J. R. Lawlor Recalled.

I have not in the least any prejudice or ill feeling to Mr. Russell, Have no enmity, motive against or hatred of Mr. Russell. To Mr. Bennett: -I know of captains that use the red light; on my oath I will say that captains use the red light; Have had some experience on boats as a purser, -on board Str. Andover, in 1881 and have steered at times. I know of Mr. Peterson of Str. Nelson using the red light and Mr. Miller also, on Strs. Marion and Laura, when the red light was used, in steering on dark nights. I did not hear Capt Russell ask the engineer about putting water on the fire. I volunteered to put water on the fire, but Mr. Russell said for me to "stay here," and he would go, I did not put water on fire. I saw the timber in the boat when she called at Call's wharf, and saw one end of timber lying on one corner of the wharf, and from that formed my idea of its dimensions. I did not notice what course the boat was in. I cannot speak positively that I could see the shore, for I had nothing to call my attention to look at the shore. I could not consider it

was a dark night. Testimony of Lawrence McDonald. Luve in Newcastle; am hired to cook for nen on the Rustler and run a small saloon and attend the stern lines. I was on board the steamer on Tuesday, I have been on the Rustler since last of June or 1st July; was on her all that day, from time she left Newcastle until she returned. John Russell is captain. Left Douglastown a few minutes after eight on the up trip. The night was not awfully dark, but there was a heavy gloom off the shore. I was in the room where I sell beer when the accident happened. I just came down from Capt. Russell four or five minutes, and went down to get a few apples to give him, as we had no tea that evening. He was in the wheel house. There was no other person in the wheel Louse. There was a young lady on the eutside near the smoke stack. I could see the red light when in the wheel house but did not distinguish the Kerr Mill wharf. When I was below two men asked me for a drink of ginger beer. I had handed one to the Engineer and at that mement I heard a noise or motion but could not know which way she was going. I did not hear any whistle given at that time. I did not hear the captain say anything until he came down after the collision. I was at the engine-room door when the collision took place and then went out on deck. I was the first to go into the gentlemen's cabin where the lady was killed. I was not in the cabin previous to the accident. I could not see anything for steam. I went in to open the furuace door, I opened it and all the lights were out in the cabin. I did not notice anybody in cabin and did not see deceased. I had gone in for a draw-bucket; did not see the log that was there; went in from the bow end. The engineer was standing aft and I went to him. Capt Russell was forward at the time: Assisted to put the fire out. The captain and I got a large tub of water from the saloon room and put it on the fire. I saw the captain about a minute after collision. He spoke about the fire, as the fornace door was open at that time. I had heard the engine stop a moment and then renew its motion just before the accident. To Mr. Adams: The engineer was at my

red light. The course is from St. John's church steeple, Chatham, to the red light. Had seen the Nelson that night but not positive to name her. I had three lights on board-port, starboard and head-light. At the time I went up to Capt. Russell in the wheel house, the boat was on her right course. It was four or five minutes before collision. I had no idea where the captain was, at time of collision. To Mr Bennett: I could not see the shore when I was in the wheel-house. The engine will stop one moment when the revolution is changed and then resume backwards. I bad." I did not notice the captain excited.

little room at the time. I have no know

at my room on duty and was selling to the

engineer. The steamer was steering to the

I was on deck after the accident and did not observe the shore, for did not look that way. I never steer at night. The captain did not say he was steering for the red elight; never saw him taking any range, but from Douglastown. She was near the for this steeple of the church. Could see the engine working while standing at my door. There was quite a panic on board and saw the captain talking to women on board.

man with the engineer while he was drink. ing. There are only ginger and hop beer sold Testimony of William Walsh.

I am a resident of Newcastle, a laborer, and was at the picnic at Bartibog on Tuesday. Boarded the Rustler at that place and was on board when she arrived at Douglastown. It was just a little after dark. Did not see the captain until after the accident; was in the ladies' cabin. The cabin would hold about 12 or 14 people. I have no idea of the size of the cabin. has a row of seats on each side. I have no idea of the number of ladies on board that night I heard no whistle before the accident: have no idea where the boat was before the accident. Was in the gentlemen's cabin about five minutes before the accident. There were then two girls in the gentlemen's cabin, Miss Landry and Miss Morrison. I did not see any other persons there. I did not observe the position of the wharf when leaving the ladies' cabin. I went out of the ladies' cabin after the crash. I jumped on to the top deck and noticed a woman but did not see the captain there and jumped down again. I did not go into the cabin where the girl was killed. I did not see the To Mr. Bennett: After I came down

from the top deck I met the captain. I met him midway between the bow of the boat and cabin. I asked on board at the time of the accident. where were his life-preservers, as I thought the boat was sinking. He said there was no need of life preservers, as the boat was in no danger. Atterwards he went forward and repeated the same to the women. I did not hear the captain say any words in regard to fire and water. Just about five minutes before the accident I noticed it was very dark, I did not notice the shore and did not look for the shore, I know the engineer and did not see him that

Testimony of Capt. John Russell.

I am captain of Str. Rustler. Joseph A. Russell is proprietor. Mr. Matthew Russell is manager. I have been captain since she commenced to run. I had command of the boat last Tuesday from the time she left Newcastle until she returned; Did not pass any examination of qualification as captain. Mr. John McDonald is engineer, Wm. Cooper, fireman, and Lawrence Mc-Donald extra man, 4, including myself.
When we passed the lime kiln wharf going up from Douglastown I looked at my watch and it was a quarter of nine o'clock. After leaving out not more than 5 passengers at Douglastown, I give the signal to cast off lines, and told the engineer to start her.

I then started to take my course which I have always done this season, making out from Douglastown about 200 yds
At this time I noticed a boat approaching, which caused me to alter my course, to allow her to pass on my port side. As I got near I found it was the "Nelson." We passed one another on the proper sides. I gave the customary salute. I then turned the rudder to the port again to get a range of lightsnamely, the electric light at upper end of Chatham and the red-light commonly called the Murray light. I kept this course for about five minutes, when I found the boat working to the starboard, caused by the tide. I then tried to change my course to get the lights in range and on turning the wheel I found I had no control of it, caused either by some person standing on the chains or rudder gear or a stick getting in between the rudder and the boat, which happened before that day. I immediately stopped the engine and on doing so I reversed the engines. I then ported my rudder and saw I was approaching a wharf or raft. The tide was up strong and inclined to work the boat to starboard, or north shore. The rudder was hard over to port and the vessel taking a course out from the wharf and before we got clear we struck. She struck a kind of glance-not heavy at first. My first impresion was that it would not be serious, but a Mr Ephriam Hayes came up and took me protruding log ran in through the cabin, Ldown. I saw the steamer strike the wharf. causing this fatal accident. After the accident happened dent I went to the lower deck; saw quite a in cabin until afterwards. number of excited people; went to the for-ward part of the boat. The first thing I did was to look in the hold to see if the vessel was making water. At the same time noticed that the furnace door was open and the steam pressure off the boiler. I turned around and met Mr. Walsh, who asked me for the life preservers, as the ladies were after leaving Douglastown. Two other success that, if all goes well, they will, in wives are allowed to give testimony. afraid the boat was sinking. I told him girls and the fireman were in the cabin. He the near future, give their friends an op- Honor thanked the fifteen grand jurymen there was no danger; that the boat was all- came in after me. I was sitting and the two portunity of again travelling 220 miles for who had left their business to attend, and right. I then stepped to the bow of the boat and met Mrs. Kane of Millerton, who moving around in the cabin. I think they the small sum of \$1.00. asked me if the boat was sinking and I told her and other ladies there was no danger

AND THE PROPERTY.

and tubes than the grate bars. I then asked Willie Cooper to get the water-bucket with rope attached to it. Larry McDonald said Cooper could'nt as he was scalded. enquired how badly he was hurt and he said he was hurt under the arm and scalded on the hands, wrist and face. I then ordered Larry McDonald to get the bucket and he said it was in the gentlemen's cabin; we went in together-he leading with the lantern-and in looking around for the bucket I found deceased's body, jammed between the timber that came in through the side of the vessel, and the truss-post. I at once, with Larry's assistance, tried to remove the timber. Havelock Johnston and Chas. Morrison, father of deceased, came in and helped to get the body out. I said I wonder if there are any more injured. Roger Lawlor was not

there at that time. I took the lantern and looked on either side of the boiler, and then started out of the cabin door and met Mr. Lawlor. I told nim the worst and he said "keep quiet and don't let the ladies know. He went in and assisted them to get the body out on the deck. I went around after that to the refreshment room and got a large candybucket, which was three quarters full of water, carried it around and jumped down and asked-I think it was Larry McDonald -to hand me the bucket. I threw the water on the fire and asked Larry to get-a line on it and to get some more water, which he did, and put in one or two buckets himself after that.

The engineer after this, raised some more water and, from what Larry McDonald said o me, he wanted someone else to throw it

I went to the engineer and ordered him o put the water in himself. He said, as he was lifting it, he wanted someone else to throw it in. About this time I heard there was another girl missing.

rought the vessel up. The St. Nicholas came along in about 20 or 30 minutes, and I hailed her, and she came and took the passengers and body of deceased to Newcastle. I had no intention of calling at Kerr's wharf. My theory about the stick in the

I had thrown the anchor before this and

rudder or someone being on the wheel chain is merely an idea of mine. Mr. Adams:-Though you did not think it a serious accident you went down to look in the hold to see if the vessel was leaking? I just looked in the hold. It was fully ten minutes after the accident before I found the body of deceased. The thought never twelve pound salmon jumped into their Mrs. Percival and Mrs. Barden, who were

I spoke to Lawrence McDonald only from opposite the lower lime-kiln. I did not ask him to go for apples for me. It would be not over 5 minutes from the time he left me until the accident. It was between the lime kiln wharf and the Kerr Mill wharf that I got off my course. The engineer was not in the wheel-house with me between these points and I had to look after the wheel and lever.

It was a very dark and deceptive night. There was no complaint of the steeringgear from Chatham up to Douglastown, but ledge where the fireman was then. I was had been before that through persons stand. ing on it. The steering-gear is exposed and lock Johuson will reward the person who any passenger can stand on it. It runs all around the boat. I don't think we had more than thirty passengers between Douglastown and Newcastle. The boat answered her helm all right after I turned it at the wharf. The helm was not refractory more than half a minute.

Mr. Adams:-Then you mean to say that in that half minute the boat went out of her

course and caused all this to happen? Witness:-It would be a minute altogether, half a minute going in and half a minute coming out. This occurred about 300 or 400 yds. below the Kerr Mill wharf, did not hear captain crying out. All I heard judging by the time elapsed before she him say was, "My God, Larry, this is too struck. It is not true she was going eight miles an hour when she struck, or that she was going six miles an hour. She was going about half-speed when she struck. Innis-on the upper deck on the way up

I couldn't tell how far I was from the wharf when I reversed the engine--perhaps a hundred yards. It was not a minute after To Juror Clark: John McIntyre was the when the boat struck. I held the wheel with one hand and reversed the engine with the other.

I have on board the necessary number of buckets, life preservers, axes, etc., required by law. [Certificate of Inspector of hulls and machinery produced. It authorizes the carrying of 170 passengers and no more between Chatham. Newcastle and Redbank.] I did not signal for the engineer when I saw danger. I have no means of communicating with the engineer when he is below bell or otherwise then by the whistle. am well acquainted with the river, since was 14 years old. I never met with any serious accident before. I have had some mishaps, of course. It was impossible for the engineer to see the engines from where he said he was in the place where Larry

McDonald was. Mr Adams: Is it not the duty of engineer to start and stop the engines? Witness: It is.

To Mr. Bennett: It would have been impossible for me to signal and get the engineer up in time to stop the engine, after I saw disease was on board. the Kerr Mill wharf and before she struck. I often start and stop the boat myself. The engineer has to go below after starting, to look after his engine and to see that the tireman is doing St. John. New Brunswick, have assigned wharf at all. I did not see deceased until his duty properly. At the time the rudder lifted into St. Nicholas. Had no idea was out of order for the half minute I had not seen the wharf. To Mr. Thomson:-The ladies' cabin

> would on that night, have seated 25 or 30 people. It would have held all the ladies is 16 or 17 ft. each. Adjourned until 10.15, Saturday, is in very bad shape. - [Toronto World.

The Coroner's enquiry was resumed at 10.15 o'clock Saturday, morning.

Testimony of Engineer John Robert-

I reside in Newcastle. I am an engineer in Messrs Ritchie's employ. I have been an engineer about 30 years. We do not hold certificates for stationary engines in this country. I know the Str. Rustler. I was knighthood conferred upon him by Her ordered to examine in reference to her wheel. went to boat. John and Wm. Russell were there, and in the evening went around the back way and boarded her. I made up my sion. He is now Sir Hibbert Tupper, K. C. mind that the paddle was revolving back. M. G. wards from the way the piece of iron is bent, all the rust and paint being scraped off. The blow could not be given with the engine going ahead. The inner rim of the wheel on the right hand of the shaft is bent. She must have struck some obstacle. The hoat was going ahead and the machinery

must have been reversed to cause this break.

I made a particular examination of the

wheel. Testimony of Miss Anna McInnis. I reside in Newcastle. I was at the picnic on Tuesday. I was on the boat when it left Douglastown for Newcastle. I was outside of the wheel-house cabin behind the

cold. I went up after I left Black Brook and remained there, until after the accident anvone come up on the top deck after leaving Douglastown. The captain myself were the only ones that were on top deck after leaving Donglastown Mr. Russell distinctly and what he was doing. He was at the wheel steering the vessel. He was at the wheel from time he left Douglastown until the collision occurred. Herald. I had no conversation with Mr. Russell. know the wharf where the accident occurred. I saw the wharf as I approached it. thought it was very dark at the time. was quite handy to the wharf when I first noticed it. I saw the wharf at a distance as far as from here to Mr. Graham's barber shop. I was sitting looking up-river. I did not notice anything unusual before accident.

After the accident I remained where I was, clinging to the wheel-house window and

Testimony of Miss Lizzie Driscoll.

sang out that I could not get down, when

I am in the employ of Mrs. John Morrissy. I was at the picnic on Tuesday. I Newcastle. I went into the cabin where the accident happened about 10 minutes were standing when the accident happened. and I would send and get the ferry-boat to upset and I could not see for steam. I away creditor of the Scott Act fund in the fell from the seat and got up again. The county, and who has been lodged in jail and I then went to try and save the boiler, if possible. I asked for the engineer. Law- least and got up again. The county, and who has been lodged in jail and deceased tried to get through the window served his term in Fredericton for violation of the county, and who has been lodged in jail and deceased tried to get through the window served his term in Fredericton for violation of the county, and who has been lodged in jail and deceased tried to get through the window served his term in Fredericton for violation of least for the grand inquest to consider, The fixed it otherwise in Maritower. Manitou-

to put out the fire was not to throw on water? arm broken before this. I did not feel pain he said something about the grate bars and in my arm, but knew there was something I said it was better to save the crown-sheet wrong in it. I felt the outer plank and walked around on guard rail and got on board. I was alone. Adjourned until 2 p. m.

On resuming, after dinner, the coroner ead to the jury from Bois on coroners' inquests, as to their duties, and also- at the suggestion of Mr. Bennett-from Jarvis, on the same subject. He left the decision of the matter entirely in their hands. The jury retired at 230 and at 5.30 rendered the following verdict:

VERDICT: That May Agnes Morrison came to her death from a stick of timber running into the boat at Kerr's Mill wharf, caused by the negligence of Capt. John Russell in steering

his boat out of its proper course on 5th Sept. Mr. Thomson, acting for the Crown, said the verdict was, in effect, one of manslaughter, and he advised the arrest of Capt. The coroner, thereupon, detained Capt.

Russell, who was soon after released on entering into a bond to appear before police next. The amount of bail was fixed at \$400. Mr. Russell himself being taken for \$200 and Mr. John Sargeant for \$200.

The body of Miss Landry has not yet been

Miramichi and the North Shore etc..

"N. M."- No, we will not publish the 'Bass' letter, Send it to the "other fellow. who is now, no doubt, sorry he wrote and don't want to catch the down river boat with another two dollars.

TAX COLLECTOR : - Mr. William Johnston (Robert's son) has been appointed collector of rates for the middle district of the parish of Chatham, in the place of the late Mr. Daniel Finn, deceased.

John and James Nowlan were rowing from the Chatham side of the river to their to this country in 1842. He had six children, THE PHILLIPS steroptican entertainments in the Masonic Hall last week were very

attractive, although the absence of Mr Phillips, Sr., through illness was a dis appointment. The pictures were the best CANOE LOST .- A birch bark canoe, painted green on the outside, and branded "J. Johnson" in a number of places on the in-

side is missing at Newcastle and Mr. Have-

assists him to recover it. FATAL ACCIDENT:-On Monday afternoon two little boys, children of Mr. Geo. Mc Lean, an I. C. R. brakeman, went upon the railway track in the Campbellton yard, when a train came along and crushed the legs of the younger, who was about 3 years old,

FIRE :- A dwelling house a short distance above the town of Chatham, owned by Mr. Charles Wilson of Derby and occupied by Mr. Thomas Morris was burned to the ground on Sunday night about eleven o'clock There was only one person-Miss Mc- It was partially insured, Mr. Morris saved a good deal of his furniture.

causing its death.

COMMENDABLE: -- The ADVANCE, with commendable enterprise, published a series of extras containing the evidence taken at the coroner's inquest on the body of Mary Agnes Morrison, and to which we are indebted for the evidence published in to day's Advocate. [Advocate.]

The Advocate is much more fair than another local paper, which appropriated, without any acknowledgement, the testimony taken by the ADVANCE's reporter and published in our second edition of last Thursday.

A CHOLERA SCARE:-There was quite a commotion in Chatham and Newcastle on Thursday night and Friday last caused by an unfounded report that the barque Tilde from Marseilles, lying below Middle Island, had cholera on board and that all her crew but six had died of it. The report arose from the fact that as the vessel had sand ballast, and cholera was reported at Marseilles, Dr. for a time until he was satisfied that no range in good order.

HEAVY SHOE FAILURE .- Humphrey & Co., the large wholesale boot and shoe dealers of with liabilities of \$95,000. Montreal and Quebec houses are largely interested and the insolvent firm are offering 40 cents on the dollar secured. A representative is now in Quebec, endeavoring to obtain signatures. To Juror Hickson:—The length of the seats It is believed from the showing that the creditors will accept the offer, as the estate

> PERSONAL:-Rev. Fathers Theberge of Neguae and Crumley of Dalhousie were in town this week.

on Tuesday. Charles Hibbert Tupper, Minister of Marine and Fisheries has had the honor of Majesty, in recognition of his services in connection with the Bering Sea Commis-

Mr. J. M. McKenn who is now principal of the sch cols of no. 9 district doing good work in that position. Mrs. Robert Orr of Fredericton is visiting

Chatham friends. Mr. David L. Mitchell. B. A., is the new principal of Chatham Grammar and High School, and the indications are that he is

a very efficient teacher.

CHATHAM VISITORS. - Nearly 500 excursionists from the North Shore came to the smoke stack. I went there because I was city over the C. E. R. on Thursday reaching here about two o'clock. The excursion was occurred. The only one I saw in the wheel | under the auspices of the Church of England house was Mr. John Russell. I did not see people of Blackville, and included visitors Chatham, Newcastle, Douglastown, Nelson, Blackville and other points. Owing to lack of accommodation a large number were ununtil the time of the accident. I could see able to come on the excursion. The afternoon was spent in doing the town, and the excursionists returned home at four o'clock.

A Blackville corrospondent writes:-

The excursion in aid of the Episcopal church, Blackville, was a success, notwithstanding the low down opposition tried by a dation going north. He took his seat on the Blackville snob, who, on the morning of the bench about 4.30 and court was formally excursion, spent his spare moments using opened. his eloquence (that anyone with a heart

rence McDonald told me he was in the after the other girl go through the window. I arrested by Scott Act inspector Menzies for grand jury retired, and on returning to part of the boat. He just then appeared on went out through the window after the other a fine of \$100 and costs, and brought over court the foremen said they desired to call the scene. I asked him if the quickest way girl and held on with one hand. I got my here and lodged in the Chatham lock-up on Saturday evening. If he pays he will be released, if not he will board with deputy sheriff Irvine for two months. - [Advocate.

"We presume that Howard is a debtor" of the Scott Act fund," instead of a creditor. Unless the Inspector was satisfied that the man would pay the fines standing against him, it was a mistake to go so far, at expense to the county, for a jail boarder. Howard's place was closed and the county was clear of him. If he serves out his term in fail it will cost the county something and, in the end, the man will be free to resume his former disreputable business in the community. While the fine was hanging over him he would have remained away from the county.

Does not Belong to Miramichi.

A Vanceboro despatch of the 7th ins says :- James McDonald, of Miramichi, N. B. was found on the track three miles west of here, having been run over by some train to-day. His left arm and leg were torn of and when found were some distance from magistrate Niven at Newcastle on Monday the track. He had apparently been dead three or four hours. McDonald was employed as a coal heaver here for the Maine Central Railway. An inquest will be held to determine how the accident occured: Later information is that the man's name

was Mackintosh, and he belonged to Nova

Death of Mr. Daniel Finn.

Regret is universally felt over the deat f Mr. Daniel Finn, one of the o'dest, bes known, and most highly respected citizens of Chatham, which took place at his residence Thursday morning at three o'clock. As most of our readers knew, he was attacked by dizziness a short time since, when at the head of the stairs in his house, and fell backwards to the bottom. Since that time he was confined to his bed and, at last, the injuries he received developed into inflamation, of which he died.

IN LUCK :- As pilots Chas. McLean and Mr. Finn was a native of Dublin, where he was born October 31st 1815. He came schooner in the stream the other day a four of whom survive him, viz. Robert all with him at the time of his death, and Henry, who lives in Cambridgeport, Mass. Everybody honored Mr. Finn for his honesty and manliness and the general comment is that we have far too few men of his sturdy character. He has held a number of municipal offices and for the past twenty years has been first street commissione and then Collector of Rates for the tow of Chatham.

MR. FINN'S FUNERAL: -The funeral of th late Mr. Daniel Finn took place on Friday last and was largely attended. The pall bearers were Messrs. Geo. Burchill, Donald McLachlan, D. G. Smith, Roger Flanagan, Alex. Robinson and Michael Delaney. At the cathedral the burial service was recited by Rev. Father Joyner, the Libera being sung by an efficient choir. The church was tastefully draped. After the burial service Father Joyner spoke with great earnestness and feeling respecting the virtues of the deceased and the example of christian character afforded by his lif .

RHEUMATISM CURED IN A DAY :- South American Cure for Rheumatism and Neuralgia radically cures in 1 to 3 days. action upon the system is remarkable and mysterious. It removes at once the cause and the disease immediately disappears, The first dose greatly benefits. 75 cents. Warranted by J. Pallen & Son.

Rifle Association.

The adjourned annual meeting of the Northumberland County Rifle Association was held in quarter master Murray's office, Chatham on Monday 11th just. There was a good representation of officers and others present. After routine business the following officers were elected for the ensuing year Lt. Col. McCulley, prest.; Capt. Maltby, v. prest.;

Lieut. MacKenzie, Secy-Treas.

The following were elected to the council Surgeon Baxter, qr. master Murray, Lieut. Merzereau, Lieut. Johnson, Capt. McNaught Capt. Cameron, and pt. Thos. Fitzpatrick. It was unanimously decided to have the annual match on Wellington Range on Wednesday, 29th inst at 9 o'clock: An McDonald ordered her to lie at quarantine efficient committee was appointed to get the

Normal School.

The total number of Normal school students enrolled the present term is 256 the English and eighteen in the French de-

The counties of the province are repre-Carleton......30 St. John...... Charlotte......31 Restigouche..... Gloucester14 Sunbury..... The religious denominations are repre-

sented by the following figures,-Geo. F. Gregory, Esq., Q. C., was in town Roman Catholics..... Baptists..... Methodists..... Presbyterians..... Church of England Free Baptists.....

> the largest number enrolled of any. 239, in 1891 243, in 1892 264, and at present 274, and these figures will be increased at the beginning of the year when the next French class and the teachers for advance license

Worth Ten Dollars a Bottle.

Any person who has used Polson's Nerviline, the great pain cure, would not be without it if it cost ten dollars a bottle. good thing is worth its weight in gold, and Nerviline is the best remedy in the world for all kinds of pain. It cures neuralgia in five minutes; toothache in one minute; lame back at one application; headache in a few moments; and all pains just as rapidly. Why uot try it to-day? Large bottles 25 cents, sold by all druggists and country dealers. Use Polson's nerve pain cure-

Northumberland Circuit Court

Judge Fraser came from Fredericton Thursday by the Canada Eastern, and reached Newcastle at 4 o'clock by the accommo

J. L. Stewart was chosen foreman of the must succumb to) in persuading those at grand jury. His Honor addressed that body the station to remain there. The day was in length, expressing his gratification at the fine. Conductor Yerxa and staff did all in absence of any criminal business. Then he their power for the comfort of those on the spoke of the pleasure it always gives him to train. Superintendent Hoben was at the revisit the scenes of his childhood, the banks Fredericton station when we arrived, of the Miramichi, and referred feelingly to evidently pleased to meet his friends from the old friends who had passed away since north. The number of Newcastle, Chatham his last visit-Mr. Hutchison, Dr. Street and Derby folks who patronized our outing and Mr. Sargeant. He spoke of the radical was on board when we left Douglastown for far exceeded our most sanguine expectations. change that has been made in the criminal The committee are so encouraged with their code, whereby accused persons and their declared his intention of imposing a fine on the absentees. He intimated his willingness I do not remember much but all were BROUGHT BACK: - Alex. Howard, a run- to discharge the grand jury from further attendance, when one of the number, Mr.

His Honor's attention to the presence of an unsightly and dangerous ruin, an eyesore to the people and a source of danger, the ruins of the Waverley Hotel. There was some uncertainty, he said, about the legal way of compelling the owners to remove it, and perhaps His Honor would point out some method of procedure which would relieve

the town of the nuisance. Judge Fraser thanked the grand jury for bringing the matter to his attention, and promised, if he found that he had power to interfere, to do what he could to effect the removal of the ruins. He drove down with the sheriff, after closing the court, to examine the nuisance.

The following cases are entered for trial:-Herman Hovey against Chas. Long, an action for debt. L. J. Tweedie for plaintiff, Chas. E. Fish against Michael A. Pigott, an action for debt. A. A. Davidson for plaintiff.

John Doe ex dem. Clarence A. Arbo against John and Eliza Forsyth, an eject ment suit. E. P. Williston for plaintiff. Mr. Geo. F. Gregory is among the lawyers in attendance. [World.

Read the following testimonial of Mrs. Bernard McGuire. Petersville, Q. C., N. B. She says : I am glad to testify to the great benefit I received from Hawker's Tonic and Pills, At the time I began to take them my system was completely run down. I had no appetite. My nerves had got in such a state that the least noise startled me. I was also troubled at times with very severe pains in my side, and in constant torture from neuralgia of the head and face, as well as other troubles. Twice I went to a doctor, but his medicine did me no good. Nor did patent medicines that I tried, until I was advised to get Hawker's Tonic and pills and I can truly say that as soon as I began to to take them I began to get better. It is now over a year, and I have been better ever since. The Pills are the best I have ever

MRS. BERNARD McGUIRE. Since writing the above, my husband and a number of my friends have used Hawker's tural building. Every province is well Tonic and Pills with the same good results. MRS. B. MCGUIRE. I hereby certify that the above is correct. PETER LINGLEY, J. P.

Next Week's Attraction.

Our readers are asked to bear in mind the Provincial Exhibition to be held in Fredericton next week, commencing on Tuesday. The formal opening will take place that afternoon, when Lieut. Governor Sir Leonard Tilley, escorted by a guard of honour from the Royal Regiment of Canadian Infantry, will deliver an address. The official programme for the three days of the Exhibition, contains features that will interest everybody. The entire fire brigade of Fredericton and St. Marys will turn out in torchlight procession Wednesday evening, and on Thursday evening they will give a magnificent display of fireworks on the Exhibition grounds, All departments of the Exhibition promise to be filled with the best display ever seen at a Provincial exhibition in Fredericton. The live stock show especially, will be well worth seeing, and horsemen may count on an excellent programme of races. The fares are so low on all steamboat and railway lines, that persons of limited means will be able to visit the Exhibition and take in the beauties of the Celestial city. We advise all our readers who can make it convenient, to visit Fredericton next week.

It Is Located Outside the Fair Grounds,

AND THE CONCERN RUNS ITSELF.

Not One Visitor in Fifty to the Exposition Knows Where the Building Is Located-Manitoba a Great Wheat Country-Canada's Interest in Educating the Indian and Agricultural Pursuits. World's FAIR, Aug. 28 .- [Special.] -

Manitoba is in hard luck, as we used to say in the wild and woolly west. By getting her name in late she lost her site in the fair grounds, and by desiring to get as near as possible on the outside she located her exhibit in the wildest part of that tangled wilderness of pine hotels, cheap stores and 5-cent restaurants which I have often compared to an unholy combination of Coney Island, a circus show and a new railroad town in the pineries. The result is that not one visitor in fifty knows where it is, and when I asked a policeman but two blocks away to direct me he stared and replied: "Manitoby buildin', is it? Sure an' there's none out here; but the Manitoby hotel is just there beyant on Stony Island avenoo."

This is altogether too heavy a joke for a serious letter and should be put under the head of "Police Intelligence." There is a Manitoba hotel in one end of the building, and as wide doors open from it directly into the exhibition hall the mistake was natural. Another trouble is that the first commissioner, Hon. James Smart, was suddenly removed; the new one is generally busy inside the grounds, and so the concern runs itself, as it were. Nevertheless the exhibit is very credit-44 able, showing 500 samples of grain, a great 40 variety of grasses, some elegant fish, more .29 kinds of good hard timber than I thought could be found in that prairie country, 274 and a lovely collection of birds and beasts, Compared with the last four years this is including some live cranes, apparently designed to wade in mighty deep water and In 1888 it was 196, in 1889 224, in 1890 pick up fish from the bottom of the same. By a happy coincidence the provincial department of agriculture has just sent in its bulletin which declares that Manitoba has unsurpassed harvest weather and is reaping the finest crop in her history. The official estimate (with half the crop secured and samples threshed out) is of wheat 21, oats 40 and barley 31 bushels per acre. Total of wheat 21,768,000 bushels, as owing to the low prices only 1,003,-640 acres were sown last spring. As the population in 1891 was 152,506 and had increased 144.95 per cent. in ten years, and as the area of land brought under cultivation has since increased 28 per cent., it is now estimated at 175,000 or more, and so the surplus wheat for export will certainly reach 19,000,000 bushels. And herein is a hint at facts the American farmer should study. The day of high priced wheat is passed, as it is now grown in every zone but the frigid, and on almost every degree of latitude from 63 degrees north to 58 degrees south, and let the seasons go as they may the grain in one belt supplies the deficiency of another. Wheat is sown somewhere every week in the year, and the sickle is never idle in the fields from which England draws her supply. As her morning drum beat follows the sun around the world, so as the sun sweeps through all the signs of the zodiac, successive millions of farmers take the place of the millions a month before and pour their surplus into her storehouses. Early in 1887 I passed five weeks in Manitoba, and during that time the mercury never rose to zero. Only twice did it sink below 40 degrees, but that was a "mild winter," as it usually goes below 50 degrees at least once in each January, For ten days at a time there was not a

bread and the common luxuries.

rule in the Indian languages, especially in

names beginning with that of the Mani- he is a spring chicken compared with a

tou or Great Spirit; but as custom had high caste Jap.

cided it for Manitow-ba. And the educational exhibit of Canada is one WIV shown in part of the Manitoba building: there is religious service every Sunday and on various nights in the week, and altogether the religious and intellectual characteristics of the people are very prominent. Among the Indians especially has Canada done wonders in education, and in the liberal arts department is an exhibit in that line well worth seeing.

Long before the United States tried it Canada had established industrial schools among the Indians and made them highly successful, but to show the system in its early stages seven boys and girls were selected from the Crees, Satteus and Muskegons of the northwest territory, those being the most prominent of the few "blanket Indians" remaining. These seven represent the newest classes in St. Albert's school, Edmonton, San Boniface, near Winning, and the school at Battleford, on the Caskatchewan. The children sit with their Indian gravity working away at their trades, as if the staring visitors were ten thousand miles away, and making a very creditable showing at mantau making, harness making, boot and shoe making, and typesetting. All around them are samples of pure Indian work in be paric magnificence, and the whole is an admirable exposition of what Canada is doing with the 8,000 Indian

line, etc., the educational authorities de-

children in her schools. It was a wearisome task to follow the details of Canada's exhibits in all the buildings through which I have recently walked and noted the work of our northern neighbors. Suffice to say that while she is represented in every department of the fair Canada is especially and honorably prominent in the agricultural, manufacturers, fisheries and fine arts departments. In the last named 116 oil paintings and seventy-nine pictures in water colors attest her preg ess in art, and among these are many of the noted pictures. That one entitled "The Foreclosure of the Mortgage," which attracts so much attention and is so often is dicussed, is by Mr. G. A. Reid or forence, who has three others, entitled, "The Visit of the Clockmaker," "Lullaby," and "A Mountain Village." Several other paintings by Canadian artists are highly praised, but my education in art is not yet up to standard pitch so that I can point out why they are beau-

In agriculture, however, I am right where I live, and Canada's portion is almost if not quite the best in the Agriculrepresented there and grains, grasses and fruits are arranged in ever varying and effective designs of art. On the top are deer, wild geese, the black bear, polar bear, antelope, wild turkey, and many creatures I do not recognize, all stuffed, mounted and glass-eyed, as natural as life. Ontario has sent a little temple in which every kind of grain grown in the province is represented, and the official statistics just received show that away up 100 miles or more north of the Montreal line the wheat fields have this year yielded abundantly and the hay crop averages a fraction over two tons per acre. In the Horticultural building Canada has the only complete exhibit of vegetables in the fair and an array of fruits that is surprising, and in the manufactures department she actually seems to have outdone Eng-

How very strange the recent history of that north land seems to one who learned his geography in 1852 or thereabouts. To nearly all Americans living any distance from the border (to all in our section) the name of Canada suggested only a bleak region of snow and wind, inhabited chiefly by French, Indians and fugitive slaves. In 1856 I heard Governor Ashbee P. Willard in a political speech draw a pathetic picture of the poor negroes "seduced from their sunny southern homes to starve and freeze amid the almost eternal snows of Canada." The war came, and the draft came, and thousands of our lightfooted citizens suddenly acquired a better knowl-



edge of that land. Even from my own patriotic county seventeen good conscripts departed between sun and sun, presum-

ably singing, "We are skipping, Father Abraham, To Canada's free shore." The letters "G. T. T." chalked or red keeled on many an absconding debtor's door in my early years, when Texas was the land of refuge, were changed to "G. T. C., Gone to Canada." No more fugitive slaves on the by ways of Indiana then. The boot was on the other leg, and said leg was white. A year or so later Canada had notice enough in the newspapers. She was in everybody's mouth, to use a poetical figure. Dreadful stories were rife of dreadful plots by the fugitives from the

north and south, but if there ever was a plot nothing came of it. Peace came suddenly. The fugitives came home and told us wonderful stories of Canada. Then the Fenians went over, but did not stay long enough to learn much, and soon after came confederation and the Dominion, and we saw with surprise a nation of some five million people come into existence ca our northern border. Then took place the last flight of fugitives from Indiana, school trustees and such, as celebrated in the popular song,

"There is a country called Canada not far away, It is English, y' know, quite English, y' Our trustees and cashiers often go there to stay, For that's really quite English, y'

know. The extradition treaty ended all that, and so here we are again. In the old days of "G. T. T." the fugitives used to say there was no Sunday west of the Sabine, no law west of Trinity and no God west of the Brazos. Well, if the private letters written by our exiles in Canada during the war and the later exodus could be collected and published they would form one of the most unique and amusing books in the world. They were doubtless the most homesick set of men on earth, for the consciousness that one cannot return is a most powerful aggravater of that complaint. The reaction from our civil war carried Canada much fart) toward consolidation than she had at first meant to go. As in our constitution the rule is that all powers not granted to the general government are reserved to the state, in hers it is that all powers not granted to the provinces belong to the Dominion government. The general liberality which prevails is a fresh illustration of how little nere forms of government prevail against the natural spirit of a peo-

The attendance at the fair continues to increase at an almost uniform rate and each succeeding day of special performances draws a bigger crowd. British day was great and Illinois day was greater, ar 9 00 " and Chicago intends to have more than both had on her day, Oct. 9. There is some new and refreshing popular amusement every day and the great stock show is running like forty county fairs in one. Today 243 Jersey cows are on hoof for award of merits, and they are as pretty as pet deer. Tomorrow they will make their final showing. On Wednesday sixty-seven Holstein-Lusians enter the contest, on Thursday forty-nine Guernseys and the Lemour and Ayrshires close the week, cloud in the sky, and only once in the five There are religions, scientific and social weeks was the wind strong enough to congresses in session every day, and we are promised an analysis of the univermake the snow fly. It should be noted that the province is beyond the region of coelum from the first integration of atoms blizzards as they come from the "chinook to that far future when the dissolution of winds" region and sweep to the southeast the heterog nized cosmos shall restore down the great Missouri valley. The genthe original homogeneousness of chaos. And to cro' all Professor W. F. Black, eral comfort and abundance struck me as remarkable, and away up on Lake Winniof the Central Church of Christ, Chicago, peg I found the people living almost in mounces ti at he has converted and ba affluence, with a generous diet of white tized two of the Japanese royal commisfish, meat of various kinds, potatoes, good sioners and has several more heathens on inquiry. If he has, let him be no longer Be it noted also that the name of the Professor but Saint Black. He shall be province is now accented on the third canonized. The man who lives in Brooksyllable-by authority. At first they lyn and does business in New York has called it Manito bah, because such is the long been recognized as about the tough-

est subject rn evangelist could tackle, but

J. B. PARKE.

Young Men's Christian Association of Chatham.

Meetings held every week in their rooms up-stairs, Barry's Building, as follows :-Sunday morning at 10 o'clock, for Prayer and Praise. Monday evening at 8 o'clock, for Bible

Tuesday evening at 8 o'clock, for Training All young men are most cordially invited to all of these meetings.

MARRIED. At the manse, Blackville, on the 5th inst. by the Rev. T. G. Johnstone. Lewis Robinson, of Blissfield, to Maggie Colford, of Blackville.

DIED.

At Chatham, on Tuesday morning, 12th i st. two o'clock, Oswald Smith Pine, eldest son of Alfred Pine, aged 29 years The funeral will take place to-day, Thursday, at half pist two o'clock, p. in. At Black Brook, on the 9th inst. James Murdoch, aged 27 years. At Campbellton, on Monday, 11th Sept., John Smith, aged 41 years. P. E. I. papers please copy.

Shipping News.

PORT OF CHATHAM. Entered from Sea. Sent 7 -- Bk Karnak, 849, Froyland, Liverpool, W 7--Bk Ragnar, 993, Young, Liverpool, F E Neale, 7-Bk Daphne, 528, Madsen, Coleraine, F E Nevle, 8-Truro. 895, Backe, Liverp ol, W. M. McKay, 11-Bk Rosa, 852, Schiaffino, Newry, J B Snowball, 11-Bk Tilde, 538, Colazio, Marseil e , J B Snowbill

Entered Coast vise. Sept 8--Sch Jennie May, 19, McGrath, T.g. ish master produce.

8 -Sch St Patrick 11, White, Alberton, master, 8-Sch Marie Sensie, 47, Vigneau, Magda'ens, master, bal. 8-Sch Mary Jane. 47, Cyr, Maglalens, master, 11 Sch St Peter, 15, Gillis, Tignish, master pro-II-Sch Lorne, 18. Sonier, Shippegan, W S Loggie, 11-Sch Glen, 20, Hanriban, Tignish, master, produce. 12-Seh Florence May. 74, Anderson, Cape George, W & J Anderson, shingles.

11-Bk Marte, 572, Tellereich, Gloucester, J F

12-Gatineau, 1165, Quarle, Greenock, W Richards.

Cleared for Sea. Sept 9-Bk Atalarta, 564, Tonnesen. Dublin, J. B. Cleared Coastwise.

Sept 8 - Sch Evening Star, Ache, Snowball gen cargo. 8 -Sch Leigh J, Lewis, Charlottetown, W S Leggie 8—Sch Mary Jane, Cyr. Magdalen, lumber. 8—Sch Marie Sens e, Vigneau. Magdalers, lumber 12—Sch Jenn'e May, McGrath, Tignish, master, 12 Sch Lorne, Sonier, Summerside, W S Loggie, 12-Sch Ella B, Murphy, Magdalens, maste

12-Sch Florence May, Breau, Charlottetown. W & J Anderson, lumber.

PURT OF BUCTOUCHE. Entered Coastwise. Aug 28 - Sch Comet, 63. Pictou, S S Leger, bal, Sept 2-Sch Welcome, 44, Picton, S S Leger, bal. 5-Sch Lochiel, 41, Pictou, bal. 6-Sch Mary Carvell, 47, Pictou, bal

Cleared Coastwise. Aug 26-Sch Lochiel, 41, Pictou, hemlock bark. 28-Sch Comet, 63, Pictou, hemlock bark. 29-Maggie H 59, Canso lumber. Sept 2-Sch Welcome, 44, Pictou, hemlock bark 5-Sch Lochiel, 41. Pictou, hemlock bark.

PORT OF TRACADIE.

Entered Coastwise.

Sept 7-Sch Eagle, 29, Dignard, Richtbucto, Geo

Robertson, deals 7-Sch Caughnawaga, 14, Duguay, Chatham, J & R Young, flour.

Dew Advertisements.

TIME TABLE!

Miramichi Steam Navigation Company, Strs. THE STR. NELSON

will run as follows on and after the 18th ins

9 and 11.00 a. m. and 2 00 and 6.00 p. m.

Leaving Chatham for points up-river at

Leaving Newcastle at

plant and p.operty. Addres

10.15 a. m., 12 15 p. m., 4.00 p. m., 6.45 p. m. The excursions by the STR. MIRAMICHI

will be discontinued on and after the 18th iast, for oints down river. The regular fares will charged. W. T. CONNORS, Manager.

Sapt. 16, 1893, TENDERS. Tenders will be received by the undersigned up to

the 31st Sept either for the running of the Chatham

Gaslight Co. or for the purchase of the entire

M. S. HOCKEN.

2 YEARS OF SUFFERING.

LIFE A TORTURE. Kendrick Outhouse, of Tiverton, N. S., says: For several years I suffered from severe attacks of biliousness, which came on periodically, about every ten days. I had awful headaches and the smell of anything cooking turned me sick. I became weak and nervous, and had many sleepless nights, and for days could not retain food on my stomach. I suffered in-tensely with piles and hives, and my life was a

constant torture to me. I became so weak that my friends gave up all hopes of my recovery. My brother brought me a bottle of HAWKER'S NERVE AND STOMACH TONIC, and a box of HAWKER'S LIVER PILLS.

I had not taken them long before I commenced to improve and in a short time I was completely cured. I grew strong and vigorous, my appetite returned, I stept well and in a few months had gained 30 pounds in weight. I have not expland from piles as hill. weight. I have not suffered from piles or biliousness since, now 2 years, and am as strong and hearty as any man could wish to be. firmly believe that HAWKER'S NERVE AND STOMACH TONIC AND LIVER PILLS

Saved My Life. I hereby certify the above statement is correct in every particular. HOLLAND OUTHOUSE. Sold by all Druggists and general dealers.

TONIC 50cts .: PILLS 25cts. Manufactured by HAWKER MEDICINE CO., Ltd.,

3 00 p.m ar.....lv.7 30

FOR IND'TON INDIANTOWN BRANCH. FOR BER'VLE

Stock of DIMENSION CONSTANTLY ON HAND.

WOOD-GOODS.

WE MANUFACTURE AND HAVE FOR SALE

Laths,

Pailings,

Box-Shooks,

Barrel Heading.

Matched Flooring, Matched Sheathing,

Dimensioned Lumber,

Sawn Spruce Shingles.

THOS. W. FLETT.

CHRONIC COUGH NOW!

Of Pure Cod Liver Oil and

HYPOPHOSPHITES Of Lime and Soda. It is almost as palatable as milk. Far better than other so-called Emulsions A wonderful flesh producer. SCOTT'S EMULSION

is put up in a salmon color wrapper. Be

SCOTT & BCWNE, Belleville.

Dealers at 50c. and \$1.00.

1893.

BRUNSWICK 3rd ANNUAL

EXHIBITION UNDER MANAGEMENT OF

Agricultural Soc, Dis. No. 34 Tuesday, Wednesday

& Thursday September 19, 20, 21,

FREDERICTON N. B.

Cash prizes in all departments. Horses, Cattle, Agricultural, Horticultural, Poultry Sheep, Swine, Fruit, Dairy, Products, Honey and Apiary Supplies, Fancy Work &c. Pr ze lists now realy on application to the Secretary. New and special attractions, of which due notice will be given. Races at driving park each

JOHN A. CAMPBELL, A. S. MURRAY, Fredericton, Aug. 4.

Glossy Sheen And vigorous growth, so much admired in hair, can be secured by the use of Ayer's Hair Vigor. There is nothing better than this preparation for keeping the scalp clean, cool and healthy. It restores to faded and gray hair the original color and beauty, prevents baldness, and imparts to the hair a silky texture and a lasting and delicate fragrance. The most elegant and economical dressing in the market; no toilet is complete

without Ayer's Hair Vigor.
"My wife believes that the money spent for Ayer's Hair Vigor was the best investment she ever made. It imparts a soft

And Silky Texture to the hair, and gives much satisfaction."-J. A. Adams, St. Augustine, Texas. "After using a number of other prep tions without any satisfactory result, I find that Ayer's Hair Vigor is causing my hair to grow."—A. J. Osment, General Merchant, Indian Head, N. W. T. "Ayer's Hair Vigor is the only prepara-tion I could ever find to remove dandruff,

cure itching humors, and prevent loss of hair. I confidently recommend it."—J. C. Butler, Spencer, Mass. Result From Using "Ayer's Hair Vigor WILL PREVENT premaure loss of hair and when so lost will stimulate a new growth. I have used the prepa-

ration for those purposes and know whereof I affirm."—A. Lacombe, Opelousas, La. Ayer's Hair Vigor

Sold by all Druggists and Perfumers. "THE FACTORY"

Dr. J. C. AYER & CO., Lowell, Mass.

JOHN MCDONALD (Successor to George Cassady) Mannfacturer of Doors, Sashes, Mouldings Band And Scroll-Sawing
Stock of DI MENSION and other Lumb

THE EAST END FACTORY, CHATHAM, N. B. ST. JOHN, N. B. CANADA EASTERN RAILWAY.

FALL 1893.

O'N and AFTER MONDAY, SEPT. II until further notice, 'trains will rur on the above Railway, daily (Sundays' excepted) as follows. Between Fredericton and Chatham. Connecting with the I. C. R. FOR CHATHAM. GOING NORTH. (read up) EXPRESS. 7 45 a.m. lv...... Fredericton,..... ar. 250 p. m. Gibson, 2 45 Arrive Chathain June., Marysville, 2 30 Cross Creek, 1 10 p. m. 2.49 " Arrive Chatham, Boiestown,........ 11 50 Doaktown, { lv 10 50 ar 10 30 11 45 ar) 1 15 p m Blackville, 9 15 GOING SOUTH Chatham Jet 8 10

lv 8 10 a m..... Blackville ar 5 00 p m Leave "
ar 9 00 " Indiantown lv 4 10 " Arrive Chatham The above Table is made up on Eastern standard time, The trains between Chatham and Fredericton will also stop when signalled at the following flag Station—Nelson, Oerby Siding, Upper Nelson Boom. Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Express Trains on I. C. R. run through to destinations on Sunday. Express trains run Sunday mornings CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. 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. THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager.

INTERCOLONIAL RAILWAY.

1893---FALL ARRANGEMENT---1893.

WILL LEAVE CHATHAM JUNCTION

D. POTTINGER,

Through Express for St. John, Halifax, Pictou, (Monday excepted) - - -Accommodation for Moneton and St. John, - - - - - - 11.14
Accommodation for Campbellton, - - - - - - - 14.35

All trains are run by Eastern Standard time.

On and after Monday, Sept. 11, 1893, the trains will run daily (Sundays excepted) as follows

3.40 a m

Arrive Chatham June n, 4.10

10.30 a. m

11.00 11.25 "

Through Express for Quebec, Montreal, Chicago, . . .

Railway Office, Moncton, N. B., Sept. 1, 1893

NELSON.

Stop that

sumptive. For Consumption, Scrofula, General Debility and Wasting Diseases, there is nothing like SCOTT'S