

HE LOVED good bread, pie, and pastry, but his stomach was delicate. SHE LOVED to cook, but was tired and sick of the taste and smell of lard. They LOVED more than ever, because she made better food, and he could eat it without any unpleasant after effect. Now THEY ARE HAPPY, in having found the BEST, and most healthful shortening ever made - COTTOLINE.

Miramichi Advance. CHATHAM, N. B., MAY 17, 1894. Destroying Our Oyster Industry. Oystermen protest vigorously, and with right on their side, against the regulation which prohibits the sale of oysters during the close season. Heretofore, oysters raked during the open season and stored could be legally sold; now they cannot. This is a serious loss to the fishermen, for the wholesalers will purchase only enough to meet the demand for present consumption.

SHARP'S BALSAM OF HOREHOUND AND ANISEED. FOR GROUP, WHOOPING COUGH, COUGHS AND COLDS. OVER 40 YEARS IN USE. 25 CENTS PER BOTTLE. ARMSTRONG & CO., PROPRIETORS. ST JOHN N B

The new regulation is, doubtless, made in good faith and for the protection of our oyster beds, but it, together with the prohibition of oyster-fishing through the ice, deprives North Shore fishermen of their most profitable employment, because it leaves them an absurdly short open season.

HOUSE TO LET. The house at present occupied by Mr. Wm. Troy. Apply to JAS. NICOL.

The Department is thus again running to excess in the direction of its usual policy of prohibition. Its new expert, who is a European, has either not acquainted himself sufficiently with the conditions under which the industry is carried on, and its varying elements in different localities, or has ignored them, in causing the Minister to recommend the new regulations. The theory of the expert seems to be that if the prohibitions and restrictions advised by him are not enforced, the oyster-beds will gradually be destroyed by excessive fishing.

SALT! SALT! For Sale in Bags or bulk by GEO. BURCHILL & SONS, Nelson.

The administration of this interest, while it may be sound and conservative from a departmental point of view, is really unjust, because it is too general in its character. It is well known that the oyster fisheries, of places like Buctouche and Shediac, for instance, have suffered from excessive and wasteful fishing. Even prohibition of oyster fishing in such places as those would be justifiable, but it would obviously be unfair and absurd to make regulations passed to meet such conditions apply everywhere. That however, is what the Governor in Council has done on the recommendation of the Minister of Fisheries.

LAND FOR SALE. The subscriber offers as private sale that valuable lot of land situated on the west side of the Station Road, and known as the Butler field, containing 4 acres more or less.

There is a general and just protest against the course pursued by Chatham magistrates towards violators of the law relating to non-resident pedlars. It seems that the law is practically made a dead letter because the magistrates are so soft-hearted that they cannot bring themselves to the point of enforcing its penalties. Policemen may do their duty in detaining offenders against whom there is positive proof, but the magistrates practically reprove the officers by letting the offenders go free. It does not seem consistent with a fair administration of justice that provisions of Acts of Parliament should be brushed aside on the mere whims of magistrates.

5,000 HIDES! Five Thousand Hides Wanted. I will pay cash on delivery for all the hides I can procure; also, I will buy one thousand calf skins either in cash or for export.

That way of administering so important an interest is clearly not the best that could be followed. It has in it the element of indifference to the most important considerations involved, namely the interest of the people depending for a livelihood upon the industry, for, after all, it is professionally in their own interest that they are deprived of a reasonable enjoyment of a fishery, because excessive fishing, permitted heretofore by the Department in a few places, has destroyed certain local oyster-beds. The disability thus placed upon a large and deserving class is, of course, the outcome of the unreformed system of management prevailing at Ottawa. It is so general in its character that local conditions are practically ignored. The Department permits excesses of all kinds to go on in some localities in the prosecution of certain fisheries until an outcry is made. Some expert is commissioned to make enquiries and, in the excitement of the occasion, he is made to think that one or two solitary cases fairly illustrate the conditions everywhere. He reports accordingly. Perhaps it does not occur to him to even think of the poor fisherman and his family and the interest in it from their standpoint.

GEORGE W. CUTLER. GENERAL INSURANCE FOR FIRE, LIFE AND ACCIDENT COMPANIES. Travellers' Life and Accident, of Hartford, Conn. Norwich Union, of England. Royal Canadian, of Montreal. London and Lancashire Life Assurance Company, of London, England. OFFICE—QUARANT STREET OPPOSITE E. A. STRAND CHATHAM, N. B.

Then, the government wishes to avoid the local jealousies that would be aroused if fishing were allowed in one place at times or by methods differing from those of another, so the result is sweeping general regulations which, while they are, perhaps, exactly what is required in two or three places are excessive, unjust and unnecessary in scores of others. The new oyster regulations are of this character.

9 CORDS IN 10 HOURS. BY ONE MAN. Send for free illustrated catalogue from 10 to 100 cords daily. Having done down for 20 years, we have a reputation for doing the best work in the shortest time. One man can save more timber with than two men with the ordinary saw. We have the largest and best machinery for cutting cord.

End of a Famous Case. The Campbell heresy case has been settled in the Montreal and Ottawa press by a sensational Professor Campbell being reinstated. His offence was contained in an address delivered before the theological students of Queen's University at Kingston, Ont., in which he challenged the perfection of the Old Testament, claiming that its writers, in many instances, misrepresented the character of God. He argued that if the Book was perfect, then God could not be perfect. He held, however, that it was the Book that was imperfect, and that God was as represented by Christ in the New Testament, which latter presented Him in his true character and not as the inconsistent and diabolical being he was sometimes portrayed by Old Testament writers.

F. O. PETERSON, Merchant Tailor. Next door to the Store of J. B. Snowball, Esq. CHATHAM - N. B. All Kinds of Cloths, Suits or single Garments, made to order.

For this, Professor Campbell was tried by the Montreal Presbytery and suspended from the exercise of his functions as a professor in the theological college at Montreal. He carried the case to the Montreal and Ottawa synod and it was fully thrashed out there on Friday last when he agreed to the following:—

STORE TO RENT. The lower store in the Free Block lately occupied by Mr. Murdoch. Immediate possession given. For further information apply to J. J. PIERCE.

First—The statements of the Old Testament writers to the character of God were true as far as they went, but in a few cases were not the whole truth.

MUSICAL INSTRUCTION. Piano and Pipe Organ. Miss Carter, organist of St. Luke's Church, Chatham (Graduate of the Toronto College of Music) is prepared to receive pupils for instruction in the above, in primary and advanced grades. Terms on application at the residence of E. A. Strang, Esq., 110, Duke Street, Chatham.

Second—That in the great majority of cases the father, when sitting in judgment and in discipline or chastisement, acts in accordance with general laws or through secondary causes.

HOUSE FOR SALE. The Double Two-Story House on the Foundry Lane. It is suitable for either two or four families. If not sold before the 1st of June, it will be held for sale at 12 o'clock noon, at the Court House Post Office. For further information apply to J. J. PIERCE.

It is probable that these were the last words given out for the press by Duncan D. Currie, editor of the Shelburne, N. S. Budget, after a week of the editorial matter in last week's issue of that paper, for his writer, having returned to old age, after passing through sorrow which must have added immeasurably to the burden of years, died on Sunday morning last in his seventieth year.

POTATOES. 100 barrels of potatoes for sale at J. B. Snowball. Price one dollar per barrel.

For this, Professor Campbell was tried by the Montreal Presbytery and suspended from the exercise of his functions as a professor in the theological college at Montreal. He carried the case to the Montreal and Ottawa synod and it was fully thrashed out there on Friday last when he agreed to the following:—

misrepresentation of God made by some of the Old Testament writers. Postal Stupidity. The Advocate directs attention to the fact that the English mails via Rimouski were at Newcastle on a special train on Sunday, but all the matter for Miramichi and other points on the North Shore was taken to St. John, whence it was returned by the regular train reaching Newcastle again on Monday afternoon. This is, we believe, the regular practice of our postal authorities, and is an exhibition of official laziness and indifference that is creditable to the department. We hope Mr. Adams will direct the Government's attention to it with a view of reform.

A New Phase of the Bathurst School Controversy. And so "Bros." Pitts and Stockton of the Orange order have succeeded in the councils of the fraternity in having prominence given to Mr. Pitts, who will probably lead the opposition next session—that is if Mr. Pitts succeeds in the trip which he has been officially delegated to make to Europe on the occasion of the great convocation to be held there. The scheme of these great opposition generals is said to be to utilise Mr. Pitts as a collector of the sinews of war for a general campaign in the next General Assembly election on the lines of the crusade against those schools in Bathurst and elsewhere, which are taught by Sisters of Charity in convent buildings hired by trustees. It is understood that Mr. Pitts thinks he can obtain in England Scotland and the north of Ireland sufficient "ammunition" to turn the present government out of office and establish one which will permit no schools to exist save those taught by purely secular teachers, in school houses built and entirely and exclusively owned and controlled by the respective districts. It is probable, however, that Mr. Pitts will find his mission an unmitigated success. At all events, the province does not seem to be in the humor to tolerate this phase of the opposition's programme. Besides, we may not have the general Assembly elections for a good while yet.

Trifling with the Law. There is a general and just protest against the course pursued by Chatham magistrates towards violators of the law relating to non-resident pedlars. It seems that the law is practically made a dead letter because the magistrates are so soft-hearted that they cannot bring themselves to the point of enforcing its penalties. Policemen may do their duty in detaining offenders against whom there is positive proof, but the magistrates practically reprove the officers by letting the offenders go free. It does not seem consistent with a fair administration of justice that provisions of Acts of Parliament should be brushed aside on the mere whims of magistrates.

The Fork Duties. An Ottawa despatch of 15th inst.—Mr. J. F. Merritt, of Merritt Bros., wholesale dealers in pork in St. John, N. B., arrived here to-day in company with Senator Snowball. They have arranged for an interview with Mr. Foster this afternoon. Mr. Merritt has been importing under the ad valorem tariff of 20 per cent. a pork, but now the change is made back to a specific duty of \$2 a hundred, and customs have made a demand for a dollar a barrel duty additional, as the specific tariff proves to be an increase by a dollar a barrel and is collected from the date of the beginning—namely, March 27, the date of the tariff. All changes now being made in the tariff go into effect as if from March 27, and all duties paid since that date are subject to revision. This case is a striking illustration of how specific duties work.

World's Y. M. C. A. in London. Great preparations are making for the Y. M. C. A. jubilee, which is to be celebrated in London, beginning a fortnight hence. Among the delegates who will attend the convention will be 100 from the United States and Canada, 320 from Germany, 140 from Norway and Sweden, 100 from France, 10 from Austria, and others from India, China, Japan and Turkey. Prince Oscar of Sweden will go with the Norwegian delegation, and Count Bernstorff with the German. The celebration will be observed throughout the United Kingdom, and on June 3, 1,200 jubilee sermons will be preached in England, Scotland and Wales. The Lord Mayor and corporation of London will invite the Y. M. C. A. delegates to a reception, for which an appropriation of £1,000 has been made. There will be a thanksgiving service in St. Paul's cathedral, a demonstration in Albert Hall, whose capacity of 10,000 and is expected to be filled, and at the close a visit to Windsor, where the delegates will enjoy privileges never before extended to the public by the Queen. Thus the world moves on. A few years ago the idea of such demonstrations of these with the approval of England's sovereign and under the dome of St. Paul's, would have been considered a manifestation of mutiny in the interest of the non-conformists. Those who drive the old theological carts will no doubt groan over the salutary change, but, at the same, the wheels of progress keep turning.

Our Ottawa Letter. OTTAWA, May 7th.—A broken week, that is one in which a holiday occurs, is not usually a good one for making progress in the business of the session; last week proved an exception to the rule. Although the House did not sit on Thursday (Ascension day), and both Wednesday and Friday's sessions were short, still both in quantity and quality the progress made with the tariff on Tuesday and Friday was greater than in any week since the House has been in Committee of Ways and Means. Two of the most troublesome questions—Coal Oil and Iron—have been practically disposed of, and something like 100 items in all were passed during the week. Besides this, Mr. Charlton's Sunday observance bill, which is always more or less a stumbling block to the session, has advanced a step, and a few other matters occupying the attention of the House annually have been discussed, and may or may not turn up again this session. Taken altogether, the progress of the week has been good. The warm spring weather, almost approaching summer, seems to have stirred up the members a trifle and to have reminded them that they expect to spend Dominion Day at home; they must do more work and less talking.

THE COAL OIL DUTIES. Tuesday was devoted almost entirely to the discussion of the Coal Oil question. The debate was opened by Mr. Davies of Prince Edward Island, who viewed the matter from a Maritime Province standpoint, claiming that the Maritime Provinces paid a heavier rate of duty than Ontario and Quebec, and that in the case of Prince Edward Island this amounted to 200 per cent. The Hon. Mr. Foster admitted frankly that the duty on coal oil was a heavy one, and that a great many people would like to see it entirely removed. At the same time he pointed out the importance of protecting the industry and reviewed very briefly the steps which had been taken in that direction by the Liberal administration

under Mr. Mackenzie, and which had been continued by successive governments. He next referred to the changes made last year which afforded relief to the extent of about one or two cents a gallon and also to the action taken by the producers of the oil in adopting better means of distribution, which had caused a greater decrease in the retail price, than the lowering of the duty itself had. He quoted from a carefully prepared paper the retail prices of coal oil in various parts of the Dominion in '91-'92, and last year to show that a very material reduction in the retail price had taken place. He referred to the difficulties in the way of the producers of coal oil in Canada, the fact that crude oil was not of so good a quality in certain respects, so easy to manage and does not show so large a percentage as the American oil, and also dwelt on the fact that coal oil had to be used to a certain extent for the purpose of producing revenue. About half a million dollars in duty was got from coal oil, and this enabled the Government to let in at a lower rate other things which come into consumption in the farmers' and the artisans' families, in which way they got the advantage of the cheapness of those articles.

Continuing he said—"Now, let the farmers count up and say how much oil they use. The question has been put to them at public meetings, and we have got various answers. One man says he used ten gallons a year, and put the duty paid at five cents a gallon. There is fifty cents which the farmers pay in duty by way of supporting the revenue and keeping up the industry in this country. It would be a pretty harsh thing for us to destroy this industry, in the face of the fact that it is the means of living of hundreds of thousands of people, and that it has been planted and fostered, and has had a helping hand from every Government from 1867 to the present time. It is not a great monopoly. A large portion of the wells in the oil region are worked just as a man works his vegetable garden. A man owns his plot of ground, sinks his well, has it connected with the pumping machinery, and the three-fourths of a barrel, or the barrel of oil pumped out each day is his living; and unless we have very excellent reasons, we must pause before we destroy an industry of this kind."

THE DUTY REDUCED. He touched for a moment on the danger of the whole coal oil business of Canada falling into the hands of that huge monopoly the Standard Oil Co., of the United States, if the duty was entirely removed, and in conclusion said—"I do not wish to inflame a speech on the House. I just wanted to state frankly what there is in the whole matter. It is a large duty, I acknowledge. It is a duty, however, which, under present conditions, does not bear very hardly in amount on the individual consumer. And the industry is one that I would not like to see wiped out of the country. We have given a little relief this year with reference to the duty on the barrels, which makes it less onerous on the people of the Maritime Province. I think that the greater number of our people are reasonable on this point, and will hesitate to strike down an industry of this kind. We passed a law some time ago, to ask the Government to change the present reading of the item by substituting 6 cents for 7.5th. In doing that, I hope, the House, and I believe the country, will consider that it was possible to do has been done."

THE IRON DUTIES. Friday's session was mostly devoted to the iron and steel duties, several changes and reductions in which are made by the new tariff. The proposals of the government are practically in the direction of encouraging the production of iron and steel in Canada, and especially of the conversion of the ore into pig and bar iron, while at the same time reducing somewhat the duties on the manufactured articles. As Mr. Foster put it, the desire of the Government is to cheapen, if possible, the price of the finished article, to the consumer, while at the same time affording sufficient protection to the manufacturer, in the way of lowering the cost of production of the raw material, to protect and encourage the iron industry in Canada. The first item involved an increase in the duties on imported scrap iron from two dollars a ton to three dollars, and after the first of January next, four dollars. The object of this is to encourage the use of Canadian pig iron for the production of bar iron, instead of scrap, which has been largely imported for the use of the rolling mills at Montreal, Toronto, and other places. The iron produced from scrap, is undoubtedly of an inferior quality to that made from the ore, and by increasing the cost of this refuse stock, it is expected that a considerable development will take place in the iron mines of Ontario, Quebec and the Maritime Provinces. The Liberals were more liberal than usual in their consideration of this matter. Sir Oliver Mowat's action in placing a bounty on iron ore mined in Ontario, seems to have had a very convincing effect on them, as to the benefit of protecting one of Canada's greatest industries, and consequently such an ultra free trader and opponent of the use of Government's money as Mr. McMillen was found approving of the Government's course.

Mr. Laurier made what he considered a very strong point, by claiming that the Government was practically abandoning its protective policy by decreasing the duties on agricultural implements and at the same time doubling the duty on scrap iron, the raw material from which agricultural implements are manufactured, and seemed very much surprised to learn from Mr. Foster that scrap iron was not used at all in the manufacture of agricultural implements. In the same direction was Mr. Casey's blunder that a bounty had not caused the production of a pound of charcoal iron in the Dominion; and he seemed positively unable to believe

his ears when Mr. Chesley informed him that over seven thousand tons of charcoal iron were produced in one part of the Dominion last year. Although the increase of duty on scrap iron was opposed by Mr. Chesley, and a few others representing the rolling mills, still the general trend of the discussion on the iron duties was unmistakably in favor of protecting the mining of iron ore in Canada, and the manufacture here of our own iron in preference to the importation of foreign-made scrap iron. There was an unmistakable tendency on the part of Liberals towards the protection of our own iron, which is the foundation of so many varied industries, in preference to the leaving Canada, which has the largest and best iron mines in the world, to a great extent dependent upon foreign countries for our raw material. The rolling mills may find a little more inconvenient, and perhaps a trifle more expensive at first to be obliged to use Canadian bar iron, but there can be but little question that the present policy of the Government, endorsed as it has been by Sir Oliver Mowat in Ontario will have a very beneficial effect in developing the production of iron in Canada.

THE TWENTY FEET CHANNEL. It seems to be an understood thing now that at least one or two days every session will be taken up with a discussion of the advisability of deepening the canals of Canada to a uniform depth of twenty feet. For the last two years the subject has been introduced on the floor of the Dominion of Toronto that the Government should change its canal policy adopted in 1870, of deepening the canals to 14 feet, and deepening the canals to 20 feet, and of the dream of the advocates of this scheme is that a vessel should be able to load or unload at Port Arthur or Chicago or Duluth or Toronto or Hamilton, or almost anywhere else in the interior of the continent and without breaking bulk. Neither the cost nor the impracticability of the scheme deter them in the least. It has been pointed out more than once that it would cost all the way from one hundred and fifty to two hundred millions to establish a 20 foot waterway from Lake Superior to Europe, and that as a commercial enterprise it would not pay. But a few hundred millions of dollars are nothing to these theorists who dream of bringing ocean ports in the middle of a continent to the sea, or two miles from the sea. Nor does the fact that the same class of vessel which is serviceable for navigation in the ocean would not be suitable for inland navigation make any difference to these gentlemen. They have a pet hobby and every year they must mount it and ride it around for a day or two. It just wastes so much time of the House, but probably the time would be equally wasted on some other subject if the 20 feet waterway was not brought up.

ANOTHER MATTER on which the time of the House has been annually wasted for the last five years is Mr. Charlton's bill for the better observance of the Lord's Day. Last Monday evening devoted to this bill, it was read for the second time, and will probably be killed in committee or share in the slaughter of the innocents at the close of the session. Both of which have happened in it in former years. Mr. Charlton wants to stop all work of every description on the Lord's Day, and for this purpose he frames his bill in such a way that it encroaches on the powers of the Provinces with regard to civil rights, a fact which is a source of much trouble to his friend Mr. Mills, of Bothwell, whose advice, however, does not seem to have any effect on the member of Norfolk, Mr. Charlton's bill was introduced in the House, and all the post offices in the Province of Quebec, where they are open for an hour or two on Sunday morning, will be closed on the Lord's Day. Mr. Charlton's bill is a source of much trouble to his friend Mr. Mills, of Bothwell, whose advice, however, does not seem to have any effect on the member of Norfolk, Mr. Charlton's bill was introduced in the House, and all the post offices in the Province of Quebec, where they are open for an hour or two on Sunday morning, will be closed on the Lord's Day. Mr. Charlton's bill is a source of much trouble to his friend Mr. Mills, of Bothwell, whose advice, however, does not seem to have any effect on the member of Norfolk, Mr. Charlton's bill was introduced in the House, and all the post offices in the Province of Quebec, where they are open for an hour or two on Sunday morning, will be closed on the Lord's Day.

THE CAPTAIN took his lonely station of danger in the conning-tower; his navigating officer only by his side. I made my way through the dim passages to the turret. The great guns were run out and the crews were eagerly watching—some the dial that told the range, some the enemy through the gun ports. A roar from ahead told us that the Hood had already opened the ball; and as the pointer touched two thousand yards, our quick-fires instantly rang out, and the ship reverberated their fierce uproar. But one role was not to be allowed. We were to stand and wait until a mass with our huge guns was impossible. And now a different sound broke on our ears, a sound like the rattle of pebbles beaten on the shore by a stormy sea, as the surf of projectiles smote on our work. The ship was alive with bursting shells forward—and oh! how slowly the pointer travelled on the dial! No longer were the men looking out of the two ports. They were in their firing positions, but two had already fallen victims to the enemy's bullets. The turret clanged and reeled under the heavy blows; the officer at the sighting hole for the shell gun fell, killed by the jar of a right angle shot, the armor close to his head—killed, too, without a scratch.

OPENING FIRE. At last, after hours it seemed to me the pointer reached 900 yards, when the long-looked-for signal came, and the two huge muzzles directed their two tons of metal at the foe with a shock which made the whole ship vibrate, and a noise as the noise of the last trumpet. Back fell the polished steel breeches; the hydraulic mechanism caught them and opened them as they fell towards the floor. The turret spun round to the leading position; the loading tray was raised by the electric hoist, and the huge shells home. The powder was but just in the gun when a small shell entered the turret through a gun port and burst with a fearful crash, filling the confined space with a poisonous steam. I was sheltered by the breach of one of the huge weapons, so I was but scorched; but when the smoke cleared away four shapeless masses of battered shell were stretched on the turret floor, and two were grievously hurt. As the morning dawned, we were being passed down to the cockpit. But now duty and curiosity combined led me out of the comparative safety of the turret towards the turmoil of the upper deck. All this time I had seen nothing of the enemy. Just as I left the turret the guns were fired once more, shaking the ship so that I wondered that she held together. The long passages were darker than ever and an indescribable reek of melinite filled the vessel. The electric light was extinguished, and the speed was perceptibly slower. As we were in the twilight of the early hours the heat of the dying man growing ever feebler and feebler with approaching death so the ship's pulsation halted more and more before impending destruction.

inspected by a New Brunswick recently. One of these curious looking publications, dated at London, 1710, shows LaCocagne as one of its few names on the eastern coast. It outlined the province very crudely and imperfectly, but a few of the main features were tolerably correct. A still older map, published by S. Samson, Paris, in 1681, shows a river named the Reigouibouche, which is clearly identical with the Richibouctou of the present day.

A Vision. THE LOSS OF THE MEDITERRANEAN FLEET. STIRRING ACCOUNT OF THE FIGHT OF THE FUTURE BETWEEN FRANCE AND ENGLAND.—HOW ENGLAND CAN BE DEFEATED. The Pall Mall Gazette recently gave prominence to a stirring account of a vision which an anonymous writer is supposed to have had of the loss of the Mediterranean fleet. He imagines that on the declaration of war he has been given a place on board of the Sans Pareil by Admiral Seymour, which put to sea with the rest of the fleet and endeavored to form a junction at Gibraltar with the Channel Squadron. Continuing, the writer states:—

The event of the next forty-eight hours may be passed over. Suffice it to say that early on the third morning after leaving Malta our ten battleships and six cruisers sighted a large French fleet of twenty ironclads with numerous cruisers and torpedo-boats, heading straight for us. Owing to our short supplies of coal at Malta, and the fact that there was little to be had at Gibraltar, we had to economize by diminishing our speed. The French had won the first move, and cut us off from the Channel Squadron. I went on deck to see the ship cleared for action. The boats and other encumbrances were stowed away, the ventilators forward removed, the huge turret revolved and the 110 ton guns were loaded. The plan of action had been settled before starting, and the captain addressed a few stirring words to the crew, reminding them that on them alone rested the hope of England. At the same instant from the flagship came the signal: "Ships to engage the enemy with the guns. No surrender." The men, with a loud cheer, filed off to their posts, and the huge monster throbbed and quivered in all its beams, as if its breath were quickened by these brave words. We knew that we were outnumbered two to one, but were resolved to fight to the last.

THE DISPOSITIONS. Seven ironclads were in front formed in an irregular triangle. The Hood, with the admiral, led the way; then followed the Nile and Trafalgar; next the Rodney and ourselves, then came the Camperdown. The enemy were now but four miles distant, their ships close together in line abreast. The sea was blue and still and the sun strong. Peace was upon nature, as if in contrast to the approaching struggle of men.

We were rushing through the water at the rate of 16 knots an hour, the smoke pouring from the funnel, the stokehold screwed down, and all possible precautions closed. No longer, as in the brave days of old, could the men gain courage from the gallant bearing of their captain and the sun strong. Peace was upon nature, as if in contrast to the approaching struggle of men.

The captain took his lonely station of danger in the conning-tower; his navigating officer only by his side. I made my way through the dim passages to the turret. The great guns were run out and the crews were eagerly watching—some the dial that told the range, some the enemy through the gun ports. A roar from ahead told us that the Hood had already opened the ball; and as the pointer touched two thousand yards, our quick-fires instantly rang out, and the ship reverberated their fierce uproar. But one role was not to be allowed. We were to stand and wait until a mass with our huge guns was impossible. And now a different sound broke on our ears, a sound like the rattle of pebbles beaten on the shore by a stormy sea, as the surf of projectiles smote on our work. The ship was alive with bursting shells forward—and oh! how slowly the pointer travelled on the dial! No longer were the men looking out of the two ports. They were in their firing positions, but two had already fallen victims to the enemy's bullets. The turret clanged and reeled under the heavy blows; the officer at the sighting hole for the shell gun fell, killed by the jar of a right angle shot, the armor close to his head—killed, too, without a scratch.

OPENING FIRE. At last, after hours it seemed to me the pointer reached 900 yards, when the long-looked-for signal came, and the two huge muzzles directed their two tons of metal at the foe with a shock which made the whole ship vibrate, and a noise as the noise of the last trumpet. Back fell the polished steel breeches; the hydraulic mechanism caught them and opened them as they fell towards the floor. The turret spun round to the leading position; the loading tray was raised by the electric hoist, and the huge shells home. The powder was but just in the gun when a small shell entered the turret through a gun port and burst with a fearful crash, filling the confined space with a poisonous steam. I was sheltered by the breach of one of the huge weapons, so I was but scorched; but when the smoke cleared away four shapeless masses of battered shell were stretched on the turret floor, and two were grievously hurt. As the morning dawned, we were being passed down to the cockpit. But now duty and curiosity combined led me out of the comparative safety of the turret towards the turmoil of the upper deck. All this time I had seen nothing of the enemy. Just as I left the turret the guns were fired once more, shaking the ship so that I wondered that she held together. The long passages were darker than ever and an indescribable reek of melinite filled the vessel. The electric light was extinguished, and the speed was perceptibly slower. As we were in the twilight of the early hours the heat of the dying man growing ever feebler and feebler with approaching death so the ship's pulsation halted more and more before impending destruction.

The huge collision was instinct with strange noises—the cry of men in the bitter agony of death, and the uproar of bursting shells being the dominant key-notes above the crunch of subsiding iron work. Never have I felt so awful a sensation as in that Cimbric plain follows, where the tragedy of so many poor fellows' lives was being played out so pitifully. Blood and smoke and fumes of the shells were everywhere. I emerged from the armor-redecks into the light of day; but what a sight met my eyes on the deck!

A DYING IRONCLAD. The ship was changed, I repeat, entirely from its former semblance to a smoking heap of girders. The bullets plashed round me,

but I hardly thought of them, so great was my amazement. The funnels were going, the superstructure swept away, and the iron bolts that rested on a heap of splinters. The mast had fallen, and the bodies of the sailors in the tops lay heavily upon the deck. Forward beyond the conning tower the ship was laid clean open, while constant bursts of flame tossed human and iron fragments this way and that and of an increasing rain of projectiles! As I looked I saw the great turret disolve into fire and smoke with a shock like the shock of a earthquake. But what took my attention was not the sight of my head, so that I declare I could not have looked round for my life, or moved, for all the horrors that were about me, was a huge French ship broadside on straight before us, vomiting forth fire from her battered works, her scupperns running blood and towering high above us with turret piled on turret. Like ourselves, she was down at the bows, and going dead slow, but our captain was heading straight for her—and would he strike her. Slowly our bows needed her monstrous sides which seemed to reach her going whirling along past us for years to the blood-red sea. A roar close to me, and a fearful shock could not avert my gaze, I felt the warm blood trickle down my cheeks, as, with a crash that made the ship sway like a drunken man, our ram caught her at last. I was flung to the sea and mangled as another shock, followed by a terrible lurch, told me that we, too, had been rammed. I looked round, dazed and stupid through the view-ports, and saw the bow of another ironclad to see the bow of another ironclad come half-way across the deck and back out. Our ship, still firing, sank slowly, entangled in our first enemy; lower and lower; then a great lurch once more, and conquered and conqueror sank in a watery embrace. I knew no more.

When I recovered consciousness, I found myself on a French torpedo boat, and learned from the crew glorious, was glorious, news of our defeat. Grievous it was, for of the ten ironclads but two escaped. Glorious too, for eleven of the victor's battleships had followed our heroes to their grave in the deep.

ST. JOHN, N. B. MAYOR PETERS WILL SEEK A THIRD TERM. AN INTERESTING STATEMENT. ST. JOHN, N. B., April 2nd.—The approaching civic contest, when the New Tax Reduction Association will have a full ticket in the field, promises to be the most exciting held for many years. Mayor T. W. Peters, who has occupied the civic chair for three years, with marked ability and dignity, devoting much time and effort to the advancement of the city's interests, especially in the matter of improved trade facilities along the harbor front, will again be a candidate for the mayoralty, though not the candidate of the T. R. A. He is personally very popular, as proved by his election for three successive terms. Mayor Peters has written the following letter to the Hawker Medicine Co.: "I consider Hawker's nerve and stomach tonic has no equal as a nerve invigorator, blood-builder and appetizer, having had beneficial results from its use." In making this statement, Mayor Peters simply expresses what every person who has tried any of the Hawker standard remedies says about them. They have no equal. Hawker's nerve and stomach tonic is a perfect nerve restorer and invigorator, and blood and flesh builder, as well as a valuable stomach tonic and aid to digestion. It is a clean, pure, and healthful food, and in all cases arising from nerve exhaustion, weakened or impaired digestion, or an impoverished or impure condition of the blood, such as nervousness, weakness, nervous headache, sleeplessness, neuralgia, loss of appetite, dyspepsia, hysteria, and the prostrating effects of a gripper or any nerve weakness of heart or brain arising from worry, overstrain of mind or body or excesses of any nature. Hawker's nerve and stomach tonic can be obtained from all druggists and dealers. Price fifty cents a bottle, or six bottles for \$2.50.

J. F. BENSON, TYPEWRITER, & C. & CO. AGENT FOR "NEW YORK" TYPEWRITING COMPANY FOR NORTHERN COUNTIES. OFFICE: BENSON BLOCK CHATHAM, N. B. LAND FOR SALE. The Farm at Oak Point near Richard Tubert's house was the Knief farm, containing about 350 acres, 60 acres in state of cultivation and ready for stumping and balance well wooded; is offered for further particulars apply to W. S. LOGGIE, CHATHAM, N. B.

FITZ MAURICE. (IMPORTED.) Vol. XII, B. C. S. B. (7714) Vol. V, C. S. B. (1331). Was the property of Robt. and John A. Turner, of the City of Montreal, Quebec, and imported in 1888. Now owned by R. A. Snowball, Esq., of Chatham, N. B. Bred by James Gray, Esq., of St. John, N. B. Sire, SIR MAURICE (7271) Dam Robt. or Harkness (4650), by True Blue (1234), gr. dam. Daring Dan Jess, by Sir Collin (7714) gr. dam. Nancy Fitz MAURICE will make the usual route from Chatham to Blackville and Redbank and intermediate points on the route. FITZ MAURICE is making the usual route from Chatham to Blackville and Redbank and intermediate points on the route. FITZ MAURICE is making the usual route from Chatham to Blackville and Redbank and intermediate points on the route. FITZ MAURICE is making the usual route from Chatham to Blackville and Redbank and intermediate points on the route.

ZEPHYR. The above well known thoroughbred horse will travel during the coming season the usual route—about Northumberland Agricultural Society. GEO. P. SEARLE, Manager.

Schooner For Sale. The trim, substantial and fast-sailing Pilot Schooner "May Queen," 29 tons, well fitted with anchors, chains, rigging, sails, etc., is offered for sale. The vessel is now lying out for sale at Chatham and may be made ready for sea by the opening of navigation. Apply to ANGELO McCAHILLAN, of St. John, N. B. or R. B. CALHOUN, Newcastle.