

General Business.

WORTH A GUINEA A BOTTLE, SHARP'S BALSAM OF HORRHOUB FOR CROUP, COUGHS, & COLDS. 50 - YEARS - IN - USE. PRICE 25 CENTS. ARMSTRONG & CO., PROPRIETORS. ST. JOHN, N. B.

G. WARMUNDE IS OFFERING SPECIAL BARGAINS IN WATCHES, CLOCKS, JEWELLRY, Silverware & Novelties.

W. T. HARRIS has just received a lot of FANCY TABLE MOLASSES TRY IT.

STOP IT QUICK! Why suffer with Cholera, Dysentery, Diarrhoea, Cramps and all such.

Summer Complaints When you can stop it quick by using PENNELL'S PANACEA?

MURDOCH'S NEW CARPET AND HOUSE FURNISHING DEPARTMENT. The Best in 5 frame Brussels Carpet at \$10.75 to \$12.50.

GO TO PORTLAND, BOSTON, ETC. VIA THE Canada Eastern Railway and Fredericton.

Leave Loggieville 6.00 a.m., Chatham 6.12 a.m., Chatham Jc. 6.45 a.m., Doaktown 8.50 a.m., Boiestown 9.35 a.m., Cross Creek 10.47 a.m., Fredericton 12.15 p.m., etc.

INSURANCE. The Insurance business heretofore carried on by the late Thomas F. Gillespie, deceased, is continued by the undersigned, who represents the following Companies:

ADMINISTRATORS' NOTICE. All persons having claims against the estate of Elizabeth Walls late of Chatham, deceased, are required to file the same daily, at the office of the undersigned, and all persons indebted to the said estate are required to make immediate payment to the undersigned.

C. S. BREMNER Agent for P. S. MacNutt & Co., Agricultural Machinery and Implements of all kinds. Hardwick Village, Bay du Vin.

INTERCOLONIAL RAILWAY. On and after Monday the 7th September, 1896, the rates of this railway will run daily (Sunday excepted) as follows:

WILL LEAVE CHATHAM JUNCTION. Through express for St. John, Halifax and Pictou, (Monday excepted) 4.16. Through express for Quebec and Montreal, 22.50. Accommodation for Montreal, 11.00. Accommodation for Campbellton, 14.35.

ALL TRAINS ARE RUN BY EASTERN STANDARD TIME. D. POTTINGER, General Manager. Railway Office, Montreal, N. B., 3rd September, 1896.

Miramichi Advance.

CHATHAM, N. B., OCTOBER 8, 1896.

Avoid the Blunder!

How much money has the town to spare to bury in the ground in the way of an expensive stone foundation seven feet deep under an engine house and town hall on old number two site?

We all know the difficulties that have been experienced heretofore in getting the steam fire engine out of the old building. The reason of those difficulties is because it has had to be hauled on an up-grade to the street.

It is, therefore, evident that if the new engine house is built on that lot, its main floor must be about four feet higher than that of the present one, to make allowance for the twenty four inches or more of snow that will lie on the middle of the street in winter.

The next consideration is that the ground slopes away to the rear fully six or seven feet to the place where a single trial pit has been sunk by the Council's committee.

Alderman Watt reported verbally to the Council on Monday evening that shell rock was found after the pit had been sunk seven feet.

We have no reason to believe that the alderman used anything more reliable than a wooden stick in ascertaining whether the hard substance at the bottom of the pit was shell rock or an old wharf log, or if it really was rock, whether it was a peak, ridge, or heap of ballast, for he did not think it worth while to furnish notes of the excavation to the Council, and everybody having knowledge of such work knows that no town council outside of that of Chatham would accept such a report as the Chairman of the Fire Committee made verbally, or place the slightest confidence in it from the manner in which it was made.

Let us, however, assume, for the sake of argument, that it is reliable. Then, what is the work involved in the foundation-wall we will have to build?

We will have to excavate a minimum of seven feet below the surface in the rear, and about thirteen feet on the street front, to get level down to the base of the work.

That being done, we shall have to build, as we have said, a stone foundation wall all around the building seven feet high to get up to the first floor level.

We may estimate as we like, but if we start on any other basis we will be simply discounting the chances.

Our aldermen who favor this site, with all the reckless jauntiness of the unconcerned Tammanyite, who realizes that he is only spending the public's money, will, probably, tell us that the excavation will not have to be so deep on the street as in the rear, but it must be remembered that Mr. Kennedy is reported as saying he found the rock on the property at eight feet below the surface, and Alderman Coleman gave an instance of the same authority having once announced the finding of solid rock four feet above where it actually was. So while we may not have to go so far down on the street front, we must not expect the sanguine verbal report of unpractical Alderman Watt, which is unsupported by any other member of the committee, notes of the excavator, or guarantee of the reliability of his knowledge, to divert our minds from the practical information of a different character given by Alderman Coleman at a former meeting of Council.

That gentleman built the blocks on the original shore at that place and superintended the filling with ballast in the vicinity of the place where the Watt trial pit was sunk. Is it reasonable to believe Mr. Watt in preference to Mr. Coleman?

It is evident that Mr. Watt don't know, and we fear that he don't care, so long as he can carry his point. Mr. Watt's committee was directed to sink trial pits. Why did he sink but one pit and then come to Council with only a verbal report based on his evasion of the Council's order?—and why was the Council so easily put off? It would have let the work of wasting the money to be borrowed on the Town's bonds go on but for Alderman Bennett's timely protest. Let the tax-payers be thankful that they have, thus far, been protected from what seems to be a huge mistake which one or two self-opinionated and inexperienced men are determined to force upon the Town, simply because more prudent persons whom they wish to cross have advised a wiser course.

Amongst the most puerile arguments advanced in the Municipal Council on Monday night in favor of No. 2 engine house site was that of Alderman Nicol who gravely said there was a certainty of plenty of water there, while he intimated that the springs at the back of the town might be dried up in summer. That kind of talk may commend itself to the alderman as ingenious but it will not invite intelligent confidence.

In the first place, the certainty of water at No. 2 site depends on the whole of Water street, from that point to the extreme western limit of the Town.

As to his assertion that there is no certainty about the supply at the back of the town it may be asked whether he or anyone else ever knew the water on Church street, running from the Spring in the old Muirhead field to fall? He, himself, has had several years' experience with the supply running to the iron tank on the old skating rink lot, which supplies the street watering cart. Has he ever known that supply to fail? Knowing, as he does, that it never did, it is fair to enquire whether his doubts of Monday night were honest ones? If he so trifles with the facts in one case, who will believe in his sincerity in anything in which it may suit him to make his statements tally with

his prejudices and preconceived notions founded on inexperience?

The Town Bonds.

Alderman Bennett's watchfulness prevented a very ill-considered resolution relating to the issue of the town bonds from being passed at the Council on Monday. Ald. Nicol proposed to offer \$10,000 worth for sale now, and to give the successful tenderer the option of taking the other \$10,000 at the same rate next summer. The practical working out of his proposition would be to bind the town to sell the bonds to the successful tenderer at this year's rate, although they might bring more in next year's market, while, should they be worth less, the buyer of this year would be free to say he would not take them. It is well that the junior alderman for Kings is so closely watching the town's interests. The resolution passed at Tuesday night's meeting was a further step in the right direction and ought to convey to Alderman Nicol the assurance that his assumption of infallibility is only calculated to make him appear ridiculous.

The C. P. RAILWAY telegraphers' strike appears to be nearly over. If the men had presented their grievances in the proper quarter before going out, it is probable they would have obtained redress, or at all events had the sympathy of the public, which is not now with them, because of the high-handed course they were induced to take by the strike organizers.

FLOUR RATES: The matter of railway freight tariff on flour between western points and Chatham, which has been the subject of conferences between one Board of Trade and Mr. Sutherland of the C. P. R. Mr. Gibson and other railway authorities, has been satisfactorily settled. The rates will hereafter be the same as to Pictou, Point du Chene and other points on the Straits which might be subject to water competition. This means a reduction of eight cents per bbl., on the former rates. Both sides are to be congratulated on the satisfactory conclusion of the negotiations.

HON. MR. BLAIR'S SEAT.—On Tuesday last a petition was filed with the clerk of the House of Commons in relation to the election of Hon. A. G. Blair in Sunbury and Queens. James P. Bliss, of Ormoco, and George Gilbert, Gagetown, are petitioners, and L. A. Curry, attorney and agent. The petitioners seek to disqualify as well as unseat the Minister of Railways.

THEY make all the charges known to the law and an idea of the breadth and comprehensiveness of their grounds may be had from the fact of their setting forth that there was no vacant seat for Mr. Blair to be elected to fill, inasmuch as Mr. G. G. King was and still is the representative of Queens and Sunbury in the House of Commons.

THE CRY FOR OFFICE.—If we may judge the ideas of our neighbor, the Liberal Herald, as to the object of party existence, from a perusal of its alleged editorial, it would be fair to infer that it is to encourage its friends to stand around with their hands in their pockets and abandon all work or ambition save that involved in efforts to get their neighbors who may have offices out of their hands, so that appointments more to the liking of those who happen to write for that little organ may be made. We have no doubt that between the bickering and open fights in their meetings and the everlasting demands for office and "pickings" by their organ, the Ottawa leaders must have an opinion of their Northumberland horse leeches which is far from complimentary to the independence and manhood of the County.

An Unsafe ex-Minister. Sir Adolphe Caron appears to be a very unsafe person to entrust with the responsibility of administering a government department. It is not necessary to go beyond our own limited district of Northumberland to be reminded of the fact, for the mal-administration of some of our own principal post offices is so fresh in the minds of the people, as to suggest that only under a minister whose sense of his responsibilities was far from adequate, could dishonesty, neglect of duty and other public scandals have grown and flourished themselves almost in plain public view as they did in this country under Sir Adolphe. His weakness appears to be a lack of moral backbone. If he had any sense of his moral obligations as a minister to resist the attempts of his political friends to raid the treasury or keep wrong-doers in office, he seems to have been incapable of exercising it under pressure for him to do otherwise, and no more striking demonstration of the fact can be furnished than is contained in the following Ottawa press despatch of 28th ult.:

When the House went into supply on the post office estimates, Mr. Gillies, the member for Richmond, took the opportunity of defending the action of the late government in awarding the contract for carrying the mails between Port Hawkesbury and Sydney, N. B., at a cost of \$9,000 a year. He concluded with an appeal to the minister-general to allow for the \$9,000 contract, held by a man named John Morrison, of St. Peter's, to continue until the date of its expiry, fifteen months hence.

Mr. Mulock said that the contract was one so manifestly improvident that he could not, in the proper discharge of his duties, allow it to continue in force. It was his intention to recommend its cancellation, and that new tenders should be called for. For many years the contract had been held by Morrison or his son. The contract was first entered into for \$5,700 a year, but under peculiar circumstances it was renewed in favor of the same contractor in 1890 at \$9,000. There was no public competition for the performance of the service. Mr. Mulock read from the official papers upon the subject statements which indicated a most extraordinary state of affairs. Mr. Gillies wired to Sir Adolphe Caron:—

"Please continue John Morrison's contract for carrying mails from Hawkesbury to Sydney for another year. This is essentially important to me. Write me an answer."

Sir Adolphe Caron replied to Mr. Gillies as follows:—

"Regretting exceedingly that I cannot comply with your request to continue Morrison's contract. Cost would be \$6,000. Receipts from all offices served only \$342."

On October 16, 1892, Mr. Gillies wired Col. White, deputy P. M. G.:—

"Please urge the P. M. G. to continue Morrison's contract on present basis for another year. Do this for me. It is absolutely necessary."

Later Mr. Gillies telegraphed Sir John Thompson:—

"Will you kindly see Sir Adolphe Caron immediately and get him to allow Morrison's contract for carrying the mails from Hawkesbury to Sydney to remain upon the present basis. It is absolutely important and I wish you to carry it out for me."

Rev. Father McInnis wrote to say that the Morrions had stood by the government in the last two contests, and "the friends" entertained the hope that the P. M. G. would see his way clear to a renewal of Morrison's contract for another year "upon the present basis."

Mr. Gillies wrote later urging the P. M. G. to discontinue this year it will ruin me in Richmond county politically."

Again Mr. Gillies wrote to Sir Adolphe: "Will Morrison's contract be continued

for another year as at present? If not matters will be more serious."

And again he wrote that:—"It is extremely and essentially important that Morrison's contract should be renewed."

On October 22, 1892, Sir Adolphe telegraphed Mr. Gillies regretting that he could not renew Morrison's contract and adding: "It would be impossible for me to justify such an expenditure."

A few days later Sir Adolphe yielded to the exigencies of the situation. On November 9, 1892, he authorized the expenditure of \$9,000 on that October 22 he had declared it impossible to justify.

He wired Mr. Gillies:—"Please send forms of tender to the postmaster at Sydney and, as there will be no infringement of the regulations, will you not send any to St. Peter's?"

In 1893 the government decided to call for tenders for this service. Mr. Gillies wrote:—"I have been expecting to see the forms of tender sent to St. Peter's. The tenders were invited in December, 1893, but the time between the receipt of the tenders and the commencement of the service was so short as to permit of no real competition. On February 2, 1894, Mr. Gillies wired to the department:—"I have been expecting to see the forms of tender sent to St. Peter's. The tenders were invited in December, 1893, but the time between the receipt of the tenders and the commencement of the service was so short as to permit of no real competition. On February 2, 1894, Mr. Gillies wired to the department:—"I have been expecting to see the forms of tender sent to St. Peter's. The tenders were invited in December, 1893, but the time between the receipt of the tenders and the commencement of the service was so short as to permit of no real competition. 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