

General Business.

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This train makes connections at Detroit with early morning trains for points in Michigan, Ohio, Indiana, and south, and at Chicago with early evening trains, West, North-west, and South-west.

NOTICE.

Notice is hereby given that I propose building an addition to the full length and in front of the wharf at the Richards Mill...

NOTICE.

Notice is hereby given that under and by virtue of a writ of habeas corpus...

MORTGAGEE'S SALE.

To the heirs and assigns of John Carran late of the Parish of Blackville in the County of Northumberland.

Grand Opening of Paris London and New York MILLINERY

The ladies are flocking to my show room and see the greatest display of artistic Hats and Bonnets ever shown in this town.

JOSE NOONAN, THE BOUQUET.

Having leased the Barquette as well as the Talismane river, I am prepared to let all parties fish the Barquette at the rate of one dollar for each rod per day.

NOTICE TO ANGLERS.

Having leased the Barquette as well as the Talismane river, I am prepared to let all parties fish the Barquette at the rate of one dollar for each rod per day.

CALL AND SEE US!

Order A Suit for SUMMER

We are offering them at surprisingly low rates for the month of May.

Beautiful Overcoats, Suits and Pants

Going at Wholesale Prices For Cash.

Don't miss the chance of your life.

W. L. T. WELDON, MERCHANT TAILOR, Water St., Chatham, N. B.

Miramichi Advance.

CHATHAM, N. B., JUNE 8, 1899.

The Pilotage Difficulty.

We continue to publish the ADVANCE's special report of the proceedings and testimony of the enquiry into the Miramichi pilotage difficulty, which is being held by Capt. Douglas, R.N.R., who has been commissioned for the purpose.

The enquiry is a tedious one and the pilots and commissioners, respectively, are represented by able counsel, who do not seem disposed to curtail the proceedings or neglect the interests of their clients.

We cannot help thinking, however, that the whole trouble could be amiable arranged if it were not for a disposition on both sides not, respectively, admit mistakes that have been made, and face the consequences man-fashion.

Assumed individual infallibility appears to intrude to such an extent upon the ground which should be occupied by mutual concession and acknowledgment of blunders, that the forbearance of those who are concerned only for the port's interests, is largely drawn upon in the effort they are called upon to make to humor both sides into a reasonable frame of mind.

Harm has been done by the expression of the partisan feeling, to which one of the counsel referred on Wednesday morning of last week.

Politics, too, has had an undue influence at Ottawa in the trouble. Locally, there has been a hot time in the old town over the matter and those, like the ADVANCE, who have refrained from expressing any partisan view, but hoped for a just settlement, have been well abused because they are ignorantly suspected of favoritism by reason of their reticence.

Of course, the whole trouble will return to duty under favorable auspices. Then, those who have been most blatant in their partisanship will learn that their mischievous officiousness in attempting to inflame the already aggravated conditions will have had only a deterrent effect in the restoration of good feeling all round.

And, the ADVANCE will then be remembered as the only paper which gave an unbiased and truthful report of the whole matter.

A Questionable Transaction.

It will be seen by reference to the report of the meeting of the Town Council held on Monday evening last that although the Police and Appointment to Office Committee did not recommend the filling of the office of Town Marshal at the first meeting after the annual election this year, and although the subject was not since considered by that committee, or the advisability of making the appointment discussed in council, the proposition to appoint a marshal at a salary of \$500 a year was sprung upon the Council without the slightest previous notice and carried by an evidently prearranged understanding between certain members. It has been evident that the Police Committee of this year has failed to attend to the enforcement of the Scott Act as efficiently as last year's committee did, and that it has pursued a singularly apathetic course in regard to the thieving that has been going on in the town, and there is, therefore, some ground for the assumption that the paralyzing of the police force has had a method in it, and was intended to pave the way for the Council's action of Monday evening.

At all events, the method adopted by the gentlemen who carried the matter through with such singular haste and disregard for the recognized practice of civic bodies in such matters, will not increase the confidence of citizens in the Town Council.

The Pilotage Difficulty.

WEDNESDAY, MAY 31.

The court of enquiry into the Miramichi pilotage difficulty resumed its sitting on Wednesday morning 31st ult. at 10 o'clock, Capt. Bloomfield Douglas, R.N.R., presiding.

Mr. Lawlor said that before opening regular proceedings he desired to direct attention to the very improper course of certain newspapers which were permitting their columns to be used for the purpose of circulating untruthful statements, evidently for the purpose of prejudicing the public mind and creating a sentiment in favor of the pilots' side of the pending dispute.

One of these statements was that pilot Savoy had been paid \$1,000 for taking certain steamers out of port, that he was assisting the new pilots and that he had enabled the latter to take steamers out by having them follow closely the outgoing steamer in which he was.

As a matter of fact some of the steamers going out at the time were five or six miles behind that which was piloted by Savoy. He, Mr. Lawlor, was aware that Capt. Douglas could not control these papers, but he thought it was his duty to direct attention to their misstatements.

Mr. Tweedie said the papers referred to he supposed correctly represented public sentiment, which was undoubtedly with the pilots. The course of the latter had been a moderate one and would compare favorably with that of the commission.

Capt. Douglas estimated that with all deference to the press his statements could not in any way affect his report to the Minister.

R. R. CALL, ESQ., Secretary to the pilotage commissioners resumed his testimony, as follows:

Angus McEachran was re-appointed a pilot on May 15th. He is the oldest pilot on the river, and was acting last year. No license for 1899 was given to him until 15th May this year.

Having received the resignations of the pilots and a telegram from their counsel, Mr. Tweedie, that they would not act, McEachran was appointed as a pilot.

Then, it was after the resignation of the pilots, that new pilots were appointed?

Yes. [Witness proceeded to give testimony from minutes of the commissioners' meetings.]

Witness: (Reading.) On 26th May the commissioners met in the Secretary's office, Newcastle—present, John C. Miller, E. Hutchison, Allan Ritchie, Wm. B. Snowball. Minutes of last meeting were read

and approved. The secretary read to the meeting a telegram received from Hon. Sir Louis H. Davies, Minister of Marine and Fisheries, relative to the difficulties with the pilots, as follows:—

OTTAWA, May 25th, 1899. To Mr. R. Call, Secy. Pilotage Commissioners: The honor of the Government is deeply indebted to you for the suggestions that as pilots were not to be heard before the old regulations were abolished, new ones should be framed and the pilots afforded a hearing before new regulations are adopted. I could send down one of my officials to hold an inquiry into the whole matter, if you think it desirable. This proposition seems reasonable.

Mr. Tweedie: I replied that a meeting would be held to-morrow.

The secretary was, thereupon, ordered to forward the following in reply:—

NEWCASTLE, May 26th, 1899. At a meeting of pilotage commissioners held this morning, I was instructed to send you following:—Our offer of compromise seemed perfectly satisfactory until Tweedie advised pilot resignations. They were handed us on 22nd instant and requested collector of customs to transfer to them pilot boats, and to suspend new regulations, etc. about 10 o'clock. It could be done, if you think it desirable. This proposition seems reasonable.

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McEachran this year and none to Mitchell Martin.

Pilot R. J. Walls was appointed harbor master and in consideration of his paying in 30% of his pay as such and acting as pilot master, he drew a full share of the pilotage money with the rest. Other pilots have been likewise employed in outside work and dealt with similarly. For the actual pilot service there would be 17 pilots this year, although 20 persons would share in the earnings.

The regular pilots worked up to the 27th May this year, in some few instances, and although one of them took a vessel from Nelson to Chatham, he did not take her to sea.

When the resignation of the pilots was accepted, as already stated in evidence by witnesses, there were two bargues, the Norman and the G. S. Penery ready for sea.

Adjourned until 21.5.

On reassembling in the afternoon Col. Call was cross-examined by Mr. Tweedie.

Do you think the pilots were consulted in reference to the regulations made in 1894?

When changes were made it was with the concurrence of all interested—the shippers, commissioners and pilots.

Mr. Tweedie: We will now get back to the regulations before 1894. [Mr. Lawlor objects.]

After some discussion, in which Mr. Tweedie claimed that unless he could go back and elicit information in reference to all matters, both before and since the present commission took office, he could not have the full investigation which it was understood Capt. Douglas was instructed to make.

Capt. Douglas said that the regulations of 1894 had been accepted by all parties as satisfactory, and the difficulty had arisen over the changes made this year. It did not therefore seem worth while to go back beyond 1894.

Mr. Tweedie argued that the regulations up to 1899 were, in part, those prior to 1894, and it was, therefore, right that the latter should be gone into. Finally, he asked witnesses whether the pilots were consulted in reference to the amended regulations of 1899?

Witness: They were not, so far as I am aware.

Then, you refused to tell them anything? I did not refuse. I told him—the pilot master—in part.

Did you not, a short time after the date of the passing of the regulations, tell the pilot master that you could not tell them what changes had been made, as the commissioners had said that nothing was to be told about it?

I told them a short time after 7th April that I could not tell them what changes had been made; that the commissioners had instructed me to say nothing about the matter.

Did the commissioners give you any reason for these instructions? They gave me no reasons, and I obeyed orders as far as I knew how. I told the pilot master nothing about the regulations. I told him they would have two pilots less.

Then, no information as to the regulations was given by you, as secretary, to the pilots until 17th May?

No information was given by me to the pilots until the regulations were published, but I told the pilots to consult the commissioners.

When present at the passing of the regulations? John C. Miller, Wm. B. Snowball, Allan Ritchie, Edward Sinclair and Ernest Hutchison—the full board.

Then, as far as you were concerned, until after the opening of navigation and the boats were laid, these pilots knew nothing of the amended regulations?

Not from me. The first lot of boats started from Chatham on 1st May.

Since the organization of the pilots have you kept a record of the complaints made against them? I have not but there were several complaints made against them.

Have there not been very few investigations of complaints against pilots? [Objection and argument allowed.]

[There have been complaints. The first since the appointment of the present commissioners was on 1st Sept. 1894 when the Capt. of the Carmarthen vessel ashore of Francis Martin putting his vessel ashore.

In consideration of his previous good record he was only fined ten dollars, as the mishap was attributed to an error in judgment.

On the same day complaints were made against John Martin and George Sattou, pilots, for drunkenness. Martin was fined \$15 and Sattou \$5.

On the 8th Nov. 1894 complaint was made against John Martin grounding a ship. The commissioners decided that John Martin's license should be suspended.

There were no complaints in 1895. On 27th May, 1896, complaint was made against John Martin for grounding a ship. His license was suspended for one year.

No complaints were made in 1897 or 1898. I do not know, the pilots are a respectable lot of men. My relations with them have been satisfactory. I have acted in favor of the pilots in the difficulties; was opposed to some of the regulations, and 3 new regulations being passed. Masters of vessels have complained that the pilots were slack about taking out sailing vessels without a tag.

There is no pilots' superannuation fund, but the pilots, themselves, pension off the old pilots. There are only two pilots over 60 years of age; the others are comparatively young and have been pilots or apprentices since 1882. I do not know how the number of pilots can be reduced excepting by death, resignation or dismissal for misconduct.

The pilots who have resigned have not given up their licenses and no demand upon them for the surrender of these, beyond what I have stated in my direct examination, has been made. They were dismissed and had no opportunity for being heard as to improper conduct. They were notified to meet the commissioners in the Snowball building at 3.30 May 13th. The meeting was for 4 p.m. I do not know whether there was any agreement to meet the commissioners at 4 p.m. at Chatham. Only 3 commissioners were present. The pilots were not notified to attend any meeting in the secretary's office, Newcastle. I do not think the full body of commissioners have met since 7th April.

Angus McEachran was appointed, to meet the pressing difficulty. The license was sent to commissioner Snowball to deliver to him in case of necessity, but nothing was to be said to him unless his services were necessary. He had been retired for old age. The commissioners gave me a list of the new pilots to be appointed on 25th May.

The commissioners examined the men. I do not know that they were all examined. Hugh McLean and Michael J. Jimmo were in my office and the commissioners, Messrs. Allan Ritchie and Ernest Hutchison were there for an hour or more.

Hugh McLean was not, to my knowledge, ever an apprentice. I do not know that he served four years as required by the regulations (now amended) or that he or any of the others had certificates for examination. They had not paid \$5. It is customary to hold examinations;

difficult to get examiners. The licenses for some men named in direct evidence, but not issued, are in Mr. Snowball's possession.

Geo. Savoy is now a licensed pilot. I have written out the licenses for Wilson and Nowlan. I do not know that these letters applied for or promised to take a license. The newly licensed pilots are Angus McEachran, Michael J. Jimmo and Geo. Nowlan. No pilots have been licensed since this investigation began.

[Telegram produced as follows:—] NEWCASTLE, May 29th, 1899. Hon. Sir Louis Davies, Ottawa, Ont. When Capt. Douglas reached here all the steamers and other vessels were out of the harbor. They were taken safely to sea by new pilots and one of the best men in the old crowd who pitched them and got a new license. We feel, in view of the fact that several of the old pilots are anxious to come in again under the new regulations that it is not fair for Capt. Douglas to refuse to accept them. There is really nothing to investigate as the resignations of the pilots had been accepted 10 days or more before the new pilots and although some of the old pilots were not notified to attend any meeting, the commissioners had no objection to accept them. Commissioners met some day at Chatham for convenience of the pilots, but pilots were not notified to attend any meeting. The commissioners did all they could to have the difference between the old and new regulations settled. I am not responsible for my position and what I do can be accepted what is absolutely necessary to get the pilots to go to sea. I am not responsible for my position and what I do can be accepted what is absolutely necessary to get the pilots to go to sea. I am not responsible for my position and what I do can be accepted what is absolutely necessary to get the pilots to go to sea.

Signal, J. C. MILLER, CHATHAM, N. B. W. B. SNOWBALL, ALLAN RITCHIE, Ernest Hutchison.

I do not know whether any answer was received to that telegram or not. I did not see any necessity for Capt. Douglas holding an investigation. I was told by the commissioners that the pilots refused to accept the offer of a compromise from the commissioners to withdraw new regulation No. 3. I considered that there were too many pilots and did not consider that the Miramichi had a good service. The pilots haven't sufficient "o" in them; some of them have been complained of, although, considering their number, the complaints have been at times neglected. I think the new regulations were passed to make the pilots less lazy. In view of what the new pilots have done I think they will turn out better than the old ones, for they took out the steamers Sunday and brought others in without trouble. A few more boats are needed in the river, although it is not difficult to navigate.

I do not consider that the pilots have been too highly paid. When the Club was formed the pilots put in three boats and property worth about \$3,700, and these boats have to be kept up. There are only two boats in service now, and another to sell. I do not know that the new pilots have any boat. They have not had time to get one. It is necessary for the pilots to have more than one boat. Two would be satisfactory.

The pilotage money extends 30 or 40 miles. I have not compared the pilotage of this port with that of others.

The removals in 1897 cost \$300; in 1898 they cost \$649.

Adjourned to meet at 11 a.m. Thursday in Town Hall Chatham.

On Thursday, June 1st, Capt. Douglas continued his court of enquiry, opening in the council chamber of the Town Hall, Chatham. There were quite a large number of spectators present, including ten or more of the regular pilots. Messrs. Tweedie and Lawlor, counsel for the pilots and commissioners respectively were understood to be endeavoring to arrange a settlement of the difficulty with a committee of the pilots.

After about an hour Mr. Tweedie called the pilots who were in the body of the hall into the committee room, and as they rose to go thither they were loudly applauded by the spectators. Mr. Lawlor rose and requested an adjournment until 2.30 p.m., which Capt. Douglas granted.

Capt. Douglas was again present at 2.30, but nothing was done until 4.50, during which time the parties were deliberating in the library-room adjoining the council chamber. Mr. Tweedie intimated to the waiting representatives of the press that an endeavor was being made to arrange a tonnage remuneration for the pilots on a tonnage basis. At 4.50, by consent of counsel Capt. Douglas adjourned the enquiry until 11 a.m. on Friday.

FRIDAY JUNE 2.

On Friday, the experience was about the same as on Thursday, nothing practical being done. Capt. Douglas meantime holding his court patiently in readiness to go on or close should a basis of settlement of the difficulty be arrived at. Finally, late in the day, it being understood that there was a prospect of an amicable arrangement being arrived at by Monday, adjournment was had until 11 o'clock a.m.

MONDAY, 5th.

The investigation was resumed at the Town Council Chamber by Capt. Douglas on Monday 5th. The hoped-for settlement had not having been effected, the cross-examination of Col. Call was continued by Mr. Tweedie.

Witness: no meeting of the commissioners has been held since this investigation commenced.

Do you know anything of some of the old pilots desiring to come in again under the new arrangement? There were rumors to that effect.

I do not know, of my own knowledge, that such was the case.

Have you, since 13th May, ever held a formal meeting of the commissioners and given the pilots notice to attend same at your office in Newcastle?

The pilots have not been notified to attend any meeting of the commissioners since 13th May.

In all other instances, since you have been secretary, have not notices been given to the pilots to attend such meetings?

When there were charges against any of the pilots to investigate, they have always been notified to attend. In such cases I generally wrote a notice to the pilot master and gave the pilots reasonable time to appear.

Why did you pursue a different course this time? I could not answer that unless I am permitted to tell what I heard the commissioners say.

The commissioners say in their telegram to the minister that the commissioners met at Chatham for the convenience of the pilots, but pilots refused to appear before them. Do you believe that? I believe that statement to be true, as I received Mr. Hutchison's notice to come to Chatham to meet the pilots.

Did you give the pilots any formal notice to meet the commissioners on that day? I did not.

Or did you get any instructions to give them notice? Mr. Hutchison telephoned me and also instructed me to tell Mr. Ritchie. I had no instructions to notify the pilots. Mr. Hutchison said, in his telephone message from Chatham, where he then was, to come to Chatham and to bring the books and to telephone Mr.