#### General Business.



## WARMUNDE IS OFFERING

SPECIAL BARGAINS CLOCKS, JEWELLRY,

Silverware & Novelties. during the Holidays. All new goods. Give him

We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all. EXPERIENCED WATCHMAKER Pallen Corner, Chatham, N. B.

Complaints

When you can stop it quick by using PANACEA? PENDLETON'S

Propr. of Pendleton's Panacea

I wish to give you a few words in praise of your Panacea. I was a victim of Cholera for some two or three weeks, during which time I consulted different doctors, and tried different patents, but seemed to get no relief, until I commenced using Pendleton's panacea, which very shortly cured my complaint Trusting this will be a service to you.

Yours sincerely

W. E. ROOD.

Ask for Pendleton's. Take no other. PRICE 25CTS.

# MURDOCH'S NEW CARPET

AND HOUSE FURNISHING DEPARTMENT

The Best in 5 frame Brussels Carpet at 85c to \$1.75 c
The finest Tapestry at 30c to 65c
The Heavest Wools at 65c to 1.10c
The Best Made Unions at 30c to 75c
The newest in Dutch Carpet at 20c to 30c
" " Hemp Carpet at 12c to 25c
Floor Oil Cloth in Handsome Patterns and 4-4
6-4 8-4 and 16-4 at 28c to 45c per sq. yd.
Lace Cortains at 25c to \$5.00 per pair.
F'cy Fish Net Curtains (the latest) \$1.75 to \$10.00
per pair. Fancy Muslin Curtains.

Curtain Lace, 15c per yd. and upwards. Paper Blinds, Curtain Poles, Counterpanes, Table Covers and a complete line of New House Furnishings,

PIERCE BLOCK, CHATHAM, N. B.

## GO TO PORTLAND, BOSTON, ETJ.

Canada Eastern Railway and Fredericton,

Leave	Goggievine	0.00 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.
Arrive	Fredericton	12.15 p.m.
Leave	"	4.20 p.m.
Arrive	Bangor	11.10 p.m.
"	Portland	3.50 a.m.
"	Boston	7.25 a.m.
	~.	

Pullman Sleeper runs through from Frederic on Juncton to

## MILLINERY OPENING!



Fall and Winter Millinery

THE BOUQUET The ladies and public generally are most cordially invited to the Bouquet on Tuesday and Wednesday Oct., 13th and 14th, to inspect the newest designs in Trimmed and Untrimmed Hats, Toques and

There will also be exhibited a dazzling display of the latest freaks of fashion in Flowers, Feathers, Riobons etc., as well as the most unique and superb Millinery Noveities. The above are direct importations from Paris, London and New York. JOSIE NOONAN.

## INTERCOLONIAL RAILWAY



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

WILL LEAVE CHATHAM JUNCTION

Accommodation for Campbellton ALL TRAINS ARE RUN BY EASTERN

D. POTTINGER. Railway Office, Moncton N. B. 3rd September, 1896



THE ONTARIO WIRE FENCING CO., LTD.

## J. B. SNOWBALL'S MIRAMICHI WOOD TRADE CIRCULAR, FOR THE YEAR 1896.

CHATHAM, NEW BRUNSWICK, CANADA, DECEMBER 31, 1896.

Last winter was a favourable one for logging operations, but the spring freshets were poor and a large portion of the stock was late getting to market. Early sawing was consequently retarded and shipments were forced into the later months of the season when higher freights and fall insurance took from or entirely wiped out profits.

The present winter has been so far favourable, and the prospects are that the output of logs will be an average one for the force employed, which is not larger than last year. There are two pulp mills in operation here that use about fifteen millions superficial feet of spruce logs annually in the manu-

The Government of New Brunswick now have 4,536,320 acres of timber lands under license against 2,780,800 acres in 1892. In the Miramichi section nearly everything available has been taken up and lands so poorly wooded that they would not be looked at a few years since are now eagerly sought for. Fifteen years ago logs brought to market were not considered of fair quality if it took over eight pieces to make a thousand superficial feet of deals etc.—now sixteen pieces to the thousand superficial feet is considered fair stock. This, taken with the reduction in our export referred to elsewhere of 27 per cent., looks as if our forests were overworked, I consider the above remarks applicable to all of New Brunswick and Nova Scotia, and that present prices do not bring an adequate return for the forests depleted.

The stock of merchantable spruce deals wintering here is 6,000 St. Petersburg standards against 6,630 standards last year. The stock at present at St. John is estimated to be 20,000 standards.

The export of wood goods to France under the new tariff has hardly come up to expectations. There was shipped from this Province this year to France and French Algerian ports 15 cargoes containing 12,398,000 superficial feet, against 16 cargoes last year containing 10,240,000 superficial feet.

The general depression in business in the United States last year about stopped shipments to that country, and put a large extra uantity on the British market. As there are signs of business confidence being restored there, we may expect a renewal of shipments, particularly from St. John and Nova Scotia ports, to the relief of other markets.

SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1885 TO 1897, INCLUSIVE, were:

1885-87 millions sup. feet. 1895-- 82

The average shipment for the above 12 years is 86 millions superficial feet per year. The average shipment for the 12 preceding years, viz. from 1873 to 1884 inclusive was 118 million superficial feet, an average falling off of 27% in the volume of our business. As we have not any new country to draw on for supplies this decreased export will have to continue. From St. John previous to 1884 the average shipment was 190,000,000 superficial feet and since 1884 it has fallen to an average of 146,000.000 superficial feet.

THE SHIPPERS FROM THE PORT OF MIRAMICHI IN THE SEASON 1896, were :-

	SHIP	PPERS.			No. Vessels.	Tons.	Sup. ft. deals, scantling, ends, and boards.	Palings, pes.	Spool Wood, sup. ft.
J. B. Snowball, W. M. McKay, D. & J. Ritchie, Ernest Hutchison, F. E. Neale, Geo. Burchill & Son Clark, Skillings & C. J. W. & J. Anderso			******		43 31 21 12 15 8 2	34,273 27,609 12,893 12,420 11,183 6,827 2,111 802	31,705,851 30,379,493 12,547,058 12,861,620 11,000,398 7,517,000 136,000	1,339,555 18,000 108,400 12,000 17,000	1,574,597 468,392
8 Shippers,		189	6.—DISTR	IBUTIO		108,118 IRAMIC	106,147,420 CHI SHIPMENT	1,494,955 S.	2,447,067
<del></del>				1			<u> </u>	12 4 - / or I	

		Cou	NTRY.			No. Vessels.	Tons.	Sup. ft. deals, scantling, ends, and boards.	Palings, Pes.	Spool Wood, sup. ft.
Great Brit	tain,					65	60,032	59,780,812	1,355,755	2,447,067
reland,					•••••	51	35,803	34,886,631	139,200	2,111,007
rance,		•••••				10	6,756	6,645,000		
Spain, Africa,				•••••		4	2,419	2,137,682		
Australia,					,		1,597	1,570,692 1,126, <del>603</del>		
					-0	133	108,118	106,147,420	1,494,955	2,447,067

there were shipped to Buenos Ayres by J. B. Snowball three cargoes, containing 1,445,000 superficial feet deals, boards, &c.

A STATE OF THE STA			DIS	TRIBUTI	ON BY PORTS	OF MIRAMICH	SF	HPM	ENTS.			
*		•	GREAT BRITA	AIN.		IRELAND.						
Ports.	No Vls.	Tons.	Sup. ft. deals, scantling, ends, and boards.	Palings, pcs.	Spool Wood, sup, ft,	Ports.	No. Vl's		Sup. ft. deals, scantling, ends, and boards.	Palings,		
grrenead. Barrow Bristol Bowling Cardiff Cleetwood Garston Glasgow Grangemouth Greenoek Liverpool London lanelly fersey fanchester Newport	3 6 5 2	3,194 1,575 3,364 682 1,506 5,704 7,248 4,518 704 539 3,139 6,890 3,098 822 2,498 4,020 2,727	3,032,286 1,534,099 4,650,542 6,013 776,455 5,470,149 8,756,862 5,312,158 640,225 513,732 592,520 7,592,291 2,629,314 692,502 2,072,522 5,747,956 2,616,996	1,111,375 7,225 12,000 75,595 70,635	468,392 1,978,675	Belfast Bantry Coleraine Cork, Carrickfergus, Dublin, Dundalk Dundrum Hare Island Kilrush Limerick Londonderry Larne Newry Rosslare Tralee Wexford	l i	16,599 567 237 1,575 375 6,410 1,078 502 410 679 1,226 2,286 1,735 994 252 629 249	16,107,163 594,321 244,382 1,493,643 363,000 6,007,073 1,077,303 499,000 413,897 713,516 1,461,000 2,212,726 1,642,212 932,000 270,000 587,367 268,028	6,000		
reston Dock	1	1,278 385 1,164	1,256,000 356,056 1,039,247	36,000		17	51	35,803	34,886,631	139,200		
harpnessilloth Dockwansea	3 2	3,142 1,066 769	2,695,685 1,111.000 686,202	30,925	124.			i A	FRANCE.	many of the second		
23	65	60,032	59,780,812	1,355,759	2,447,067	BrestBordeaux	1 8	720 1,198 4,838	668,848 1,514,859 4,461,293	de la remain		
	•		ÀFRICA.			3	10	6,756				
lgiers	1	570 1,027	609,000 961,692			3	10	0,7501	6,645,000   SPAIN.			
2	2	1,597	1,570,692		A STATE OF THE STA	Passages	1	510	450 424	36 - 10		
•		3	AUSTRALIA	١.	:	Valencia	3	1,909	1,678,248			
delaide	1	1,511	1,126,603			2	4	2,419	2,137,682			

## OTHER NEW BRUNSWICK PORTS.

SAINT JOHN, N. B. SHIPMENTS OF DEALS, &c., TO TRANS-ATLANTIC PORTS, DEC. 1st, 1895, TO DEC. 1st, 1896.

	SHIPPERS				Sup. ft. Deals, Scantling., Ends and boards.	Timl	oer.
					and boards.	Pine.	Birch.
Alex. Gibson,	 				61,360,952		2,104
W. M. McKay, George McKean,	 •	• • • • • • • • • • • • • • • • • • • •			95,793,265 4,342,742	128	6,632
Watson & Todd,	 				5,749,483		
Jarvis Wilson,	 •••••		•••••	•••••			1,156
Total,	 				167,246,442	128	9,892

DISTRIBUTION OF ST. JOHN, N. B. SHIPMENTS, DEC. 1st., 1895, TO DEC. 1st, 1896.

	Ports.			Sup ft Doole to	Timbe	r.
*	LURIS			Sup. ft. Deals, &c.	Pine.	Birch.
Bristol Channel, Fleetwood,	 		 	38,910,655		
France, Glasgow,	 	W	 	6,494,716 4,181,557		
Ireland, Liverpool,	 •••••		 	12,973,289 25,382,251 66,016,589	7	500
London, Manchester Canal,	 4		 	66,916,588 4,676,698	128	7,860 1,156
Wales,	 		 	5,489,193 2,221,495		376
Total,	 		  -	167,246,442	128	9.892

This year I have omitted the number of vessels and the tonnage from the St. John shipments because so many of the shippers a hat port shipped small quantities by the regular liners, and the information would, therefore, have no real value

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 12 YEARS.

				Total Sup. f	t. deals, etc.		Tim	ber, (t	ons.)	
The state of the s		1			( )	Bire	h.		Pine.	
1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895,				138,93 118,44 153,18 180,16 132,66 122,24 146,52 156,65 153,47	73,076	13,7 7,3 5,1 4,7 7,2 1,3 5,0 10,2 5,2 5,0	69 54 97 21 21 11 04 00 94		3,686 4,313 1,587 457 487 4,317	
1896,						8,3 9,8			324 128	
		DAL	HOUSIE.		11			RTS	OF MONCTO	N.
Shippers.	No. Vls.	Tons.	Sup. ft. deals, scantling, ends, and boards.	Tons Timber.	Shippe		No. Vls	1	Sup. ft. deals, scantling, ends, and boards.	
Geo. Moffatt & Co. King Brothers Price Bros. & Co. George Dutch. Nat. McNair Prescott Lumber Co. R. Johnston. W. M. McKay	21 8 6 2 2 1 1	10,327 4,655 6,651 788 904 786 930 794	3,580,908 5,651,437 810,736 658,501 903,097 755,121	195 155,120 sup. ft. spools.	Hillsboro— J. Milson Sm J. L. Peck W. M. McKa Geo, McKear Harvey— W. M. McKa Geo, McKear	y	5 2 3 3 3 5	7,916 970 1,600 3,067 3,383 5,013	8,435,071 1,298,000 2,066,018 3,607,743 3,689,269 5,317,938	
	42	25,835	22,495,109	195 155,120 sup, ft, spools,	A. L. & S. B.	. Co	1	1,297	1,200,000	
		SH	EDIAC.				22	23,246	25,614,039	
W. M. McKay	7 5	5,350 3,548 2,647	3,540,358		W. M. McKay. P. J. Mahoney.		7	6,985 533	7,686,078 502,000	
	23	11,545					8	7,518	8,188,078	
SACK	VIL	LE inc	luding BAIE V	ERTE.	I & TO Y				BUCTO.	
P. G. Mahoney	9 6	5,787	5,575,607	,	J. & T. Jardine Ed. Walker		7 26	9,318 2,056	9,112,599 2,078,463	
M. Wood & Sons Curwin & Co	5	2,321	2,455,783	. >			C	AMPB	ELLTON.	
W. M. McKay	4 2 2 1 1	2,403 911 1,026 625 724	2,507,617 877,031 971,865 625,974 770,409		Kilgour Shives. Price Bros F. E. Neale W. M. McKay. J. D. Sowerby.		7 3 3 2 2 2	6,118 2,592 2,844 1,994 1,411	6,390,504 2,034,034 2,560,216 1,752,000 1,205,912	
M. Wood & Sons	1	198	198,018		W. M. McKay D. McKinley	}	1	837	163,205	726.063 sup, ft. spools.

36 19,843 19,996,978

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK 1895 COMPARED WITH 1896.

			1896				1895	
Ports.	No. Vls.	Tons.	Sup. ft. deals, &c.	Timber.	No. Vls.	Tons.	Sup. ft. deals &c.	Timber.
Miramichi,	8	7,518 11,374	106,147,420 167,246,442 8,188,078 11,191,062	10,020	116 117 12 9	89,771 149,226 8,987 4,561	82,457,575 126,449,707 8,817,000 4,420,210	8,698 20
Dalhousie and Campbellton, Shediac, Sackville,	60	41,631 11,545 19,843	36,600,980 11,054,978 19,996,978	195	42 23 19	30,264 11,456 9,009	25,568,030 11,250,269 9,083,501	164
Outports of Moncton, { Hillsboro, Harvey, Alma. }	. 22	20,246	25,614,039		22	22,532	23,336,282	434
Totals,			386,039,977	10,215 tim.	360	325,806	291,382,574	9,316

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were:—

1887250			1892	325	Millions	sup. fee
1888277	"	"	1893	312	"	"
1889369	"	"	1894	326	"	"
1890293	"		1895		"	"
1891253			1896			"

#### SHIPMENTS FROM NOVA SCOTIA, 1896.

Angle of the second		Por	RTS.		\$ 10 08 10 36	No. Vessels.	Tons.	Sup. ft. deals, &c.	Timber.
299 (4)34 (28)					 	10.00			
Outports of Amherst,					 	32	23,048	19,827,000	
Halifax,					 	47	39,634	41,755,060	650
Ship Harbour,					 	1	424	404,447	7.0
Sheet Harbour,					 	8	6,245	6,276,707	
St. Margaret's Bay,					 	2	2,678	2,790,966	
Parrsboro,					 	33	42,935	43,315,254	
Pictou,					 	10	7,889	4,946,000	3,658
Sherbrook,	•••••			•••••	 •		3,766	3,800,955	
Totals,			******		 	137	126,619	123,116,389	4,308

For	1887	were	 82,959,589
"			 85,070,005
"			 92,605,488
"	1890	"	 99,512,924
"	1891	",	 78,603,742
"	1893		 109,252,930
"		"	 106,327,250
"			 109,324,393

# Miramichi Advance.

OHATHAM. N. B., - - JANUARY 7, 1897. A Steamer Wrecked. An Unworthy

The steamship Warwick of the Donaldson Line, plying between Glasgow and St. John N. B., ran ashore on one of the Murr Ledges, which lie of Grand Manan, and is a total wreck. The mishap occurred about ten o'clock on Wednesday night of last week, and the vessel was going nearly at full speed at the time. The first report that she had rounded Seal Island, on the Bay of Fundy side of Cape Sable, at 3.20 p.m. on Wednesday, and that the weather was clear from that time until she ran on the ledge, which is about ten miles off Grand Manan. If that be so, it is not easy to reconcile it with the statement now attributed to the steamer's officers, that they mistook Gannet Rock Light, on the north side of the Bay of Fundy, for that of Briar Island, which is, practically, on the south side. If Seal Island was sighted, as stated, those in charge of the steamer must have made great errors in judging both their

course and the distance run. We observe that the Halifax papers, with a littleness of spirit unworthy of a settlement of indians, are endeavoring to make capital against the port of St. John because of this Warwick mishap. It would, however, be as reasonable and consistent to condemn Halifax as a port dangerous of approach for ocean steamers because the Indian Queen, Humboldt, Atlantic and other liners were wrecked in its vicinity, or Portland, Maine, because the Hungarian, while making for that port, was lost with all on board on Cape Sable because of faulty judgment of their captains or pilots, as to condemn St. the Town which the same party from a similar cause. small beer political rivalry and childish jealousy of St. John in regard to their respective winter port interests, the Halifax papers must give people abroad a very erroneous impression respecting the spirit which pervades the place and actuates its public and business men. Halifax and St. John each has its merits as a terminus for ocean steamers. St. John is the most advantageous for freighters, because it is the nearest to the west of the all-the-yearround open Canadian ports. By using it, trans-Atlantic shippers reduce railway carriage (which is the most expensive) on their goods to a minimum. Halifax, on the other hand, presents superior fast line advantages, because it offers to trans-Atlantic passenger traffic the shortest ocean route at present available, with connecting railway facilities equal to those of St. John. If these two ports would work on the lines in which their natural and acquired features give them special advantages-assisting each other, instead of wasting their energies in a rivalry which is needless and has only the effect of giving outsiders false and damaging impressions of the merits o both as ocean termini-it would be more creditable to them and a benefit instead of an injury to Canadian inter-

## Manufacturing a Scare!

It seems a matter of regret that some men who are entrusted with the responsibilities of Town representation are either incompetent to understand the statutes of the province which apply to such matters as assessments, etc., or lacking in the application to and interest in their public duties necessary to prevent them from mischievously making use of their positions in needlessly alarming and misleading the people to whom they should be instructors and

"This Chapter shall extend and be "applicable to all Parishes, incorporated "Towns and Cities, except so far as "special provisions inconsistent herewith 'may exist or be made in reference to "the assessing and levying of Rates and "Taxes in any of such Parishes, Cities, "or Towns."

"EXEMPTIONS." "The following property shall be ex-

empted from taxation :-

18 15,796 14,105,871 726,063 sup. ft. spools.

"(1) The property of the Crown;
"(2) Property belonging to the Parish or County in which the assessment is

"(3) Property belonging to the Common School districts : "(4) Cemeteries or burying grounds; "(5) The property of Agricultural

Charitable Society, or institution; "(7) Household furniture in use; "(8) Mechanics' tools belonging to nechanic, and necessary for carrying on his business, to the amount of two hundred dollars, fishermen's boats and nets to a like amount, and all implements of farm labour belonging to a farmer; "(9) Any sum of money received by

"(10) The property, to the amount of five hundred dollars, of a widow or unmarried female, or wife deserted by her husband and compelled to earn her own

"(11) Income to the extent of two hundred dollars : '(12) Property specially exempted by any Act of Assembly."

Any thoughtful person reading the foregoing would, at once, realise especially on taking in the meaning of paragraph 12, that the properties enumerated in the preceding eleven paragraphs must be non-assessable, whether specially exempted or not.

If, as Alderman Nicol asserted, at Tuesday's meeting of Council, Assessors of the Town refuse to be guided by the law above quoted, they will not only assess the churches, schools, cemeteries, agricultural society's property, pensions, widows and orphans, etc., but the voluble sympathetic Alderman's poor laboring man. In such case, we think, it will be the duty of the Council to dismiss the assessors holding such illegal views and appoint others in their places. It is, however, not probable that the assessors are so obtuse as represented, but it will no doubt appear that the whole matter has its genesis in a desire in a certain quarter to court sympathy in a part of laboring to leave without adequate fire

## Is the Blunder and Wrong to

Can anybody in Town give an explanation, on grounds that will satisfy reasonable public expectation as to what required of men in representative positions, for the persistent and determined efforts of Alds. Nicol and Watt to prevent the lower section of the town having an engine house as well as the upper section

It will be well for the people to bear in mind the fact that although the TownCouncil, months ago, assigned to a committee the duty of examining and testing sites for proposed engine houses, nothing in that direction appears to have been done. Why? Is the subject an unimportant What can a St. John architect, however

able in his profession, know in reference to engine house sites more than our own people do? He can, no doubt, furnish plans, for a building and tell us how t build it, but when our Council vo e t bring a stranger here who is not a fire expert, but merely an architect, to tell them where they should place their engine houses, it looks like a confession of their wn incapacity.

Ald. Coleman has already told the Council what the character of the ground at the site of No. 2 Eigine House, where Alds. Nicol and Watt seem determined that one engine house and one only for the whole town shall be built, and yet there is no doubt that they will make a strong effort to induce Mr. Fairweather to say that their views should be carried out, regardless of the waste of money for a needlessly deep foundation and the fact that its being built the e will deprive the lower part of the Town of proper fire protection.

The excavating of the ground at No. 2 site for the necessary 18 or 19 ft. wall. and the building thereof will cost a good deal of money, but, of course, the greater the cost of the proposed building at that place the greater the superintending architect's per centage will be. Messrs. guides. The provincial law relating to Nicol and Watt, therefore, seem to have Rates and Taxes provides in its first | things a good deal their own way, so

> Is a St. John architect to be asked to | Cuba. tell the Council whether No. 2 site is the right one on which to undertake the construction of an engine house, without test pits being suck under his supervision for the purpose of ascertaining how far excavation is to be carried down in order to reach a foundation? If not, are test pits to be dar at this unseasonable time of year? Public opinion is against No. 2

site, and all the Nicols and Watts in the world cannot and ought not to change it!

Somebody dug a hole and sounded

with a clothes-pole at the rear of No. 2 engine house last summer, striking a hard substance which Messrs. Watt and Nicol believed to be a stone-which, "(6) The property of any Literary of whether a ledge, a bowlder or whacf-log, no one yet knows. Even if it

were solid rock it would take a 19 feet deep wall to reach the level of the base of the proposed engine house. And yet, this is the data on which Mr. Fairweather will, doubtless, be asked by Aldermer Watt and Nicol to advise the erection of way of pension as a Chelsea or Greenwich their one engine house for the Town

#### 'Advance's" St. John Letter.

HINT TO FARMERS-GENERAL NEWS OF

The writer remembers when a crop of

potatoes similiar to the snowflake, of 300 to 400 bushels per acre, was the occasion of no comment, and when rot and rust were unknown. The disease, in the locality with which I was familiar, gave no warning of its approach; in a week after the fields were struck the crop was Connors for the position of Town Clerk. destroyed. It was noticed that the fields which were most heavily manured suffered the most and that on new land that had been burned and where no manure had been used the potatoes were unaffected. Intelligent farmers begin to realize that to secure a healthy crop of potatoes they must use, as in everything else, sound seed, and chemical fertilizers. They can use all of their barnyard manure as a dressing for their hay lands, its natural destination, with profit, buying special futilizers for their root, grain and fruit crops, also with profit. This has been the experience of many farmers of my acquaintance in the vicinity of the city, in Kingston, Clifton, Nauwidgewaak and other parts of the province. A Sackville farmer tells of a field on one half of which he used The Provincial Chemical Fertilizing Co's Special Potato Phosphate, and on the other half barnyard manure. The product of the first was about 500 bushels of sound potatoes er acre; of the last about 175 bushels badly rotted. With the super phosphates a Kings Co. farmer has raised 1000 bushels per acre of yellow Aberdeen turnips, planted after the middle of July on ground from which he had dug early potatoes, and writes that while his beans planted on barnyard manure rusted badly. those planted on the phosphates were

fertilizers on all kinds of roots, grain, vegetables and fruit. There were 693 arrests in this city last year for drunkenness and 150 for violation of the liquor license law. The customs receipts at this port in

unaffected. O.her farmers tell of equally

good results from the use of these

December, 1896 were \$5,238.44 in excess of those of December, 1895. The carcasses of six deer went to England by the steamer Lake Ontario which

sailed last Thursday. Only four fires occurred in the city in December last: 32 was the record of last

Steamer Like Ontario on her last voyage for Liverpool had in her cargo, 14,375 bushels of oats, 695 bushels of peas, 42 carloads of flour. etc., a large quantity of lumber, about 500 head of live stock and considerable miscellaneous merchandise:

There are those who think the retirement of John March from his office under the Board of School Trustees should be followed by the retirement of the trustees

Among the numerous Christmas presentations of the season none have attracted much attention as the beautiful tea tester bestowed upon Leon Keith, gentleman of the road well known on the

In emergencies instantaneous Tapioca griddle cakes at a moment's warning. Northrup & Co. of this city are the whole-

The Provincial Chemical Fertilizer Co. of this city have issued the first number of the Agricultural Review. This number contains essays by distinguished writers on fertilizers, economical crop growing, fruit growing, plant stimulants, etc., and will be mailed to any address free of charge. It is handsomely illustrated.

It is said that a company of 200 men has been paised in the island of Grand Manan to fight for the independence of

Three or four more ladies have been assaulted on Wall street and in its vicinity during the last week or ten days. The been too long delayed.

January 1st was a beautiful day. A Sabbath stillness prevailed throughout Luke's Episcopal and several of the Methodist churches in the city. There are in port uncleared one ocean

steamer, one ship, three barques, two brigantines and 59 schooners. Sixteen deaths were reported in the

city last week; two from consumption. The wreck of the Warwick of the Donaldson line on the Murr ledges, about ten miles from the Southern Head of Grand Manan, last Wednesday evening. will probably be the subject of a strict enquiry. The ship is understood to have been about 15 miles out of her course. the night was not dark, the lights were all burning as usual, and the roar of the surf on the ledges can usually be heard at a distance of ten or fifteen miles. The ship and much of her cargo will be a total loss; the rescue of her crew was accomplished with considerable difficulty. Of late years wrecks in the vicinity of Grand Manan have been very unfrequent and experienced navigators are astonished by this recent disaster. ST. JOHN, JANY, 3.

#### Chatham Town Council.

Council met in regular monthly session on Tuesday evening. Ald. Bennett, by request, acted as clerk pro tem.

His Worship the Mayor said that before taking up the order of business he desired to urge upon the Council the necessity for considering, as soon as possible, the subject of the proposed Engine House or houses, and Ferry. In reference to the Engine House question they should determine whether one or two were to be provided, and take steps to obtain plans and specifications and invite tenders for con-

The matter of the Ferry should also be taken up at an early date, although it was not, perhaps, so urgent as that of the engine houses. There was, as recently pointed out by the Board of Trade, necessity for a material reduction in the rates and greater frequency of crossing the river. The expense of maintaining the Ferry should be ascertained and, in this connection, it would be well to consult with the present ferryman as to the expense of operating.

The Mayor also said that since last neeting the salaries of the firemen had fallen due and he had paid them. He was not altogether certain that he was entirely right in doing this, although it seemed proper to him that in cases wherein salaries were permanently fixed, it ought not to be necessary for orders for their payment to be passed by Council, but that they should be paid on the order of the Mayor and

His Worship also suggested that in future, reports of committees, etc., be prepared for presentation to Council, instead of-as had at times been the case heretoforeduring meetings thereof, to the delaying of He concluded by wishing the Council

the compliments of the season, and expressed the hope that the current year's business and proceedings would be carried on as agreeably as those of that now closed. Ald. Bennett, speaking in reference to the payment of salaries, said only those of officers engaged by the year, and whose

paid without order of Council. APPLICATIONS. Ald. Bennett, as acting clerk, read applications of M. S. Benson and Jas. F.

salaries were fixed by Council, should be

LANDINGS, SNOW-PLOWS, &c. Ald. Loggie, from the Public Works Committee, reported that landings had been made at Coulson and Letson Slips and the Ritchie Wharf; that a snow-plow. 41 feet sleigh and six inch flange had been ordered from John H. Hamilton; that a wooden plow had been made by Mr. Patk. Coleman for temporary use; that R. A. Sweezey was not disposed to arrange bonds for the supplying of the 200,000 feet of deals tendered for by him. The report was

A LITTLE PREMATURE. Ald. Nicol wanted to nominate a Town Clerk, as he said Ald. Bennett had considerable of other work to do during the present meeting.

Ald. Bennett said he was in no hurry to be relieved on that account.

REPORT ON AMOSKEAG ENGINE. Ald. Watt, from the Fire Committee submitted report of Engineer Alex. Fraser on the condition of and repairs necessary to be done upon the Amoskeag steam fire engine as follows :-

1st. Connection from steam cylinder to pump cylinder to be disconnected and the joints made over new; also the sir vessel to be taken off and he joint repaired; all of the above joints are on the one connection. In order to do this the wheels 2nd. The heads of pump are ground joints; they ne valves of pump require new bolts, nuts, springs

pper tubing; the pump to be taken off and the

pin brasses made and bored out for pin, planed and a new piston made; also a new stuffing-box for examined and set, and a new one, if necessary, and all connections reamed out and new bolts fitted in.
4th. The feed-pump rods to be turned and cased ecount of a crack lengthwise on body of pump ecessary; the pipes of feed pumps to be disconelbows where required, to drain off the water properly all the checks and globe-valves to be

try cocks, water-gauge and nais gass.
I would also recommend an injector fitted on boiler and piped in the same manner as the new engine, for it is convenient to have it done so as to Ald. Watt said that Mr. Fraser thought that it would not be necessary to renew

5th. The safety valve to be examined, also th

Mr. Fraser's report was, on motion, accepted and, on motion of Ald. Nicol, seconded by Ald. Loggie, it was ordered that the Fire Committee be authorised to advertise for tenders for repairing the

engine in accordance with said report. A SUITABLE ENGINE HOUSE. The Mayor read a letter from R. Flanagan, Esq., offering to sell, on reasonable terms, the property known as his lower

store for an engine house. PROPOSED BYE-LAWS. Ald. Bennett read a partial report of the

Bye-Law Committee, embracing a code of bye-laws relating to the Town Seal, Town Clerk, Street and Road Commissioner, Town Marshall, Treasurer, Auditor, Committees of Council, Rules of Order for furnishes an excellent soup, pudding or Council etc, which, on motion, was laid on the table until next meeting. Ald. Watt submitted a bill for \$25 from the

> Liberal Herald, which was referred to the Finance Committee to be reported upon. A LITTLE MORE PREMATURE. Ald. Nicol said there was some talk of Ald. Bennett leaving and if so it would be

necessary to appoint a member of Council as representative of the town in the Municipal Ald. Bennett said it was true that he proposed to leave Chatham in a few days. Ald. Nicol said, in that case it would be

necessary to appoint his successor and he would, therefore, move-Ald. Bennett suggested that Ald. Nicol wait until he tendered his resignation.

BILLS TO PAY. Ald. Watt, from the Fire Committee, and Ald. Loggie from the Works Commitformation of a vigilance committee has tee submitted a number of bills, which were

passed and ordered to be paid. SCHOOL TRUSTEES WANT \$5,750. The Mayor read a notice from the trustees of schools, informing the Council that

Watch night services were held in St. they would require \$5,750 for school pur-