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NOTICE.

Notice is hereby given that I propose building an extension to, the full length of and in front of the wharf at the Richards Mill so-called, on the south side of the River Miramichi. Plans of the same have been file directs. Chatham, N. B., April 22, 1899. WILLIAM RICHARDS

1874

NOTICE That F. O. PETTERSON,

Merchant Tailor, IS STILL AT THE SAME BUSINESS

Quarter of a Century

HE HAS BEEN DOING IN CHATHAM. Always on hand a large stock of the most FASH-IONABLE CLOTHS and TRIMMINGS and a select

MORTGAGEE'S SALE.

To the heirs and assigns of John Curran late of the Notice is hereby given that under and by virtue of a power of sale in a certain indenture of mortgage aring date the twenty-second day of Septemb and seventy nine, made between the said John Curran of the one part and John McLaggan former-ly of the ckville in the said County of Northumberone of the United States of America, of the other part and registered in volume 60, pages 479, 480 and 481 of the Northumberland County records, there will for the purpose of satisfying the money secured by said mortgage be soid at public auction in front of the Registry Office, in the town of Newcastie, in said County at the hour of twelve o'clock, noon, on Thursday, the twenty-second day of June next, the lands and premises described in the said indenture of mortgage viz -All that certain lot, piece or parcel of situate lying and being on the south side of the Southwest Branch of the Miramichi River in the said Parish of Blackville, known and distinguished in the original grant to Benjamin Clem as the front part of lot number seventeen, containing one hundred acres more or less and abutted and ounded as follows: "Beginning at a marked nemlock tree standing in the northwesterly angle of the front half of lot number eighteen granted to Hugh McKenzie, thence running by the net south one degree, west sixty-one chains of four poles each, thence north eighty-nine degrees, west twenty chains, thence north on degree east

aforesaid and thence along the same down stream to the place of beginning." Together with all and singular the buildings or in anywise appertaining.

JOHN McLAGGAN,

Grand Opening of

Paris

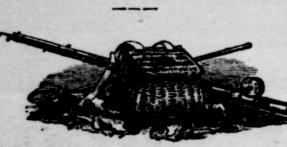
London and

Josie Noonan's, THE BOUQUET.

The ladies are flocking to my show room and see the greatest display of artistic Hats and Bonnets ever shown in this town. Only a look at my display would give you the faintest i lea of the splendor therein. Come early that you may see all, select one, or go away charmed with the elegance of the combination, style, workmanship and price.

JOSIE NOONAN.

NOTICE TO ANGLERS.



Having leased the Bartibogue as well as the Tabusintac river, I am prepared to let all parties fish the Bartibogue at the rate of one dollar fo All permits will be issued at my house; and any Engagements for the river for stated periods and dates may be made at special rates. JOHN CONNELL. Lessee of the Bartibogue and Tabusintac rivers.

Order A Suit for

SUMMER

We are offering them at suprisingly low rates for the month of pilot on May 15th. He is the oldest pilot arrivals and last sailing

Beautiful Overcoats. Suits Pants and

Going at Wholesale Prices For Cash.

Don't miss the chance of your life. W. L. T. WELDON, MERCHANT TAILOR

Miramichi Advance.

JUNE 8, 1899.

We continue to publish the AD-

VANCE's special report of the proceed-

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 amicably arranged if

it were not for a disposition on both

sides not to, respectively, admit mis-

takes that he ve been made, and face

sumed individual infallibility appears

to intrude to such an extent upon the

ground which should be occupied by

make to humor both sides into a rea-

been done by the expression of the

counsel referred on Wednesday morn-

an undue influence at Ottawa in the

hot time in the old town" over the

any partizen view, but shoped for a

cence. Of course, the whole trouble

will soon pass away, and the pilots wil

pices. Then, those who have been

most blatant in their partizanship will

learn that their mischievous officious-

ness in attempting to inflame the al-

ready aggravated conditions will have

had only a deterrent effect in the res

toration of good feeling all round. And,

the ADVANCE will then be remembered

as the only paper which gave an un

biassed and truthful report of th

A Questionable Transaction.

It will be seen by reference to th

report of the meeting of the Town

Council held on Monday evening last

that although the Police and Appoint-

ment to Office Committee did not re

commend the filling of the office of

Town Marshall 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 appoint-

of \$500 a year was sprung upon the

of the Scott Act as efficiently as las

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 assump-

tion that the paralysing of the police

Council's action of Monday evening.

At all events, the method adopted

by the gentlemen who carried the

matter through with such singular

practice of civic bodies in such

matters, will not increase the confidence

The Pilotage Difficulty.

WEDNESDAY, MAY 31.

The court of enquiry into the Miramiel

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 regu-

ar proceedings he desired to direct attention

to the very improper course of certain news

papers which were permitting their columns

to be used for the purpose of circulating un-

truthful statements, evidently for the pur-

pose 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 being 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

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

Capt. Douglas intimated that with all

deference to the press, its statements could

not in any way affect his report to the Min-

R. R. CALL, ESQ.;

Secretary to the pilotage commissioners

Angus McEachran was re-appointed

on the river, and was acting last year. No

license for I899 was given to him until 15th

May this year. Having received the resig-

nations of the pilots and a telegram from

their counsel, Mr. Tweedie, that they would

not act, McEachran was appointed as a pilot.

Yes. [Witness proceeded to give testi-

mony from minutes of the commissioners'

pilots, that new pilots were appointed?

meetings]-

resumed his testimony, as follows :

to their misstatements.

with that of the commission.

of citizens in the Town Council.

whole matter.

trouble. Locally, there has been

the consequences man-fashion.

Fisheries, relative to the difficulties with the pilots, as follows :-The Pilotage Difficulty. To R. R. Call, Secy. Pilotage Commissioners : Tweedie here. Suggests that as pilots were no

ings and testimony of the enquiry into estigation into the whole matter, if you think if the Miramichi pilotage difficulty, which desirable. This proposition seems reasonable. is being held by Capt. Douglas, R.N.R., [To Mr. Tweedie: I replied that a meeting who has been commissioned for the would be held to-morrow.] purpose. The enquiry is a tedious one and the pilots and commissioners, re-

The secretary was, thereupon, ordered forward the following in reply :-NEWCASTLE, May 26th, 1899. spectively, are represented by able

could send down one of my officials to hold an in

OTTAWA, May 25th, 1899

At a meeting of pilotage commissioners held this morning, I was instructed to send you following: "Our offer of compromise seemed perfectly satisfac-tory until Tweedie advised pilots yesterday. We therefore immediately accepted pilots' resignations, which were handed us on 23rd instant and requested collector of customs to transfer to them pilot boats Have appointed new pilots and although some detay may be caused, the commissioners feel they have the matter well in hand and cannot recede from their

Read telegram of Major Gourdreau, Deputy Minister of Marine in replacing of Dominio Steamer, Curlew, at the disposal of the com missioners, and the secretary was instructed

to convey to him the thanks of the commis sioners for so doing. Mr. Tweedie: Where is the telegram you ent to Mr. Gourdrean ?

mutual concession and acknowledgment Witness: It is here. of blunders, that the forbearance of Mr. Tweedie: Why is it not on the minthose who are concerned only for the

port's interests, is largely drawn upon Witness: We don't put all sorts of things in the effort they are called upon to

Mr. Tweedie: You should place them al on the migutes and not cuil them out to suit sonable frame of mind. Harm has yourselves.

Witness: Perhaps so. Here's one from partizen feeling, to which one of the Major Gourdreau : "Have telegraphed Capt. Pratt to remain in Chating of last week. Politics, too has had [After some talk, Col Call said

would produce iter all official telegrams sent by or in behalf of the commissioners.] Resolved, on motion of E. Hutchison, econded by W. B. Snowball, that the matter and those, like the ADVANCE, number of pilots to be appointed for the who have refrained from expressing district of Miramichi shall not exceed twelve unless it shall be proved necessary to increase that number.

just settlement, have been well abused Moved by Allan Ritchie, seconded by E. because they are ignorantly suspected of favoritism by reason of their retithis date licensed pilots shall not be permitted to engage in any other occupation than that of a regular pilot during the open return to duty under favorable aus-

Commissioners adjourned. Mr. Tweedie: Have you had any meetng since ?

Mr. Lawlor :- In what way were the regulations in reference to reports of vessels arried out in the early part of the season? No reports were made to me by the pilot the pilots' resignations were handed in to me. I had some conversation in the pilot office in Chatham on 16th May. I asked the pilot master why they did not send in these reports? I said the steamer Mantinea had known officially that she had been in portthat I had to take the captains' statements in reference to draft of water of vessels in and out, etc. and give certificates on the captains' instead of the pilots' statements and it was very unsatisfactory. I asked him if the reasons for the pilots' not reporting was because they had no forms. He said they had plenty of forms. I may say the pilot master receives the reports from the pilots and sends them to my office in Newcastle. He told me he was, not sending them, obeying the orders

tion to appoint a marshall at a salary get into trouble. The custom other years was to send these reports to me promptly.

of the pilots, who instructed him not

ment discussed in council, the proposi- to send them. I said some of them would

Council without the slightest previous Witness next gave testimony in reference notice and carried by an evidently to laying buoys in the M:ramichi.prearranged understanding between I had the contract heretofore, and it was certain members. It has been evident renewed this year. The government agrees, that the Police Committee of this year in case of any difficulty, to point out where I shall place the buoys. I thought the pilots has failed to attend to the enforcement were unreasonable this year in the matter of

placing the buoys, and I could not agree with [Here a dispute arose over a request of Mr. Tweedie to have the buoy contract produced and Mr. Call, on advice of Mr. Lawlor, would not say whether he would or

would not produce it.] As a general thing, the receipts of the force has had a method in it, and was pilots for laying buoys, etc., go into their New York intended to pave the way for the general account. The reason is mainly because I advanced the money in the general payment

before I received it myself from Ottawa. [The matter of the number of vessels entering the port for some years back, and the pilots' earnings, etc. was next elicited from haste and disregard for the recognised witness as follows] :-

1893. No. of pilote, Gross earnings, including amount paid for laying buoys, \$11,452 71 Gross earnings per man, 431 58 Net do deducting schr. expenses, etc 348 22 In reply to Mr. Tweedie, Col. Call said

that Dudley Wells' earnings were included in the foregoing \$11,452.71. No. of pilots. Gross earnings, Net do. per man, Witness said that in this year Geo. Tait was away for a part of the time and he was

allowed \$125.28. In addition to the \$351.10 per man the pilots were paid for laying the buoys \$350 and they had some other incidentals. No. of pilots. Gross earnings. Net do.

The amount paid for laying the buoys this year is included in above. No. of pilots. Gross earnings, \$13,022 25 446 82

Net do per man, No. of pilots. Gross earnings. Net do. per man, In this year a new pilot boat, the ment of \$1,004 was made on account of her, which sum was deducted from the gross

earnings before the net amount payable to each of the pilots was made up: No. of pilots, Gross earnings, Net do. per man

In this year there was paid out of the gross earnings an allowance of \$127.54 to the widow of the late pilot Oliver Foster and also a further payment of \$513 30 on account of the pilot schooner "Senator

Snowball. The number of vessels arriving in port each year since 1893, and the dates of 1st

ais and last sailin	gs were as	follows :-
No vessels	Date of lst arrival	Date of last sailing
155 - 154	Apl. 27	Nov. 24
148 167	May 8	Nov. 16
127	" 8 " 13	" 24
152	. " 6	" 21

Then, it was after the resignation of the 1898 Witness said that the number of pilots taking up the work in the season of 1899 was 20, including Dudley P. Walls, who Hutchison, Allan Ritchie, Wm. B. Snow- thing into the fund and been drawing out examination. They had not paid \$5.

meeting a telegram received from Hon. Sir | Martin

Louis H. Davies, Minister of Marine and 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 heard before the old regulations were abolished the new ones should be rescinded and the pilots afford-ed a hearing before new regulations are adopted. I been likewise employed in outside work and dealt with similarly. For the actual pilot service there would be 17 pilets this year. although 20 persons would share in the earnings.

> May this year, in some few instances, and although one of them took a vessel from Nelson to Chatham, he did not take her When the resignation of the pilots was

The regular pilots worked up to the 27th

accepted, as already stated in evidence witness, there were two barques, the Norman and the G. S. Penery ready for sea. Adjourned until 2.15.

On reassembling in the afternoon Col. Call was cross-examined by Mr. Tweedie.-Do you think the pilots were consulted

eference to the regulations made in 1894 When changes were made it was with the oncurrence of all interested—the shippers. commissioners and pilots. Mr. Tweedie : We will now get back t the regulations before 1894. [Mr. Lawlor

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

objects]

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 ap to 1899 were, in part, those prior to 1894. and it was, therefore, right that the latter should be gone into. Finally, he asked witness whether the pilots were consulted in reference to the amended regulations of 1899? Witness: They were not, so far as I am

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 !

that I could not tell them what changes had been made; that the commissioners master from the opening of navigation until 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 arrived and gone to sea and, yet, I did not | pilot master nothing about the regulations. I told him they would have two p:lots 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 polots to consult the com missioners. Who were present at the passing of the

regulations? John C. Miller, Wm. B. Snowball, Allan Ritchie, Elward Sinclair and Ernest Hutchison-the full board.

Then, as far as you were concerned, until after the opening of navigation and the buoys were laid, these pilots knew nothing of the amended regulations ? Not from me. The first lot of buoys

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] Ans. : There have been complaints. Th first since the appointment of the present commissioners was on 1st Sept. 1894 when the Capt. of the Germanic complained of Francis Martin putting his vessel ashore In consideration of his previous good record he was only fined ten dollars, as the mis hap was attributed to an error in judgment. On the same day complaints were made against John Martin and George Sutton pilots, for drunkeness. Martin was fined

\$15 and Sutton \$5. Ou the 8th Nov. 1894 complaint was made against John Martin grounding a ship The commissioners decided that 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. As far as I know, the pilots are a respectable lot of men. My relations with them have been satisfactory. I have acted \$11,637 00 in favor of the pilots in the late difficulties was opposed to some of the regulations, sec. 3 new regulations being passed. Masters of vessels have complained that the

pilots were slack about taking out sailing vessels without a tug. There is no pilots' superannuation fund but the pilots, themselves, pension off the old pilots. There are only two pilots over \$11,014 12 60 years of age; the others are comparative ly 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 im "Senator Snowball," was built, and a pay- proper conduct. They were notified to meet the commissioners in the Snowball building at 3.30 May 13 h. 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 liceuse was sent to commissioner Snowball to deliver it 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. 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.

pays into the fund \$300 and draws out his served four years as required by the regula- Sinclair to come to Chatham, as they were full share. He has been doing this for about tions (now amended) or that he or any of to meet with the pilots-that was about commissioners met in the Secretary's office ten years. Pilot Jimmo has been captain of the other new men were ever indentured. I 11.30 on a Saturday. I notified Messrs. Newcastle. - present, John C. Miller, E. a schooner for some time, has paid some- do not know that they had certificates for Miller, Ritchie and Sinclair. Mr. Sinclair. M

and approved. The secretary read to the McEachran this year and none to Mitchell difficult to get examiners. The licenses for couldn't. We came to Chatham about 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 the pilots? latter 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. Sie Louis Davies, Ottawa,

When Capt, Douglas reached here all the steamers and other vessels were out clear 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 wise for Capt Douglas to remain here. There is really nothing to investigate as the resignations of all the pilots had been accepted and some new men appointed before receipt of your first message. The commissioners exhausted their patience with the old pilots before being compelled to accept their resignations. It was the 13th May that they returned their copies of the new rules and refused Chatham for convenience of the pilots, but pilots refused to appear before them. Since then commissioners did all they could to have the difference amicably arranged and were eventually compelled to appoint new men, but this was not done until the commissioners had ordered elevan of the pilots that they met, separately, to take a vessel out that was

necessary to give the Miramichi a gool pilotage service-something, we regret to say that hitherto i has not had-provided we are not hampered in any J C. MILLER, ERNEST HUTCHISON WM. B. SNOWBALL

ALLAN RITCHIR

We feel the responsibility of our position and

know that we can accomptish what is absolutely

I do not know whether any answer received to that telegram or not. I did see any necessity for Capt. Douglas holding 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 "ko" in them; some of them have been complained of, although, considering their number, the complaints have been few. In my opinion, vessels have been at times, neglected. I think the new regulations were passed to make the pilots less lazy. In matter. Capt. Douglas says the opinion of view of what the new pilots have done I the witness might be elicited in another way think they will turn out better than the oid ones, for they took out those steamers Sun-Then, you refused to tell them anything? day and brought others in without trouble. A few more buoys 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 I told them a short time after 7th April 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 satisfastory.

The pilotage waters extend 30 or 40 miles. I have not compared the pilotage of this port with that of others. The removals in 1897 cost \$590: in 1898

they cost \$649. Adjourned to meet at 11 a.m. Thursday in Town Hall Chatham.

THURSDAY, JUNE 1st. 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 soon appeared 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 new system of 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 that day at 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 not having been effected, the cross-examination of Col. Call was continued by Mr.

Witness: no meeting of the commissioners has been beld since this investigation

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

I do not know, of my own knowledge, Allowed. 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 Newcastie? The pilots have not been notified to at-

tend any meeting of the commissioners since 13th May. In all other instances, since you have been ecretary, have not notices been given to

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

I could not answer that unless I am per- petency, &c. After approval by the board nitted to tell what I heard the commission-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

Mr. Hutchison telephoned me and also instructed me to tell Mr. Ritchie. I had instructions to notify the pilote. Mr. ly in force. Hutchison said, in his telephone message from Chatham, where he then was, to come Hugh McLean was not, to my knowledge, to Chatham and to bring the books and to ever an apprentice. I do not know that he | telephone Mr. Ritchie, Mr. Miller and Mr.

and left about 5.30. I had no personal communication with the pilots in reference

Who instructed John Rundle to call for the said district

I can't say. Why was John Rundle called upon to pilots were appointed? notify the pilots?

I can't say. Was he ever cailed upon to give such notices before? I can't say he was.

Then, from start to finish, do you know that any steps were taken by the commissioners to have this difficulty settled with the pilots?

I can't tell you unless you let me tell you what the commissioners told me. As to the statement in the telegram sent by the commissioners to Sir Louis Davies that eleven pilots refused request of commissioners to take vessels out I only know what the commissioners told me. I think the next statement in the telegram relating to the commissioners being able to accomplish what was necessary to give Miramichi a good pilotage service is true, from what they told me, for we expected to get the best of the old established pilots back again.

Could you, do you think, having knowledge as secretary and a former commissioner, without the old pilots, give a good and adequate service?

Not at once, but in time. The statement in the telegram was based upon the belief that they would get some of the old pilots back again. Was not all the change in the regulations

made with the hope of breaking up the I think not. I never heard it spoken of, Have you not heard the commissioners

say that twelve pilots were enough?

if the pilots were weeded out there would be a much better service. Were you in perfect accord with the sending of this telegram? [Objected to by Mr. Lawlor, on the ground that witness is only secretary and had no official say in the -one that would not put him in the position

It has been said over and over again that

of censuring the commissioners.] Then, outside of the commissioners and of your position as secretary, being experienced in these matters, do the statements in this telegram accord with your views? [Objected to on same grounds and objection sustained.] Do you not know, outside of &c., that

the statements in this telegram are incorrect? I do not know that they are incorrect, Do you not know that pressure was brought to bear on Capt. Douglas to prevent

him from holding this investigation? I do not. Was he requested in your presence not hold this investigation?

He was not. Was any conversation held in your presence by the commissioners in regard to the desirability of not holding this investigation? Certain'y there was not.

taken after the meeting of 13th for the commissioners to meet the pilots? Only what the commissioners told me, and you won't let me tell that.

Yes, very well. It was on 19th May It was, I think, called to meet you. I was so told. The minutes here, which I read the other day, tell all about it.

Do you remember a meeting at which I

At that meeting was any desire evinced on the part of the commissioners to settle I don't think there was-not after they paid pilotage in; it seemed fair to leave it heard you.

Did they make any proposition looking to | pilotage. settlement? I don't think so, after they got through and you had said the pilots wanted the whole of the regulations rescinded.

time that the new regulations should be rescinded, meantime, and an investigation There was some such proposition.

Was not the proposition made at that

Did the conduct of the commissioners at that time meet with your approval? [Objected to and not allowed.] You have in your minutes the names of the men you agreed to appoint as new pilots.

Please let me see them. [Book shown.] Did John Jimmo apply for license? Yes, after the investigation started. Did he get it?

Did he come to Miramichi of his own ; At the request of the commissioners, I sent a telegram to him at Charlottetown.

I think it was at Mr. Hutchison's request. | not? I think it was on 25th May. What inducements did you hold out to

A license, to make him a pilot. He arrived here about Tuesday 30th. What prevented him getting a license? thought. He saw the commissioners, but I to help get the pilots and commissioners don't know what they said to him. I know

of no attempts to appoint any new pilots since the investigation began. What do the old regulations require as qualification for a pilot? [Objected to as the old regulations and rules are in evidence.

Witness reads from the regulations that a pilot is required to be a resident of the County of Northumberland; not less than 2 years of age; that he shall have continuously served as an indentured apprentice approved by the pilotage authority under a licensed pilot for a term not less than four years, three of which must be on board a licensed pilot boat, and the fourth year must accompany the pilot on board of all ships or vessels in which such pilot is employed; shall also produce a certificate of good conduct during his apprenticeship from the pilot to whom he was indentured and shall be examined by examiners appointed for that purpose by the pilotage authority of the district, and at that examination shall answer such questions Why did you pursue a different course and show such qualifications as will warrant them in giving him a certificate of his coma license in the form set forth in the schedule sha!l be granted.

Under these regulations you had exam-Capt. Douglas: Did the present com-

I think not. Mr. Tweedie: Nor did they dismiss those who were appointed previously to their

missioners appoint any examiners -since

place of the former commissioners and went on with the work in the same way as before. see if we could not meet and have the mat-The regulation I have just read as to the ter arranged. It was arranged by us that qualification of pilots is the same as former- we would meet in Chatham at seven e'clock

Under what authority were Geo. Nowlan Hugh McLean, Michael J. Jimmo and Christopher McLean appointed. Under the amended regulation.

DOMINION OF CANADA, Saturday, 20th May, 1899, etc. etc.

of New Brunswick and the same is hereby approved and established accordingly :Notwithstanding any other existing provisions in Miramichi, the pilotage authority of said district sons as they may find competent a license or licenses

JOHN J. MCGEE, You say it was under this that the new

And there was no written examination? I don't know. I was told to give them licenses. There is no record of any examination on fyle with me as secretary. handed Hugh McLean and Michael Jim their licenses in presence of Mr. Ritchie. think it was May 25th. They were to go down with the barques Norman and Penery The licenses were duly filled up and signed by the chairman of the commission when I gave them to the men.

Were any licenses signed by you and th chairman of the commission without the name of the pilot being put in?

There were not. They were all filled up and completed in my office before being sent

Were not licenses issued for men who did ot apply? There were licenses written and filled in

by me and sent to commissioner Snowball for three men who had not applied to me therefor. These were for Geo. Savoy, John Nowian and Alexander Wilson.

When were they issued? They were issued 25th May. I had no conversation with these men, or with day," or something of that sort. I have no country." record of the new pilots appointed having undergone the examinations and possessed of the qualifications required by | do?" the regulations of 1894, Geo. Savoy was an morrow morning at 11 o'clock.]

Enquiry adjourned until 2.30 p.m.

On reassembling-WM. B. SNOWBALL,

was sworn and examined by Mr. Lawlor. Am a pilot commissioner; also general manager of Hon, J. B. Snowball's lumbe and general business; was present at the meeting of the commissioners when the

What induced you to favor the regulatio rescinding the compulsory pilotage for re movals of ships?

The water being deep in the harbor, and captains having expressed to me their ability to move their own vessels. Moves were sometimes 5 and 6 in number for the same ship, and I thought it well to leave such moving optional with captains as to engaging pilot. As to the section relating to extra pilotage

thought the old extra charge a relic of antiquity, which made it look as if we had no facilities for getting vessels out after that date, so we abolished that extra. to sec. 3. I thought at the time that making my departure in the meantime." the pilotage one-third less for taking tugs would encourage pilots to sail vessels in, as Do you know of any other steps being that was the strong argument put forward

As to section 4, I thought the twelve

hours' notice provided in the regulations was

for taking vessels to sea after Nov. 1st ...

too short. It was difficult at times for vessels to find their loading berths and, steamers, their consignees, within 12 hours; so we or the office of L. J. Tweedie. made it 24 hours. As to section 5, the argument was based on representations of the pulp companies to whom the tugs came with coal barges. It seemed to me that it hampered the trade of the port for pilotage to be paid outwards compulsorily, when both tugs and barges

optional with the captains as to outward streets In reference to the exemption of coasting steamers-those going from upper province ports to P. E. I. etc .- we thought it was right to have it, in order to encourage such | Chatham, 12th April, 1898 vessels to call here. I understood, through Mr. Watt, that the pilots were willing to make it a foot rate instead of by tonnage but that seemed excessive and calculated to

In our business we load 30 to 40 sail and steam vessels a season; own five tugs-all engaged on the river; two of them do ship How many pilots would you consider

discourage trade.

sufficient to do the business of the port? Twelve to fifteen would be ample. There were 27 pilots, I think, when I became commissioner, and 23 last year. How scon after the passing of these ner regulations was it before you were aware

that they were assented to at Ottawa? Sometime early in May, I think.

You were laid up early in May, were you Yes, for a few days. What did you do for the purpose of econciling the differences between the

commissioners and pilots? I see there was a meeting on 13th May. I was laid up then and unable to attend I told him he was too long getting here, I the meeting. I was not able to do anything

Between the 13th and 24th, did you do

anything to help settle the matter?

The day the Mark Twain was ready for a pilot, Mr. Hutchison and I had conversations with several of the pilots and tried to get them to name a man to take her out. Did you see the pilot master? We went to the pilot office and were told

he was not there, but at the pilot schooner. He was not there but we met him on the street, and Mr. Hutchison talked to him and he said he could not name a pilot for the Mark Twain.

Did he give you any reason? He did, but I do not exactly remember what it was. Before that we had asked several of the pilots. Some declined to go, and others said they could not go until the

pilot master ordered them.

About how many of them did you speak to in this way? Ten or eleven. The vessel had to be got to sea, so Angus McEachran-his license having been renewed at a previous meeting. skin diseases. as I was told-took the vessel to sea.

At a meeting, sometime about the 18th or 19th May, we met Mr. Tweedie at the secretary's office, Newcastle. I expected he would have some proposition from the pilots. He talked at us for 10 or 15 minutes and told us what we ought to have done and wanted us to wipe out all the new regulations. which the commissioners were not prepared

What was your next difficulty?

Have you met the pilots since? On the morning of May 24th, about 9 or 10 o'clock, I had a talk with some of I do not think they did. They took the | pilots-with Alex. Wilson, Geo. Tait and, I think, Patk, Nowlan and several others, to that evening and I was to notify Mr. Hutchison to be present. Mr. Hutchison came over and we arranged to meet a committee of the pilots at Mr. Richards' office. At Richards' office we met Capt. Dudley Walls. Geo. Savoy and Geo. Sutton. We discussed in a friendly way, all the new rugulations and the one that seemed to our minds to be Hutchison, Allan Ritchie, Wm. B. Snow- thing into the fund and been drawing out ball. Minutes of last meeting were read his share. No license was given to Angus at first said he would come, but, afterwards, at first said he would come, but, afterwards, at first said he would come, but, afterwards, approve of the following amendment to the pilotage regulations for the District of Miramichi, Province We two—Mr. Hutchison and I—agreed we

would forego that, and see what could be done with the other commissioners. The the rules and regulations of the pilotage district of Dupmore Head had asked for a pilot that may in their discretion grant to such person or per- afternoon, and we asked the committee if they would have a pilot named to take her to sea. We also stated that the Norman and G. S. Penery were to be ready for sea the next afternoon and asked them if they would look after those two. We stated to the pilots that we did not want to appoint any new pilots, but desired them to do the work. We also stated that if any more vessels, consigned to e.ther Mr. Hutchison or ourselves, came in or went out we would pay the difference of one third out of our own peckets if they towed, and arrange the same with the other commissioners, if possible. They agreed to send a pilot to bring the Dunmore Head to Chatham, but as they had employed a lawyer they would not make any settlement without consulting him, which they would do and advise us in the morning Our meeting lasted till 10 p.m.

[Continued on 3rd page.]

THAT BOOK AGENT.

The Pastor, "Good morning, Bro. Roberts, what makes you look so sad this morn

Bro. R. "I have come to say good-bye, Mr. Brown, for I am out of employment, and must go back to England." The Pastor. "Go back to England to get

employment, what nonsense! I can get other of the old pilots save to say "good of work for a young man like you in this Bro. R. "Well, I have hunted high and

low and can get nothing, so what am I to The Pastor. "I tell you what you can old pilot. [Witness stood aside until to- do, Bro. Roberts, take an agency for a good book, for there is money in canvassing."

> The Pastor, (Somewhat warmly.) "Stoop to canvassing! Better men than you have canvassed. I put myself through College with a book prospectus, and I know many successful men who got their start in life as canvassers. My youngest son is canvassing to pay his way at the University. I induced a man who failed in business, to take up carvassing, and he made enough money to start business again. I gave the same advice o a young mechanic, who was out of employment, and he is now a prosperous Publisher. Why some of the biggest men in history have been book agents! 'Stoop to canvassing'; you are very fortunate that you can STEP UP to it. I advise you to write to the Bradley-Garretson Co., Limited, Toronto, Oat., for this firm publishes fast selling books, and I know many who are doing well in its employ."

> Bro. R. "I am sorry for speaking as I did, for was certainly wrong. I will write The Bradley-Garretson Company and see

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CITATION.

IN THE PROBATE COURT OF NORTHUMBER-To the Sheriff of the County of Northumberland, or any Constable within the said County, Greeting: WHEREAS James Clowery a creditor of the estate eceased, hath by his petition bearing date the ourth day of May instant, represented to me, that etters testamentary of the last will of the said deceased were granted to his Executors Henrietta Shirreff ard Harry Shirreff, on the twelfth day of March A. D. 1897; That he the said James Clowery hath filed his claim duly attested against the said

Newcastle, on Tuesday the twenty-seventh day of June next, at eleven o'clock in the forenoon for the passing of the account of administration of said esta te at which time and place the said Executors Given under my hand and seal of the said Court. this fourth day of May A.D. 1899.

(Sgd) SAM. THOMSON. Co. Northumberland. (Sgd) G. B. FRASER, L. J. TWEEDIE. Registrar of Probate Proctor for for said County, Petitioning Creditor.

Bro. R. "Do you think I would stoop to book canvassing?'

now, and he makes enough at the bus

I had no very strong views either way as what they have to offer, and will postpone

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cutors, heirs, next of kin, creditors and all others

interested in said estate to be and appear before me