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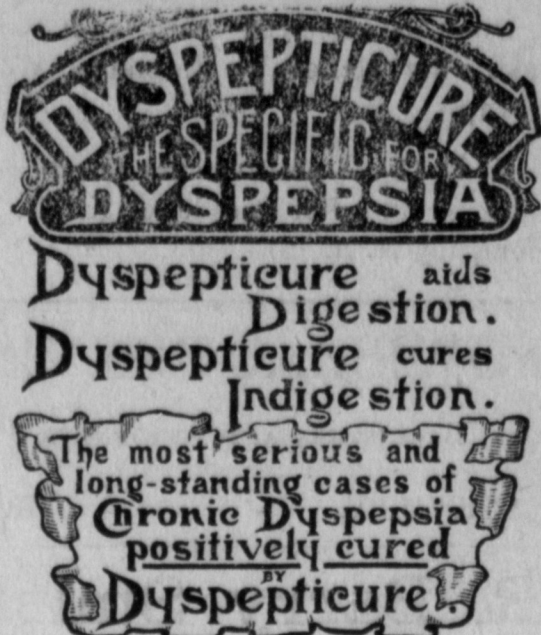
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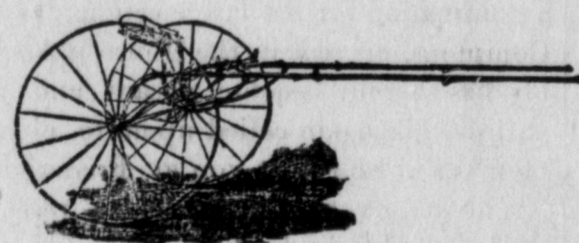
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Reserve for Unadjusted Losses, - 254,523.43
Reserve for Re-insurance, - 1,749,245.41
NET SURPLUS, - 1,801,235.39

Total Assets, \$5,305,004.23

J. D. PHINNEY,
Agent, Richibucto.The following are the most important items of the
THIRTIETH
ANNUAL STATEMENTOF THE
EQUITABLE
LIFE
ASSURANCE SOCIETY.Outstanding Assurance Dec. 31, 1889, \$631,016,666
New Assurance Written in 1889, 175,264,190
Premium Income in 1889, 25,357,523
Interest and Other Income, 5,035,765
Total Income, 30,393,288
Payments to Policy holders, 11,842,558Assets, 107,150,309
Liabilities (4 per cent.), 84,329,235
Surplus, \$22,821,074
Ratio of Assets to Liabilities, 127 per cent.

Of the Life Assurance Companies of the world THE EQUITABLE has for ten years transacted the largest annual new business (in 1889, \$175,264,190); for ten years held the largest 4 per cent. surplus (December, 1889, \$22,821,074); for four years held the largest outstanding business (December, 1889, \$631,016,666); while its superior financial strength is shown by its high ratio of Assets to Liabilities, 127 per cent.

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Buctouche-Moncton Ry.

TIME TABLE TO TAKE EFFECT
13th APRIL, 1891.

EASTERN STANDARD TIME.

Stations.
Moncton, leave, 15.45; arrive 10.00
Buctouche, arrive, 18.00; leave 7.30
Trains run daily Sunday excepted.E. G. EVANS, Supt.
Hampton, N. B., 1891.

Retrospective.

An extract from a letter by Dr. McNutt, formerly of Truro which the Gazette published last evening, brings up some recollections of the state of general business in the Maritime provinces and the facilities which were afforded for its transaction prior to confederation, a little more than twenty four years ago. In those times we had weekly communication with Boston by steamer, now we have daily steamers; then we had no communication with New York by water except by sailing vessel; now we have two magnificent steamers on the route which make the round trip every week as regular as clock work; then to reach St. Andrews, St. Stephen or Woodstock we had to submit to the discomforts of a journey by mail coach, covering from one to four days; now either place is reached in a few hours by rail; then the island of Grand Manan was about as remote as the islands of the South Pacific, and was known only to its inhabitants, a few fishermen and a few adventurous artists; now it communicates with the main land three or four times a week by steamer and is known the world over as one of the most delightful summer resorts in the world; then no steamers plied on the Kennebecasis, the Bellefleur or the Washademoak; now each has its steamer making three or four remunerative trips a week, and the head waters of the latter are reached by railway; then when one went to Digby or Annapolis, communication was much less frequent than now, and if he wished to prolong his journey to Windsor or Yarmouth, it was done by stage; now we have a steamer five times a week between those places, and railway between the latter and Windsor, Halifax and Yarmouth. We have regular steamer communication now, which we did not then, between this port and Weymouth and Yarmouth, the various ports on the basin of Minas, the West India Islands and the mother country. In the time to which reference has been made there was no steamers between Annapolis and Boston, Yarmouth and Halifax or in the Bras-d'Or lakes, as there are now, and the "Heather Belle," Capt. Evans, hardly better than the "Conqueror" that used to ply between this port and Digby was the medium through which Prince Edward Island communicated with the main land. How the country has been consolidated by railways, to speak figuratively, it is not necessary to specify.

Thirty years ago interprovincial trade was almost out of the question. New Brunswick products could not be sold to advantage in Nova Scotia or Prince Edward Island and vice versa. Nor was it possible for a dealer in imported goods to extend his trade to any advantage beyond the limits of his own province. Consequently there was no field for ambition and every industry except the manufacture of lumber and the building of ships was carried on on a limited scale. But the merchants and manufacturers of Portland, Boston, New York and Philadelphia had their customers scattered through the cities and towns of the maritime provinces all the way from St. Stephen to Sydney and Charlottetown. Their travellers toured the country at stated intervals with trunks filled with samples of boots, shoes and rubbers, hosiery and knit goods, gentlemen's furnishings, hats and caps, cloths and ready made clothing, bonnets and millinery goods, hardware and cutlery, drugs, patent medicines, perfumery, fancy goods and jewelry, fine groceries, teas and tobaccos and everything in fact, that is required by the city or country merchant. They sold us the bulk of our weighing machines, agricultural implements, stoves, household furniture, pianos, organs, glassware, flour, burning and lubricating oils, and a thousand et ceteras, for which they were generally well paid—St. John Gazette.

Trousers the Correct Thing for Ladies.

It is well understood by the advanced women of the period that trousers were woman's original dress. It was the inferior male creature in the primitive times that had to wear skirts, but as civilization undermined the stamina of the female, and she lost her prestige and was persuaded that woman was a weaker vessel, she allowed men to steal her trousers and palm off on her the skirts with which they had been compelled to envelope themselves.

The cavil that has been made that there isn't much ornament and trimming to be got into trousers has been fully answered. Trousers with high color to them, trousers with frills and furbelows and ribbons and flowers, trousers of red and yellow with roundabouts of blue and green, trousers of velvet and silk and old lace and darts and shirring and fichus and galoons, trousers as resplendent as angel wings with a roundabout hat to match will always take the cake. In fact, the reasons trousers are not now a thing of beauty and a joy forever is merely because man ruined them after he stole them from his wife and sisters.

When woman, with her eye for color and her genius for trimmings, gets back her trousers, they are going to look very different indeed. As for mere men, they have had their day and their trousers. If they desire for convenience sake to dress in something that will distinguish them from the women, they will be welcome to don the discarded skirts and petticoats and pullbacks and corsets and—anything they find that they can slip over their heads.—Nebraska State Journal.

Marriage in Queer Life.

DANE COUNTY, Wis., July 23.—I have just witnessed what might be called a marriage in queer life. The bride was short and fat. The groom was tall and thin. On her cheeks was the hue of the red, red rose; on his was the bloom of the pumpkin blossom. They rode in a two-wheeled dog cart behind a tall, gaunt horse. The legs of the steed were ornamented with ring bones and spavins and the shrivelled skin clung caressingly to its protruding ribs. They drove direct to the Methodist Episcopal parsonage. He hitched a post to his horse and helped the short, fat lady to alight. She came down "ka-chug" with one heel planted square on the biggest corn on his biggest toe.

"My love—h—ll! O—! I—. Here comes the parson!" and the agitated face grew calm and the bent back straightened. "Darling," the rose hues deepened, "when we get home an' I'm your wife I'll put a mustard plaster on your corns. I didn't know you had 'em so bad. Oh! here is the minister. You must tell him, Sam; I can't," coyly the blue eyes sought the ground.

About this time an enterprising bumble bee found a small opening between Sam's white shirt and the sand colored linen trousers and vanished therein.

"Parson Willows," began the lank youth, in a voice with the tremolo stop pulled clear out, "me an' Sal wants to get spliced. Can you— Lord a' mighty!" and the tall form doubled up like a half-opened jackknife, and then bounded into the air as if fired by a thousand pound pressure spring. "Ouch! Ouch! Kill it quick, Sal! It's on the small of my back," and the long legs and arms executed a series of movements that would have discouraged the liveliest jumping jack in the universe. "Sal" sprang to the rescue, but, as she did so, her foot caught in her dress and she pitched forward, striking her head, as good fortune would have it, with the force of a battering ram, on the exact spot where the brave bumble bee was doing his level best to make things lively for the prospective bridegroom, and down they both went sprawling at the feet of the minister.

As the tall thin youth and short fat lady arose to their feet, Parson Willows solemnly remarked:—"Young man, you have beautifully illustrated a Bible truth, for doth not the good book say, 'It is hard to kick against the pricks.'"

The adventurous bumble bee was smashed as was also the lady's brand new wedding hat. The young man's coat was split up the back, and the wreck of his collar floated, like a signal of distress, out from beneath his beardless chin, while it took the combined weight of the presence of the minister, his betrothed and his wedding day to hold his temper down.

At length everything was arranged and explained to the satisfaction of all concerned, and the blushing couple followed Parson Willows into the parlor and were there made one according to the orthodox style.

On returning to their steed and two wheeled chariot great was their consternation to find that he, like many a great hero, had dropped dead in his harness and lay on his hip and knee bones suns the breath of life.

Said he, "Oh, Sal, even you can hardly reconcile me to the loss of Tom. He was such a patient horse and ate so little."

Said she, "Dear Sam, never mind Tom now. Think of me. I'm your wife and can never walk home. Just take the harness off that old carcass and put yourself in Tom's place. 'Taint only four miles home, an' I know you paid the minister the only dollar you had in the world, so you can't hire anybody else to take me there."

The tall, thin man looked into the rosy, resolute face of the short, fat woman, and then with a faint sigh, did as he was bidden.

And thus this newly married couple took up the tangled and henceforth interwoven threads of their lives, he between the thighs and she upon the seat of a two wheeled dogcart, and slowly vanished from the ken of your correspondent.

Railway Horror.

SYRACUSE, N. Y., Aug. 6th.—This morning a freight train on the West Shore railroad going west, broke in two between Point Byron and Montezuma, and the express train, no. 3, dashed into its rear. A brakeman had gone back to warn the passenger train, but a dense fog prevailed at the time, and made it impossible to warn the engineer.

The fireman of the passenger train was instantly killed and the engineer terribly crushed. Ten Italians enroute to Niagara Falls, in the smoking car were killed and a large number of others in the same car injured. The sleeping cars were burned but it is believed nearly all the passengers were rescued.

Physicians and other aid were sent from Syracuse and the neighboring cities and the killed and wounded brought here at 9 o'clock. Seventeen injured Italians are at the hospital some of whom will probably die.

The smoking car was completely wrecked. The wreck took fire and the passenger train was burned with the exception of three sleeping cars. John F. Bowdich, of Boston, was a passenger en route to Detroit. He was pinned down in the wreck but was cut out by the train men and sustained only slight injuries. The whole number of injured is twenty.

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Molasses, Biscuits, Cheese,

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Buctouche, March 19, 1891.

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