondy property till it strikes the "northerly side line of Mrs. Wynne's property, now "occupied by James Desmond, thence westerly "along the northerly side line of Mrs. Wynne's at the regular sale was \$221, and some berths were sold under new appliproperty to the northeast corner of the same thence southerly along the westerly side line cations immediately after the general "said Mrs. Wynne's property and the Golden Ball "property till it strikes the southeast angle of lands "owned by the said John Sadler and purchased by sale, when one of them-a 41 mile block-realised \$301 per mile or \$1, "him from the late William Loban and others, "thence running along the easterly side line of the "said John Sadler's Loban property to the chancel of the River Miramichi, thence down stream to th "northeast corner of Muirhead's wharf till it strikes 354.50 for that one license. Of the 4,170 sq. miles sold 3,049 are in the counties of Northumberland, "the west side of the Letson slip so called, thence "southerly along the west side of said slip till it "strikes the northeast corner of a store owned by Gloucester, Restigouche and Kent-"Donald McLachlan, thence westerly along the "northerly side line of the said Donald McLachlan's the North Shore counties-and of the "store or property till it strikes a road on said "Muirhead wharf leading to Water street, thence total sum realised, \$72,478.50, these 'southerly along the west side of Donald Mc-North Shore lands brought to the pub-"Letson heuse or store formerly occupied by Michael Brennan, till it strikes the north side of lic treasury \$57,573.50. "Water street at the weigh scales, thence westerly "at head of said road till it strikes the Parker purchasers, the number of sq. miles ' building at the west side of Water street, thence purchased and amount paid by each, "southerly along the west side of Water street till it are as follows:---'trikes the northeast encier of a store occupied by "M & J Hickey, thence westerly along the northerly "side line of said Hickeys' store or property till it 'strikes the said Muirhead property; thence south-Aiton, James "terly along the rear of said Hickey property or "store as it now stands, thence easterly along the "south side of said Hickeys' store to Water street. "thence southerly on the west side of Water street "to the north east angle of said Thomas Vondy Alexander, A. E. Barnes, James Buckley, T. A. "property being the place of beginning, together "with all and singular the buildings and improve-Burns, K. F. Buggy, M. "ments thereon, and the rights, members, privileges, Brown, Alex. "hereditaments and appurtenances to the said "premises belonging or in anywise appertaining and "the reversion and reversions, remainder and re "mianders, rents, issues and profits thereof. Also Brown, T. W Burchill, George Brait, W. J. "all the estate, right, title, interest, use, property "possession, claim and demand whatsoever both at "law and in equity of him, the said John Sadler, of, Currie, Wm. Coates, J. & G. "in, to, out of or upon the said lands and premises "and every or any part thereof." Dated the Eleventh day of July, A D 1893. Culligan, John Delaney, Thos. Doak, Harvie ISABELLA J. LETSON, Mortgagee. Doyle, J. P. L. J. TWEEDIE, Dutch, George Solicitor to Mortgagee. Fairley, Jas S. Fairley, Justus Fowlie, George REAL ESTATE. Foley, B. H. Freeze, Saml. Gibson, Alex. (includes some The Homestead property known as the A. B. Walls property at lower end of Chatham is offered for sale. For further particulars apply to the subscriber, 10 7 W. S. LOGGIE Gill, Thos. Grav & Lawrence Bros. Co. 731 August 8, 189. Hutchison. E. Hachey, Hil. Servant Wanted. Holmes, Thos. Hilderbrand, Otto Hughes, Geo. A.

Wm. Richards, Miramichi Advance. F. E. Winslow, Allan Ritchie, E. Sinclair, Geo Burchill. CHATHAM, N. B., - - SEPTEMBER 14, 1893. Jas Robinson, **Timothy Lynch** W. A Hickson The Crown Land Sales. John O'Brien,

A good deal is said, at times, about We are enabled, this week, to pre-"the small operator" not having a chance sent to our readers some particulars of to secure land under the long tenure the late Crown Land sales which will, doubtless, be interesting not only to system, but the records of the Crown Land department show that, relatively, those engaged in the lumbering inmore small operators made purchases dustry, but also to others. In common at the late sale than at any previous with those who attended the sale, we one -and, in the main, they got the are indebted to the Surveyor-General areas they wanted at lower rates than and officials of the Crown Land office the larger operators got theirs. for their courtesy in furnishing infor-On the whole, the sale was a most mation requested of them, and it is satisfactory one all round, as even so especially through the kindness of Mr. close and willing an adverse critic as W. P. Flewelling, the obliging lumber

Mr, Edward Jack admitted to the agent and accountant of the department writer in Chatham only two or three that we are in a position to say that the figures we present may be relied days ago. He agreed that the change of policy in administering the Crown upon as correct. The ADVANCE has Lands was in the right direction and always led the other papers of the an improvement of former conditions, province in furnishing full and accurate which must be better for both the information in reference to the lumberprovince and those engaged in all deing industry, and the importance of the late sale-the leases being for 25 years partments of the industry. With that -made it worth while to spend a little view all who study the subject intelli-

gently must agree. time in analyzing the results.

despatch says :

field at the next election."

commenced next summer.

VIII.

There were 1,236 berths advertised for sale, of which 1,112 were old licenses, as they already existed, while there were 124 new blocks, some parts of which were previously under license.

Of the old licenses, or berths, 806, comprising 2,958 sq. miles, were purchased at the upset price, \$8 per sq. mile, realising \$23,664, while 185

berths, comprising 7361 sq. miles were purchased in competition, and realised berths comprising 362 sq. miles of old

The names of all the North Shore

Sq. m.

2681

Amt.

3,251

32

648

188

112

32

24

60

7,839

5,991

1501

231

10

121

321

 $59\frac{1}{2}$ 19

2013

 $\frac{38\frac{1}{2}}{27\frac{1}{2}}$ 

23

1631

214

 $65\frac{1}{2}$ 

 $10\frac{1}{2}$  $12\frac{1}{2}$ 

447

 $40\frac{1}{2}$  $9\frac{1}{2}$ 

 $\begin{array}{r} 69\frac{1}{2}\\ 129 \end{array}$ 

Purchaser.

in York Co.)

Hurley, Ronald

Laughlin, Saml.

Mowat, J. P.

Murphy, J. J.

McKay, J. D.

McCloskey, W. R.

McGregor, Simon

McLeod, Geo. K.

McMi lan, James

McWilliam, Thos.

MeNair, Nathl.

Richards, David

Reid, James

Skillings, W. E.

Smith, Bowen

Smith, W. E.

Snowball, J. B.

Walker, Edwd.

Winslow, F. E.

Robinson, James

**OBrien**, John

Millers Tanning Ex. Co.

Murphy, J.

Of the new blocks, 86, comprising is to endeavor if possible to abtain some 4751 sq miles, were purchased at the back subsidy for the B. & M. Railway.

12 71 assumed the proportions of a nation.' 15 50 In one of his speeches in 1877, the Hon. Edward Blake said - "The present form 8 00 12 30 of connection is not destined to be per-133 9 petual. My opinion is that the day must 14 23 15 00

> In a speech at Bowmanville, in 1882, competent a person as his son, who was he also said:-"I wish to see a Canadian national spirit spread through the Domin-

nations."

ion Cabinet, in one of his speeches, not not long since, said that "Canada must look forward to independence."

Dufferin, the Governor-General of Canada, able to take care of their future, and the INDEPENDENCE :--- A Windsor, Ont. theories of their own." "It is understood a meeting will be call. ed here at an early date to organize a party for the purpose of trying to procure the independence of Canada. It is expected

that the party will put a candidate in the the United States." THE BUCTOUCHE AND MONCTON RAIL

way :- Dr. DeBertram, president of the Buctouche and Moncton Rulway, accompanied by Mr. George V. McInerney, of Richipucto, Kent Co., left Friday night for Ottawa. The object of their visit

214

175

1631

 $\begin{array}{r} 100_{2} \\
 101 \\
 72_{\frac{1}{2}} \\
 65_{\frac{1}{2}} \\
 32_{\frac{1}{2}} \\
 26 \\
\end{array}$ 

ander Mackenzie said :- "We have now when there are so many in front and on timated in the despatch carried to Baleither hand on board the craft. When the writer directed the attention of the manager of the steamer dismiss her present Ministers. This to this extraordinary arrangement, he intimation would mean little, however, as

> in command of the boat at the time of the accident. We believe. whatever those connected

On the 13th August, 1888 Sir R chard Rustler's ownership, management Cartwright, in addressing a large audience | captaincy may think, that, like the Doat Oakville, said, "England is more of an minion Inspector of hulls and machinery, Asiatic than a European power," his object | they require to learn something respectbeing to show that Canada's future cannot | ing the indefensible arrrangement of the be much longer bound up with England. new system of wheel-houses and smoke-Mr. Lurier and Sir Oliver Mowat have stacks which they think are so safe. For repeatedly declared themselves in favor of our part, we prefer the old way of having independence, and Mr. Chapleau has said, the wheel-house on the centre-line of the "colonies, like shoots from the parent tree, craft, and to have the smoke-stack in gradually but surely tend towards indepen- some other place than directly in front of ent life," and that "he believes in the and only a few feet from the wheelsman. mysterious and natural growth of In short, the man who steers any vessel should command, with his eye, both sides

Mr. Foster, one of the present Domin- of it equally, and his view of the surroundings, especially in the forward direction, should be as unobstructed as possible. The gentleman who inspected In a speech at Winnepeg in 1881, Lord | the hull and machinery of the Rustler seems to have a different opinion, but said:-"I believe the Canadians are well we, nevertheless, believe that we are right. Let us have better inspection of outside world had be ter listen to them, hulls and machinery. Let us also have instead of promulgating weak and mild examinations of captains as to their

knowledge of tides, lights and other con Even Goldwin Smith has said that ditions and elements which affect the there is nothing in nature and political navigating their craft, as well as circumstances to forbid the existance on general knowledge of the rules regulating this continent of a nation independent of the navigation of vessels. There is far too much laxity in these respects all

From the above, as well as numerous round. Policy and convenience must other declarations that might be quoted, give place to the public interest, for human it will be seen that there is a strong and life seems to be held in light account powerful wave of public opinion in Can- under the prevalent system of entrusting ada in fivor of independent national life | it to anyone who is sufficiently reckless to which must not be despised. In addition, | take charge of it, with all the means at it also proves that Canada's present status his disposal to destroy it and very little could be greatly improved by change and experience to prevent him from doing so. that it is not treason either to Britain or That Governorship. the Dominion for the Canadian people If the subsidy be procured, a general to discuss either independence or annex-The Fredericton Gleaner says it is repairing of the road bed, bridges and ation. If it is treason for a Canadian to generally admitted that Sir Leonard rolling stock will be immediately proceed. speak in favor of independence or annex- Tilley will not get another term as goved with and arrangements will be got ation, then many of the ablest statesmen ernor of the province, that Senator Boyd in readiness for the extension of the road that Britain has produced during the is out of the race and that Hou. Peter to Richibucto, which will probably be present century have been traito:s, owing Mitchell lacks "friends at court." It to their having advocated either one or further says there is an impres ion that the other of these measures. The follow- the appointment will be made within ten Shall We Ever Reach Independence ing are the names of a few of the most days and that Mr. Ezekiel McLeod, M. prominent :- The Eurl of Ellenborough, P. of St. John, will be the man. Lords Howick, Palmerston, Russell, We do not believe that the appoint Nearly all British statesmen, on ment will be made as soon as stated, nor Brougham, Derby, Grey and Monck, and both sides of politics, who have studied Messis. Gladstone, Bright, Lowe and will anybody attach any importance to the colonial question, have come to the Chamberlain-verily a goodly company the alleged choice of Mr. McLeod. The of English no'ables for the Dominion more the matter is discussed the stronger advocates of Canadian independence to be seem the claims of Mr. Burns, M. P. associated with. of Gloucester upon the government and his party for the position. When the

moral to-day the readiness of the Cabinet to submit to the Queen's prerogative to

seemed to think it ought not to have any he knows he can rely on the Queen's come when we shall cease to be depen- adverse effect whatever upon the navi- discretion to take no step involving the Crown in the popular outery against the gation of the vessel by so careful and House of Lords. A large and influential part of the ultra-tory party expect such direct intervention from the Queen, but however. their expectation will be hardly realized. with On the other hand, the Queen's opinion or as to the proper course for Mr. Gladstone will weigh with him undoubtedly in hastening his appeal to the country.

LARGEST VOTE KNOWN IN THE LORDS.

Before last night's sitting of the Lords the highest vote recorded in the upper House was 375. This was given on the question of repealing the Corn laws in 1846 and included the proxies of absent members. The attendance and vote last evening, therefore, were quite beyond precedent. No such gathering of hereditary legislators had been seen previously in London. Many of the peers who came to town to vote against the bill had never seen the interior of the House before, and fifty of them were obliged to sign the roll for the first time before, voting

HOW THEY PUT IN THEIR TIME.

To render the duty of attendance less irksome some fifty or sixty peers loafed in the refreshment and smoking rooms during the debate. Severals, finding the cuisine in the resturant of the house unsuitable to their tastes had their own

cooks, wines and meats brought in for the occasion. One peer, for instance gave a dinner prepared by his own chef, served

on his own plate by his own servants. aspects did the House reveal any characof a long existence.



ed as we passed up to Chatham. There has happened to us. Johnny, can you get were probably tifty people on board at the me some water?" Lawrence McDonald "Johnny's not able to do anything." Rustler, so far as I know, stands alongside | captain seemed cool and self possessed. If I the captain in the wheel house.

after it had been read over to him-Mr. Adams, in behalf of Mr. Morrison, addressed the coroner claiming that the evijustify him in issuing his warrant for the arrest of Matthew Russell, manager; John Russell, captain, the engineer, firemen Cooper, and deck-hand McDonald for manslaughter. They had been guilty of criminal negligence, through which two lives had been sacrificed and several persons maimed. He dwelt upon the importance of

persons who undertake the charge of the in providing properly equipped vessels and on board at the time of the accident. being fit, by reason of special training, ex- To Coroner:-I was not fireman perience and judgment to bear the respon- | ferry boat.

sibilities they assumed, and after urging his points upon the coroner, demanded that the persons named be arrested forthwith and held to answer such action as might be taken

under the law in the premises. Mr. Thomson said it was his duty, as epresenting the Crown, to instruct the coroner, who could not, as the matter now stood, take, the course demanded by Mr. Adams. The coroner could not issue such warrants until after the inquest was ended. Mr. Adams pointed out that he might make complaint to a magistrate and have

warrants issued for the parties and said he would do so in the event of the coroner not

holding them to bail. The coroner said he did not feel that he was called upon to issue warrants, especially as that could be done, on complaint, before any justice. No charge had been preferred before him against anybody yet. He was merely conducting an enquiry into the cause of the death of Miss Morrison.

This ended the proceedings for the day and the enquiry was adjourned until tomorrow, Friday, at 10 a. m., Mr. Thomson having to go to Fredericton to-day.

clearly and convincingly.

Russell to be present.

Russell was admitted.

Mr. Thomson said that as the enquiry had

watching the case in the interests of those

instruct the coroner, in view of Mr. Ben-net's contention, that he ought to allow Mr.

Testimony of William Cooper.

Rustler and on duty last Tuesday.

I tried to get out as quickly

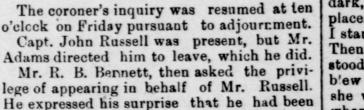
couple of women going to jump overboard

and I told them not to. They got back and

To Juror Morrison :- I was down in the

[From the ADVANCE EXTRA of 9th.] Proceedings of Friday, Sept.8. at the Inquest.

In neither its public nor its private teristics likely to strengthen its chances



me some water ?" Lawrence McDonald said were tiring, or in the cabin, and the engineer at the engine at his work, I could not see

This ended Mr. Lawlor's testimony and him. I could see him if he were in the passage-way below the deck. The boat drifted away from the wharf after she struck; the tide was running up. She drifted down dence and testimony now before him would a little first, and then up; I don't know how long the time after the accident it was until the steam was out of the boiler. don't know how long after it would be when the paddles ceased to revolve.

To juror Hickson:-The ladies' cabin would seat more than twenty; it would seat fifty ; can't say how many ladies were on board at time of the accident.

To foreman Street :-- Don't think there were lives and safety of others exercising due care more than twenty or twenty-five passengers

To Coroner:-I was not fireman on the

Adjourned for dinner until 2 p. m

On the resumption of the enquiry after dinner-

Mr. Adams again contended that Capt. Russell and all other witnesses show be required to leave the court while mony was being taken.

Mr. Thomson reiterated his advice of the morning session.

The coroper permitted Mr. Russell to remain

Testimony of Engineer John McDon-

John McDonald, sworn, said :-I am from Halifax and now live in Newcastle ; am a certificated engineer of third class. Have been engineer of the Rustler about two months. [Describes duties] My place when the boat is being started and stopped is in wheel house alongside of captain; was acting as engineer on board on excursion of Tuesday last. [Gives testimony relating to starting and stopping engine on way up river from Bartabog.] We were four or five minutes at Douglastown, On approaching Douglastown wharf I was not looking out for it ; that is the captain's duty. The captain always whistles as the boat approaches a stopping-place, and I return to my post to work the engine. The whistle is blown, generally, 200 or 300 yards from stopping-place. It was about 8 o'clock when we left Douglastown; the night was very dark. Newcastle was to be our next stoppingplace. The captain was at the wheel when started the engine to leave Douglastown. Then I went down to the lower deck and stood by the engine room door; the whistle b'ew twice a couple of minutes after, when she was, say 400 yards above Douglastown shut out of the court, when it was clear that wharf. I went forward and looked-think-

conclusion that the ultimate destiny ot Britain's colonies is to become independent. To this, moreover, they were not opposed, and many of them have expressed themselves in favor of the Imperial government granting any colony that boon when it found itself in a position to claim it. The opinion of several of these statesmen we have already given in a former article. We now give the views that Lord Palmerston, one of Britain's noblest sons and foremost statesmen, entertained with respect to the British government granting Canada independence, when she claimed it :-

"If" said he "these provinces \$ 48 388 British North America feel themselves 28 strong enough to stand upon their own 286 2,148 ground. If they desire no longer to maintain their connection with us, we 16 should say, "God speed you and give 16 580 you the means to maintain yourselves 72 as a nation." 88 16 152 109 371 184 653 567 24

and take an independent place among the nations of the world, there is not

156 the least doubt but that England will 220 1,599 50 135 370 quire in her efforts to build up another 32 of 176 English-speaking commonwealth whose 100 free and liberal constitution will bear 40 the impress of the race from whence it 4,353 sprang. In addition to this, our United 443 16 States cousins will cordially welcome 476 the new Canadian nationality as another ferred to. 152 English-speaking republic among the

CANADA FIRST.

## Better Inspection Needed.

It is regretable that the steamer Rustler, was not running for some point on the south side of the Miramichi, instead of for Newcastle, after it left Douglastown wharf on Tuesday evening, 5th inst., for, in that event, the vessel's form of a mechanical pulp mill. There

more to port than she really was.

The same liberal spirit that actuated Palmerston, Russell, Bright and other British statesmen, is still to be found among the men who have taken their places and who dictate the policy of the British Empire. When the day comes that the Canadian people will consider it to be to their interests to sever their connection with the mother country

sition.

FATALITY THE ON MIRAMICHI

Death of Miss May Instant Agnes Morrison of Newcastle !

castle goes to death appointment is made it will be strange through a Cabin Window !

> Fireman Wm. Cooper scalded and cut. Miss Driscoll of Nelson has an

Arm Broken! of Panic Scene

## The Inquest!

#### [Continued from 1st page]

After getting the body out from under the timber I went out amongst the people to pacify the women. I saw Mrs. Morrison and I had told the women there to stay where they were, and Mrs. Morrison stayed there also. I don't think any of the women knew of deceased being killed until after the body was put on board the St. Nicholas. anything for steam, as the pipe that feeds To Mr. Adams -The fireman is called, steam to the engine was broken off. The think, William Cooper. There are generally light was put out. four on board-Capt. John Russell, engineer-whose name I do not know--fireman Cooper and the deck-hand, Lawrence McDonald. The captain is the man who directs the vessel to the wharf.

Mr. Adams: - Is it true that at the time of the collision, the fireman and three young ladies were sitting in the cabin?

I do not know. I did not notice the fire-I got on board. man until after the escaping steam subsided. My arms and face were scalded and I [Witness gives testimony respecting the did'nt do anything after that but put advertisement-card, or time table of the paraffine oil on my face: saw deceased Rustler, and says John Russell named on carried out on deck. the time-table was on board in charge when I think the boat was going at her usual

the accident occurred.] From Bartibog to Douglastown by river miles an hour, I suppose. I wasn't in a it was reversed. I don't know that it was

ing there might be something ahead; a pashe was an interested party and when it was senger said the whistle was for the Nelson sought by others who were allowed to be passing; I resumed my place by the enginepresent to jeopardise his interests and when room door; could not see ahead from that. a serious charge against him might be the When the collision occurred I was standing outcome of the enquiry. Mr. Bennett cited across from the engine-room door. No both Bois and Jarvis as recognized leading whistle was blown before the collision : at authorities on the subject of coroners' enleast, I heard none; it might blow and I quiries to show that it was the right and wouldn't take notice. privilege of persons in Mr. Russell's position to be present and argued his points very

Mr. Thomson :- Isn't it your duty to take

notice of the whistle? Wit .:- Yes .- I left captain in wheel nouse at Douglastown. I have no idea of proceeded, application for the arrest of Mr. Russell had been made by counsel who was the distance from Douglastown to Kerr's Mill wharf; I suppose it is a mile ; boat was going at her average speed-about 8 who might proceed against him, and he would miles an hour. She goes 9 with the tide. She was going at her usual night speed; we run a little slower at night than in day; it was pretty dark: I don't think you could see Mr. Adams demurred to this, but Mr. more than 50 yards ahead that night. I could see lights but no land or houses that

I heard the smash and steam blowing off, and jumped to get clear of it. I could'nt William Cooper, resident of Newcastle, get near to shut steam off. Steam could be fireman of the Str. Rustler, sworn deposed: shut off by the throttle-valve on the top of I have been fireman not quite two weeks; the boiler, but the accident broke that off duty is to keep fire on and steam up and and the steam could not have been shut off attend lines on coming to wharf. The hands even if I had got at the throttle. I went aft on board are Capt. John Russell, engineer to escape the steam, and after it blew off I John McDonald, deck-hand Lawrence Mc Douald and myself. I was on board the

went forward again to put the fire out. If 3 whistles had been blown I would have zone to the wheel house.

Left Bartibog about 6 p. m.; Russell was I passed through the cabin a minute or so in charge. Landed passengers at Black Brook, Chatham and Douglastown; it was before the collision and saw three girls there and also the fireman; did not know any of after dark when we left Douglastown; don't the girls; did not know deceased. Someone know what time it was when we arrived at had put a broad-axe under the window and Kerr mill wharf. I was in the engine room went into the cabin and took it out and cabin when the boat arrived at the Kerr out a stick under it. I went into the cabin mill wharf. I had just put on a fire and gone up to the cabin. Miss Morrison and the lady who got her arm broken, Miss for a bucket just after the pressure was blown off the boiler; saw a timber there; got a big bucket somewhere about the deck Driscoll, were there. Miss Morrison was sitting about midway in the cabin near the to put the fire out; I told the passengers to save the girl if she could be saved, and bow and Miss Driscoll was standing. I did that I would put the fire out. The night not see anyone else there. Miss Driscoll was cloudy.

was leaning against the cabin wall a couple-After the collision the steamer drifted of feet towards the stern from Miss Morrisaway from the wharf, I don't know how on, looking out of the window. There was far, or in what direction. I saw the wharf a lautern lighted and hanging from the roof of the cabin at the time over my head. I or raft 40 yards away after she had drifted was about a foot and a half nearer the bow | awhile.

To Jaror Hickson. I can't say whether from deceased, when the first thing I knew I was driven on top of the boiler on this the engine was or was not reversed before the collision. I didn't see the captain at timber. It came in below the seat, carrying any time after we left Douglastown. everything ahead of it. I could not see

To Mr. Adams :-- I got my first degree as an engineer in St, John in 1881. I got third class in 1882. [Shows how lever is manipulated in running the Rustler engine and how he opened it at half steam leaving I could and made for the window. I did

not see Miss Morrison or any one else for Douglastown.] The engine cannot be worked below. In steam. I got out of the window and after the Rustler the communication respecting standing two or three minutes to get breath, I walked around the guard and there were a working of engine is by speaking.

At the time of the collision I was right across from engine-room door, in where Larry kept his refreshment room. No alarm by voice or whistle was given to me. [ c uld not say whether the engine was reversed or not at the time of the collision When I am out of the wheel-house it is the captain's work to stop the engine. I was speed at the Kerr Mill wharf-about six near enough to the engine to know whether

twelve-miles. The boat would lose per- or know we were near it. I don't know To Mr. Bennett: It is customary for the where the Captain was at the time; his sta- captain to start and stop the engine; he is gers at Black Brook, Chatham and Douglas- tion is in the wheel-house; so is it the competent to do it : the lever was half full engineer's when the boat is starting; don't speed ahead when I left at Douglastown. I know where the engineer was at the time After the steam was off-next morning-I don't think there is any such bell on the of accident; it was dark when we left Chat- found by the valve links that the engine was I saw the captain as soon as the steam was heard no danger signal of any kind at Kerr's crossing to Douglastown wharf I couldn't see blown off. He asked me would it be safe to mill wharf. I know, as a fact, that there it until we were alongside of it- within 20 throw water in the furnace? and I said, yes. are generally engine bells on all steamers, feet of it; the night was cloudy; there were I dipped the water and the captain chucked some stars showing out. Heard no orders it on the fire. I had had no tea and went to Larry's room for a drink of water. Larry's speed of boat before we struck Kerr's Mill room is just across the passage from the wharf. Mr. Lawrence McDonald, Capt. engine-room. I could see the engine from Larry's room. I think the wharf was abreast of the boat as she was drifting off. Mr. Bennett:- Was he, Capt. Russell, cool cabin ; others were trying to keep the and self-possessed ? Witness:-No, he was nearly crazy. I never was fireman on any steamer be-

A New Industry for Chatham. If information that reaches us this week is correct. Chatham has an excellent prospect of securing a new industry in the peculiar steering arrangements would, have been some rumors on the subject

doubtless, have led to its being kept at afloat for several weeks, but it is now least out of danger. If the diagram definitely known that Mr. Kaindler, the herewith is studied it will be seen that Parisian engineer, who was here some the steersman's line of sight was obstruct- years since in connection with the coned by the smoke stack, while his position struction of the Maritime Sulphite Fibre on the starboard side of the middle line Company's works, is again on his way to of the boat naturally led him to believe Chatham, and that the purpose of his

indeed if Mr. Burns is passed over.

she was running as much as two points visit-should he receive sufficient encouragement-is to establish a pulp mill of a The writer, a week or two before the different kind, and one which we hope to

Rustler ran against the Kerr Mill wharf, see erected here; for, in that event, it is with such deplorable results as are record- probable that, having already one of the ed in the report of the disaster to that best sulphite fibre mills in the world, vessel and the inquest which followed, Chatham will, with a mechanical pulp happened-on an up-river trip-to take mill also, become a paper manufacturing the wheel for a time, and on Capt. town. Ordinary white papers are, as Russell, who is now held for man- many of our readers, doubtless, know, made chiefly of mechanical pulp, five per

slaughter, coming into the wheel-house cent. and upwards of sulphite fibre being asked him whether the boat had been inspected by the Dominion government in- mixed with the latter; and it would, spector. On receiving an affirmative therefore, be a practical step in the answer, and being told that a certificate direction of securing a paper mill should had been issued, the writer said -- "Well, we have a mechanical pulp mill as well as I am sure, I wouldn't give you a certifi- the big establishment which turns out so cate with your wheel house in this po- large a quantity of the finer and more expensive article.

material, makes it one peculiarly adapted

to Chatham. We hope that Mr. Kaindler

will succeed in making such arrangements

as will enable him to establish this new

enterprise, which, like the pulp mill we

already have, will do much to lessen the

exodus of our young people, by affording

employment in both town and country.

Fate of the Irish Bill-Will Gladstone

Appsal to the British People?

ords rejected the home rule bill by

vote of 419 to 41. The clergy of Great

Britain were well represented, there being

concerning the government's attitude

in the House of Lords last evening.

toward the defeat of the Home Rule bill

Henry was conveyed in all haste from

Blackcraig Castle to the railway station at

Coupar Angus, where an express train

was stopped to take him on board and

that Sir Henry's mission was not under-

taken at the Queen's instance, but at the

suggestion of Mr. Gladstone two days ago.

ANXIOUS TO KNOW HIS DECISION.

The Queen is known to have awaited

with unwonted anxiety Mr. Gladstone's

decision as to his course after the re-

Sir

no less than seventy bishops present.

On Saturday morning the house of

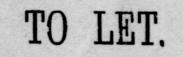
"We believe that, whatever anybody The mill Mr. Kaindler wishes to estabcordially agree to the separation and may think, the Rustler accident and its lish will make use of a great deal of the regive her all the assistance she may re- consequences are mainly due to neglect fuse wood from our saw mills, and, as we twelve miles The host would be about ten or eleven-perhaps position to see Kerr's wharf nor did I see it, reversed. have indicated, the process of manufauture on the part of the Dominion Inspector is mechanical, as distinguished from chemisteamboat hulls and machinery, cal;-that is, the fibre is separated by together with the absence of examinagrinding the wood instead of subjecting it tions of masters of passenger steamers to the action of acid. The product preregarding their compentency, rather than sents about the same appearance as to any particular personal fault of captain sulphite pulp, but it is an inferior article, Russell on the night of the fatality re-

Miss Jane Landry of New-

Hickson, W. A. family of three persons, in . house having all conveniences. Apply at the ADVANCE OFFICE. Hennessy, P. Irving, J. D. Jardine, J. & T. Teacher Wanted. Kerr, Donald

t girl to do ge

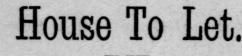
Lynch, Timothy In district no 2 Moorfield, a second class female Teacher, to take charge 1st October. Apply to WM GRAY, Secy. to Trustees Murray, A. S. Moffat, John Moffat, George



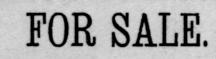
Hotel at Chatham station formerly occupied by Robt Godfrey. Apply to J. B. SNOWBALL.



O'Connor, T. G. Miss Murdoch, Graduate of the "St. John t raining School for Nurses," is open for engagements (not obstetrics). Address, Millerton, Mir., N B. Ritchie, Allan Richards, Wm. Richard, Fidele



Rainsford, H. B. Suitable for Store and Dwelling : Situate upper Russell, James end of street leading to the Muirhead Wharf (so Shives, K. called). Apply to. Sinclair, E. JOHN FOTHER NGHAM Sargeant, John



Sumner Co. In the town of Chatham belonging to the estate of Sullivan, Danl. the late George A Blair Swim & Co. The tenament houses and property 100 ft. front by 132 ft. deep, situate on Queen street, known as the Swim, F. D. Dean property. 5 acres of land on the Richibucto road, adjoining Swim, Robt. Watt, George Weaver, Thos in 1 years time secured For further particulars apply to SARAH M. BLAIR, or GORDON M. BLAIR,

Executrix. Chatham, August 30, 1893.



hree months from date. All persons indebted to meet months from date. All persons indebted to the said estate are requested to make immediate pay-ment to John Fotheringham J P., at his office, Dated at Chatham, N. B., this 24th day of August, A. D. 1893.

ELIZABETH GILLESPIE, Executrix. JOHN FOTHERINGHAM, Executo



nations of the world, and will not refuse to enter into a peaceful alliance with her its upper deck. people, as they are of the same race and

1,700 as themselves. 16 308

The majority of the leading pol tical 220 and commercial men of the United States 345 514 are amicably disposed towards Canada 2,534 and with the exception of a few jingnes, 2,719 who are of little account, they all speak 450 of her in the most friendly manner. The 128 806 same may be said of the leading papers throughout that country. As a sample of 132 what they say of Canada, we give the -48 568 following extract from an editorial of the New York Tribune, one of the leading 136.5 298 republican papers of the country :-- "In 125 its judicial system, its military organiza-73 tion, its superior ocean carrying trade, its 7,585 330 excellent civil service, its municipal home 246 rule, its efficient post office system, its ad-684 mirable election laws and its beneficent 378 458 system of public charities, Canada is 48 second to no community in the civilized 24 world. 892 50 2,593

3049 \$57,573 50 to the old flag" so commonly hurled at the advocates of Independence, come from the It will thus be seen that while all the ultra loyal politicians of Canada who are operators of the rest of the province more English than the English themcontributed \$14,905 to the public selves. These blatant imperialists, so revenue, those of our four northern noted for their lip-loyalty to Britain, counties paid \$57,573,50. are simply actuated by selfish motives. It should be explained that the 775

as they consider that by loudly defending sq. miles purchased by Mr. J. D. Mc- what they conceive to be imperial inter-Kay have been since transferred to ests, they will receive knightly trappings and decorations as a reward for their Messrs. F. E. Winslow and Ernest loyal services to the Empire and its inter-Hutchison, in accordance with a mutual ests. They are the lineal descendants of agreement made at the sale. We Canada's ancient foes, the Family Comunderstand that Mr. Hutchison gets

pact party, and they, like their predeces-311 miles, which added to his regular sors, are doing all that they can to retard purchases would give him 2601 miles the growth of a national sentiment among and make his total payment \$9,177.33, Canadians. Their, efforts, however, will while the 46 miles of the McKay pur- be in vain, as the great mass of the Canad chase added to Mr. Winslow's other | ian people are loyal to their country and Commencing July 3rd blocks would give him a total of 175 its interests, and will allow no cry of

which sells at about one-third the price. In its production manual labor enters Below is a diagram, or plan, representing very largely, which fact, together with the the outline of the steamer Rustler, and industry requiring our staple raw

possess the same national characteristics

The charges of "treason" and "traitors

the centre of the wheel-house, where should be were it correctly placed. The asterisk (\*) indicates the position of the steering-wheel. The short line, A., shows the position of the lever and its guiding segment. And the latter shows that, even if it were necessary to have the wheel-house so far aft, by shifting its carry him to Balmoral. It is significant location to port, about half its breadth,

the wheel \* would be on the mid-ship fore and aft line and the lever working the engine on the right, instead of the left hand of the wheelsman. Whoever placed these important instruments in their present relative positions, seems to have taken considerable trouble to do so as awkwardly as possible.

The objection which any person of experience would have to the arrangement termination which is understood to have of the boat's working appointments would been expressed by Mr. Gladstone in his

haps twenty minutes in landing her passen-

I heard no engine-bell at Black Brook. Rustler. I heard no bell at Chatham or ham. I don't know what the engineer's set full astern. Douglastown-none at Kerr's mill wharf. I duties are on the boat. When we were mill wharf. I know, as a fact, that there it until we were alongside of it- within 20 excepting the Rustler.

I have no knowledge that Capt. Russell and know of no orders being given to slack had refused that night, on the way up, to land passengers at Rosebank, or that he landed Rosebank passengers at L'ouglastown. Russell, Mr. Morrison, Mr. Hav. Johnston, I have no idea of why the boat went and Mr. Lawlor took the body from the near the Kerr wharf.

women quiet. I don't think there was anything which, had there been the exercise of due diligence. would have caused the boat to go so far There was a full head of steam on at the astray. All captains direct their course time of accident.

between Douglastown and Newcastle by the red light known as the Murray light. To Mr. Adams:-The deck-hand looks atter lines and getting passengers on and off Witness here illustrates by making a plan the boat. Lawrence McDonald was selling of river at points in question.] beer, etc., all the way down to Bartibog and

I do not know that any passengers were to be landed at Kerr's Mill wharf. I do not think that John Russell, engineer, deck-hand McDonald, or the fire-

man displayed the self-possession they should have done. I told Russell to keep cool and if the boat was going down, to let her go and to look after his lady passengers. The four men named, with Hav. Johnston, were near the boiler with me, and the engineer said-Who will go down and put

whether there was danger or not. I had no water on to put the fire out? I spoke up LONDON, Sept. 9, 1893.-Sir Henry knowledge of firing before I went on the and said, give me the d-d bucket and I'll go Ponsonby, the Queen's private secretary, Rustler. We had eighty pounds of steam on down and put it out. Then John Russell when I had put the fire on, There was no said, I'll go down and do that. I don't passed last night at Blackcraig Castle, reversing of the engine or alarm at time of know whether the anchor was then overwhere Mr. Gladstone is taking a holiday accident, so far as I know. The gentlemen's board or not.

with Mrs. Gladstone and a party of It was perhaps two hours from the time of friends. This morning he and the Prime our leaving Bartibog until we got to Douglas. Minister had a long interview, and before town. I observed no slackening of speed on the way from Douglastown. noon Sir Henry left with a special despatch from Mr. Gladstone to the Queen

when I was firing. I've known the engineer After anchoring I could distinguish the two months during which time he was on houses along the river-the Kerr Mill, the Rustler acting as engineer of her. wharf. Jardine's house, on the north side, the There was nothing said to me as fireman by English church tower on the south side Russell or anyone else to indicate that there was danger. I did not see any other steamer and others. It was not so dark as to lead the Captain to go astray. I can't say on the river between Douglastown and whether Capt. Russell and the engineer were Kerr's Mill wharf that night. Don't know at their posts or not.

Mr. Adams:-Can you give any reason right course would be. why, on such a night, the steamer should be permitted to go so far out of the regular fire-hold nearly all the time-save about two course ? minutes-above Douglastown to Kerr Mill

Objected to by Mr. Thomson, and arwharf. nument ensues between Messrs. Adams and To Mr. Thomson:-It was calm. I could Thomson as to admissibility of question. see Kerr Mill wharf quite plainly as we were Coronor allows question. drifting away from it after the accident: Answer: I can give no reason. I could not couldn't see it distinctly over 20 feet. say it was prudent for the captain to go so

To juror Street :-- I came out of cabin on far astrav blowing of whistle before we reached From Douglastown wharf to where we Douglastown. It is customary for the met the Nelson, it would be perhaps a whistle to blow when the boat is to stop quarter of a mile, It may have been half a anywhere. I don't think the whistle could

jection of the bill by the Lords. The mile. It is hard upon a mile from where have been blown at Kerr's Mill wharf withroyal idea is that Mr. Gladstone should we passed the Nelson to the Kerr Mill. out my knowing it. The Nelson could not interfere, under the appeal at once to the country, and the de-

To Mr. Bennet :-- I put the forward line circumstances, with the Rustler's course at out at Douglastown ; I saw the wharf at Kerr Mill wharf. Douglastown when about 20 feet from it; I believe the deceased was killed in con- it was very dark then ; a few stars were out.

miles and make his total payment \$7,- treason to retard them in their march 100 ft. on that night. be-in the first place-the anomaly of the special despatch to hold on indefinitely sequence of the piece of timber coming into Didn't look for stars at Kerr's Mill wharf To Juror Hickson -The water is deeper in steering-wheel being several feet from the will not suit Her Majesty at all. Accordwhen she struck ; could see the steam gauge mpany will leave St. the steamer at the Kerr wharf. towards national maturity. XX To Juror Hickson: - The Nelson, in the from where I was sitting in the cabin ; that's my course at the Kerr Mill than nearer John for Eastport, Port-246.17. In our last article we said that when the centre-line of the boat ; Next it is a most ing to constitutional precedents the Queen land and Boston as course she was on when we met her, not the ladies' cabin ; there is a ladies' cabin; shore. I could see the red light from follows: Monday, Wed-Our largest Miramichi holders of question of Canadian independence be extraordinary thing that the steamer's certainly had some reason to expect that, might have interfered with the course I but ladies go in the other cabin when it is Douglastown. I would not use one light in nesday, Thursday and Crown Lands and the average prices have marked on the plan. The Nelson cold. Larry McDonald's duty is to attend steering. Saturday mornings at came a subject of practical politics in the smoke-stack should be directly in front after the overwhelming majority of Lords, 7.25 (Standard) fer Eastmight have been right in that course. At the after line. Refreshments are sold on To Mr. Bennet:-It would interfere per square mile paid for their holdings port and Boston, Tues-Dominion, it would not fail for the want of of, and only a few feet from, the steers- spiritual and temporal, had condemned any time during the night I could distin- the boat and it is Larry McDonald's duty to with or prevent the steering of boat if anyday and Friday mornings man-to say nothing of the hog-frame him, the aged Premier would resign or guish all the landmarks along the river. look after selling of the refreshments and one was to stand on the steering gear or for Eastport and Port- are as follows:advocates, as many of the ablest public land, making close connections at Portland with One reason why I know this is because attend the after line. He attended chains. When steering off from a wharf it men of the country have already expressed perpendiculars-all of which render it ask the electors again to justify his policy. Purchaser Sq. m. B. & M. Railroad, due in Boston at 11 a. m. average informed the bandsmen, who had to those duties on that day. I saw would or might cause a collision. It has Connections made in Eastport with steamer for S price sq. m. themselves in favor of the movement : READY TO SUBMIT. almost impossible for the wheelsman to the glare of their lamps in their eyes, when the captain after the accident and he occurred to me twice this summer on board Andrews, Calais and St. Stephen. \$ 16 97 447 J. B. Snowball, At Sarnia, in 1875, the late Hon. Alex- distinguish obstructions in his course, I It is surmised that Mr. Gladstone in- to play at certain points which I distinguish. said "My God this is an awful thing that my boat. For further particulars apply to C. E. LAECHLER, Agent, St. Jonh. E. Hutchison, 2601 35 23

### Testimony of Capt. John Bullock.

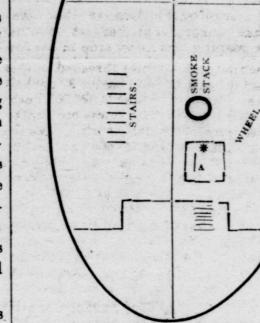
John Bullock, captain of Str. Nelson,

I am captain of the Str. Nelson plying on the Miramichi between Chatham, Newcastle back that night. I don't know that the enand Nelson. The course is about southwest gineer was in the beer place with Larry Mcfrom Douglastown to the Canadian Marsh Donald at time of the accident. I could not and from that to Newcastle, west south-west. have heard any orders given by the captain The distance from the course to the Kerr where I was sitting. I heard no whistle mill wharf would be half the breadth of the blown approaching Kerr's Mill wharf. It river or say a quarter of a mile. When I was only about two minutes after I went left Newcastle that night it was a quarter into the cabin before the accident happened. to eight o'clock. My course down was When I came up after putting on the fire ] described-about the centre of the river. saw no officer of the boat looking out passed the Rustler that night opposite the Marine Hospital, Douglastown. I was then three or four hundred ft. from the Rustler and about a mile or three quarters of a mile from Kerr's wharf. The night was calm and dark and there were shadows on the water. I could distinguish Rustler quite cabin is the only place for the fireman when plainly; could see both lights on her; could not firing. After the engineer stops and not distinguish a wharf on Chatham side starts the engine he goes down and looks after his engine. I didn't see the engineer of river; could distinguish a wharf on the north side of the river. I could dissinguish the mill, and also the dark object in front of it : would not take it to be wharf, if -a stranger, at night, but would think it some obstruction

To Mr. Bennett:-I do not steer by the red light. I have not been employed in steamboating until this summer. Have what distance from the Kerr Mill wharf the been told that the light was not used much. The deep water is on the north shore, could see the land about half the breadth the river on that night. The land casts out a shadow on the water. At Kerr's mill wharf the shadow would be 20 ft. out. could distinguish the Douglastown wharf from the Marine Hospital. The rule is port to port in passing. I saluted the Rustler and was saluted in return. The Rustler had lots of water and a very fair course. If she had kept on the course when I passed her she would be all right. Her course was about southwest. The Rustler

is a shallow boat and requires less water than the Nelson. On being asked if he would keep as close

to shore as Rustler did, witness said it would depend on how a man could see; if he could see, he would keep further off shore. A man could see a wharf from a distance of



The centre fore and aft line indicates