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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 filed directs. Chatham, N. B., April 22, 1899. WILLIAM RICHARDS

1874 NOTICE

IS STILL AT THE SAME BUSINESS

O. PETTERSON.

Merchant Tailor,

1899

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 stock of GENTS' FURNISHINGS.

MORTGAGEE'S SALE.

To the heirs and assigns of John Curran late of the Parish of Blackville in the County of Northamberland.

Notice is hereby given that under and by virtue of a power of sale in a certain indenture of mortgage bearing date the twenty-second day of September in the year of our Lord one thousand eight hundred and seventy nine, made between the said John Curran of the one part and John McLaggan formerly of Blackville in the said County of Northunberland and now of Melrose in the State of Massachusetts, one of the United States of America, of the other part and registered in volume (6) pages 470 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 Newcastle, 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 the said indenture of mortgage viz —

situate lying and being on the south side of the Southwest Branch of the Miramichi River in the aid 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 bounded as follows: "Beginning at a marked hemlock tree standing in the northwesterly angle of the front half of lot number eighteen granted to Hugh McKenzie, thence running by the mag net south one degree, west sixty-one chains of four poles each, thence north eighty-nine degrees, west twenty chains, thence north one degree east fifty chains, to the shore or bank of the rive aforesaid and thence along the same down stream to the place of beginning. Together with all and singular the buildings and improvements to the said premises belonging or in anywise appertaining. JOHN McLAGGAN,

Grand Opening of Paris

London and

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.

or go away charmed with the elegance of the combination, style, workmanship and price. JOSIE NOONAN.

Only a look at my display would give you

the faintest idea of the splendor therein.

Come early that you may see all, select one,

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Guarantee Bonds and Accident Policies.

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JAS, G. MILLER.

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 for each rod per day.

All permits will be issued at my house; and any person found fishing without a permit will be

JOHN CONNELL.

Miramichi Advance.

JUNE 22, 1899,

What are we waiting for?

Citizens of Chatham are endeavoring to ascertain when the Town authorities intend to proceed in a practical way with the construction of the proposed water and sewerage system. The subject has been thoroughly discussed: an engineer of excellent reputation in the special work to be done has been over the ground, prepared plans and assured the Town Council that there are not only no difficulties in the way of providing Chatham with a good water and sewerage system, but that everything is favorable for such works; the people have voted to have and pay for them the legislature has authoised the Town to issue debentures to cover the cost, and it needs only the necessary action to bring about the commencement of the

work. The question, therefore, naturally arises: What are we waiting for? Some say that the delay is due to the necessary areas of land at the Morrison Brook, from which a part of the water yet been secured; but what has that to do with the work of constructing the sewers being proceeded with? These must be put in before the water system and, with the sewer work, the settling of the Morrison Brook water damages has no more concern than has the erection of the big telescope for the coming Paris exposition. The same is true of the piping of the town for the water system. The mains, gates, hydrants, service pipe connections, etc., will have to be laid and put in before from that source and artesian combined. What, then, are we waiting for? Has the present Town Council abandoned the undertaking? Is it beyond their capacity to manage? so, when did they find it out? It we are to have the new services-and heaven knows they are sorely needed-

something better than-nothing. The Pilotage Question.

time is one for work, and the people

slip away while we do nothing?

The pilotage question on the Mirami chi is, we regret to say, still unsettled It is, however, satisfactory to the own ers of shipping, and also to shippers that there is practically no trouble whatever in getting ships in and out of the port. In fact, the pilots are more vigorous and watchful of late for the | perienced. Mr. Tarte next said a good safety and proper custody and care of vessels coming to the port than they have been for a long time.

The differences between the commis sioners and the pilots may be safely left to be fought out on the personal and political planes which they have, for some time, occupied. Meantime, the local public, who are, perhaps, somewhat indifferent cannot but regret that wiser and more open counsels have not prevailed both here and at Ottawa in connection with the whole matter.

In the main the trouble appears to have arisen out of the pilots' charges for removing vessels in cases in which no service was desired or required from them, and excessive pilotage on coal barges. Most of their other charges which were affected by the changed regulations were not and are not considered excessive or unreasonable, so far as we can discover. It seems almost incredible that an amicable arrangement could not have been reached in reference to these, or indeed any other cause of complaint in the interests of the port, had the right and obviously natural course been taken. The sudden breaking off of the investigation which the government ordered has, no doubt, prevented all the facts from coming out, and helped to further prolong the trouble, which now seems to have come down to a struggle between factions New York for the victory, while the duty of effecting a reasonable settlement, based on just and necessary mutual concessions, is little thought of by the belligerents.

Prohibition in Iowa.

(Boston Herald.) It is instructive to note how certainly the prohibitionist movement in politics has declined when there was opposition made. The conviction prevailed in Massachusetts for many years that it was acsolutely necessary that there should be a prohibitionist law on pilots. the statute book, whether it was enforced or not. Attempts to enforce it more strictly than usual always lost the party in power heavily in votes, until on one of these occasions enough of its members mustered courage to act with the Democrats and effect its repeal. Since then prohibition has been practically an extinct issue there.

The same experience was repeated in Iowa. There the Republicans, after having supported prohibition for a long time, at last list the governor of the state on that issue. Then they ventured to abandon it and regained their control. Since that time prohibition in politics has been steadily on the decline in Iowa, and it is now said that its supporters have been unable to find a candidate for governor to head their state ticket.

News and Notes.

An Associated Press cable says that the Alaska difficulties have been practically smoothed over by a temporary agreement until the meeting of the High Commission in August.

The company interested in developing the Gaspe oil wells has completed arrangements for the covering of the well district with pipe lines and the erection of re-

The Government of the Transvaal states that it does not make arbitration a condi-

acceptance or non-acceptance of arbitra-

A Halifax despatch of June 14th says : ruled out.] The Dixon Klondike party is safe, Dixon, Longard, Dimock, Brown, Gibbons and Dansworth have arrived at Glenora, all The joyful news was received today by a brother of Mr. Longard, one of the party. It was published that they had perished on the Elmonton trail, news to that effect having reached Halifax last week from Victoria, B. C.

schr. Cora Lee, Capt. McDonald, arrived this afternoon from Buctoucke, N. B. with flig at half-mast, having lost a sailor James Cox, of Bourgeois, Nfld ... off Cape Percupine, in a strong gale on Wednesday. He was swept overboard by the sudden filling of the fore-sail while being raised. Planks were immediately th own to him, but when the vessel was brought to, nothing could be seen but his cap. He could not swim and apparently made no effort to save himself.

STOCKHOLM, June 16.—The members of the hydrographic congress were received by King Oscar at the Royal Cast'e to-day. His majesty showed the torn despatch from Prof. Andree, the missing Arctic balloonist, recently found in supply, at least, is to come, not having Iceland, and Dr. Nansen, who examined it most carefully, declared that if Andree had succeeded in descending with his balloon and taking with him his arms and ammunition, there was good reason assume he had reached Greenland, where he would probably be found by the Nathorst expedition. It will be impossible to hear the result of this expedition until September.

The London Telegraph says :- The cloisters of the Church of St. Etheldreda, Ely place, Holborn, are now, says a correspondent, being used for a purpose very different to that for which they as such. water is brought from Morrison's Brook | were originally intended. Father Jarvis, the head of the House of Charity there. has placed them at the disposal of any cyclists who may wish to store their machines while attending divine service.

In Essex the unwonted spectacle of monks riding bicycles may daily witnessed. The Franciscan fathers who have charge of the mission at Braintree have also to attend to the spirtual needs why is the summer being allowed to of two other missions at long distances, and, in order that they may accomplish this work, they have, with the permission of Cardinal Vaughan, invested in look to those who alone are empowered cycles, on which they ride from one to act for them in the matter to do mission to another.

> Speaking on the subject of the contract system the other day in the House of Commons Hon. Mr. Tarte, Minister of Public Works, said he had come to the conclusion that in the matter of contracts by tender a minister should be allowed a little more latitude than at present. He said that in England tenders were not asked for from the public, but from parties known to be competent and exword for work done by day's labor. In the first place he took it that contract work meant day's labor, only in one case the contractor employed men and in the other the government was the employer Workingmen employed by the government were better treated, and if the Public Works department was well equipped and had capable engineers and foremen, there was no reason why it should not do as good work as a contractor. The public works constructed by day's labor were, in fact, generally better.

The Miramichi Pilotage Question

[Continuation of testimony at the enquiry before Capt. Bloomfield Douglas, R. N. R.] GEORGE SUTTON,

a pilot of 21 years standing deposed; on the evening of 22nd May last—the day the pilots resigned-when asked by commissioner Hutchison if he would be one of ten pilots for the Miramichi, told him he would not, Pilots and some of the shippers of the port, including Mr. Burchill and Mr. Hickson met in 1893 to discuss the tonnage pilotage rates with the commissioners, after which the 2c. rate per ton was put on steamers. In all changes made in the regulations since 1882, excepting the last, the pilots were consulted by the commissioners. Pilot Tait and witliving and cannot afford to have them cut be pilots. down; pilots do not earn \$100 over expenses in winter; don't think the piloting of the port can be done with less than 18 men.

Fourteen or more pilots have been engaged on ships at one time in this port; saw that happen last season; know new pilots Hugh McLean and Nowlan pretty well, but not much acquainted with C. C. McLean and Jimmo; don't know of their possessing any qualification as pilots, as they are not experienced and, therefore, not competent; they are not sailors; a pilot should know the depths of water, the courses and the marks, and be able to handle square-rigged vessels. In cross-examination witness thought two or three competent men might be had to act as pilots, but no more, outside of the old

CAPT. JORGENSEN. master of the 500 ton barque, Arizona, wh arrived in Miramichi on 28th-29th May, deposed that he was here for the first time last year; had no complaint to make about the pilotage charged and did not consider the port charges high by reason of the pilotage dues.

[Here Mr. Tweedie wanted to get answers to some questions in reference to charges in the port for loading vessels, but the questions were objected to and ruled out. Witness continued-was piloted up by Michael J. Jimmo part of the way from sea; he refused to take the vessel up with out a tug; didn't intend to tow, but was obliged to take a tug because the pilot refused to proceed without one. He said "If you don't take tug, I'll not stay by you." Witness would not let Jimmo take his vessel out and had Mr. Martin-an old pilot-engaged to do so; could not say whether Jimmo is a qualified pilot or not

Cross-examined by Mr. Lawlor. Made no complaints against Jimmo to the commissioners.

OLE A. HANSEN, master of barque Nymph, 399 tone, wh arrived 30th May and was piloted in by new pilot Chris. McLean deposed-Vessel drew 11 ft. water coming in

would not take McLean as pilot out as didn't think he was competent to pilot a fineries on the wharves of the company at | 16 ft, vessel out, when he knew so little coming in as to take the Nymph into water only 11 ft. 6 in. deep ; took tug at Horse; shoe without pilot's request. If witness were foolish and should not have struck;

franchise, independently of Great Brita n's against the pilotage dues-never complained of them, as think them reasonable. Mr. Snowball loaded witness's vessel. [Questions in reference charges for loading, etc., were the following telegram of May 25 which he

F. E. NEALE,

a shipper of lumber from the port deposed that he had been a shipper for eleven years and was acquainted with the old pilots. Witness' business also brings him in touch with shipmasters and gives him a thorough acquaintance with business of the port. Never heard any complaints from shipmasters against the rates of pilotage, considers the old charges fair and reasonable and could A Sydney despatch of 15th says :- The not see any good reason for cutting them down. Once objected to a charge of \$6 for moving a steamer consigned to him from quarantine to her loading berth at Black Brook; did not object to the amount of the charge but to its being made in one case and not in another. The pay the pilots received last year was only fair compensation for the time they spent and their ability. As a shipper, witness would not entrust a vessel to the new pilots; would not employ them if he could avoid it; could and would advise captains according to his views in this respect and if his advice were not taken would consider the captain was jeopardizing his ship. Cross-examined by Mr. Lawlor.

Haven't you changed your views of this matter since the trouble with the pilots be-

I have not changed my views at all. Tell me in what respect you believe the pilots were justified in their course since this difficulty arose. [Objected to by Mr. Tweedie and ruled

In what respect have they done wrong in this difficulty? Have you not said to one of the commissioners that the pilots had taken and were following a very foolish course? [Objected to and ruled out.]

Mr. Tweedie here made known to the court that the injunction, the terms of which had been issued, restraining the commission- \$1000. ers from licensing any more new pilots and the new pilots already licensed from acting

itness further said he thought a vessel should have 24 hours in which to be taken to her loading berth and had so expressed himself to Mr. Snowball or Mr. Hutchison,

COL. R. R. CALL'S cross examination was resumed and he gave a statement of the earnings of the pilots. In 1882 the pilotages were \$14,920 for inwards outwards and removals. \$600 more wa neluded in the gross earnings as extras ifferent kinds making \$15,520 gross; de ducting expenditures for maintenance of schooners, pensions of 4 pilots, payment 2 pilots licensed inwards and general ex enses of secy, lawyer &c., the shares of 2 pilots were \$453.56 each, out of which they paid \$1850 as half the purchase cost of schooners, so that they had \$389.78 cash

In 1887 the total earnings were \$9202.60 and after deducting expenses each of the 3 pilots of that year received \$243.64, net. The total receipts in 1892 were \$11,663.67 out of which, after paying expenses, each the 28 pilots of that year received \$339 98

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Witness thought the earnings were sm per man because of the number of pilo being excessive. In former years there were more vessels than now, so that mor pilots would be necessary than at present It would be impossible to reduce the number of pilots excepting by their ow wish and it would be unfair to dismiss then save for just cause.

Since accepting the resignations of pilots the commissioners had fixed number to be hereafter licensed at 12 a they also passed a resolution that they should not engage in any other work but that of piloting; this was to ensure greater activity on their part.

Could you get as good men at the present time as the old pilets?

That is a difficult question to answer. whether a good and efficient body can be go outside of the old ones. John Jimmo and Amon Savoy are good and efficient men.

How do you know? From my personal knowledge: Name some others?

I don't think I'll try to name any others. In reference to the examination of the new pilots witness remembered the occasion | very good man. when Hugh McLean and Mich'l Jimn would sustain under the new regulations at member the questions asked; was passing shipped as mate; passed examination as mate from \$1,600 to \$1,800 per season; heard of back and forth; filled out licenses as direct- in New York; got a master's certificate in no complaints of pilotage rates under old ed; had heard enough to know that they 1867; was then on board of a vessel; had regulations; pilots, under these, made a bare | were being questione d as to their ability to | been in vessels in and out of Miramichi but

In reference to the laying of the buoys out witness said there had not always been a lispute between him and the pilots in reference to the contract for that work, and it had not, to his knowledge, been a contention of the pilots with the commissioners that the ormer should have the laying of the buoys Mitchell Martin, pilot, had the contract for several years and the pilots fought with him about it. Witness had the contract for missioner Snowball to get a pilot for the several years, as a private individual, and Mark Twain-the first vessel ready to go the buoys which witness refused to do on (who made no reply.) Mr. Snowball and

pilotage commissioners. Made the best argain he could with the pilots to lay the buoys; they have no more right than other nen to the contract for this work; no tenders | no longer, were asked for this year; witness did not, as secretary or otherwise, prevent the pilots from having a chance to tender for the work; that vessels towing from Quebec to Montreal paid them \$350 for doing it last year, which was much more than it was worth; could get it done for less. The commissioners have nothing whatever to do with the buoy contract or work and it should not contribute to the strained relations between the pilots and that body.

Witness was not aware that the pilots objected to paying 3% of their earnings to him; he had heard that they wanted one of their own body made secretary to the board commissioners. There is considerable work in connection with the collection of pilotage which devolves on the secretary (witness) who collects the whole of it. The pilot master collects the fees in Chatham and puts same to my credit. I send him a clearance duly signed and he gets it. He does not do it for nothing. I pay him what is fair, I paid Crimmin before him. more convenient for all concerned to do so, as the masters go there for pilots. The collection of pilotage is very little work compared with the secretary's office work. Did you not interfere in this pilotage

trouble and with the action of the pilots? If telling the pilot-master that the pilots

fere with Geo. Savoy or others. After some questioning, witness produced

had sent to Major Gourdresu, Deputy Minister of Marine, on his own responsibility, as stated by witness: "Capt. Pratt just leaving for sea, via Chatham

Il not remain longer without orders; important you should intercept him at Catham and keep Curlew in river until pilotags trouse is over. ommiss oners appointing new pilous and I apprehend difficulty with buoys," Seey Pilotage Commrs.

It was not my intention in sending this telegram to try to injure the pilots ninister's mind. Some of them contrary and ugly, and I wouldn't trust them. I did not send the telegram to exaggerate matters. There was no meeting of commissioners at which the telegram was Reverting to the matter of the com

missioners causing 2c, a ton to be added the pilotage on steamers wirness said b did not believe the pilots were mide aware beforehand of the intention to have it done Re-examined by Mr. Lawlor.

This is the first opportunity the com missioners have had to legally reduce the number of pilots, and the aim of the com missioners would now be to reduce the number to what they consider sufficient t do the work of the port. I estimate the reduction of the pilots' earnings, caused by the new regulations one tenth only, and not one third as Capt. Dudley Walls does. figured it on the basis of 1898 this way :

Sailing vessels paid \$6,568.63 Say one third of them tow in and out, 2,189.56

One third pilotage off which amts. to say in round numbers, \$750 in all: removals I thought they would lose about \$150; on pilotages after Nov. 1st they would lose say \$40 and the loss on barge pilotage would be \$250. That would reduction of \$1,190. Against that I made one pilot boat less at a saving of \$300 and ? were given in the ADVANCE of last week, pilots less, at \$400 each, equal, in all, to

I have never had any desire to place the pilots at a disadvantage, or to injure them. To Mr. Tweedie.

I do not think the loss to the pilots under the new regulations can be figured more correctly than I have done it.

COMMISSIONER E. HUTCHISON was recalled and his examination by Mr.

Lawlor was continued When he came to Newcastle, on the occasion of the examination of new pilots Jimmo and McLean, Mr. Ritchie had stated that he wanted pilots for the Penry and Norman, which were loaded and ready for sea. Michael Jimmo was on Ca'l's wharf, having brought the S. S. Curlew up. The commissioners proposed to license him as a pilot if he were found suitable and to send him out with one of Messrs. Ritchie's vessels. Jimmo told witness of another man, who was there, and capable of piloting vessels out. Witness

told Jimmo to bring the man along and he brought Hugh McLean. These men remained for some time until the commissioners had positive assurances from Chatham that they could not get one of the old pilots to take a vessel out. Witness asked these men what experience they had had on the river? Hugh McLean said he had been three seasons in one pilot boat and two in another: witness questioned him on the position of the buoys and he said he had helped to lay them; asked him if he knew the way through Gordon's turn and he proceeded to tell how he would do it, he described the position of the buoys and channel, and witness asked him the course from Mussel-Bank buoy to Robichaud's, he described McDonald's Lump and how to keep clear of it and the course of deep water from Robichaud's buoy across the bay; asked the width of the channel at

the Horseshoe, the position of Lump buoy and how to avoid the lump at the end of the Bar, his answers satisfied witness that he was well acquainted with the channel. Mc-Lean's answers in reference to square-rigged vessels showed he was not acquainted with them, but with schooners. Witness told Capt. Burnley that McLean understood the channel but not the working of a squarerigger. Capt. Burnley said that was all he wanted as he could handle his own vessel better than any pilot. Capt. Burnley took the Norman out successfully.

In reference to Michael Jimmo the examination was similar to that of McLean and he said he could handle a square-rigged vessel, that he had served with his father and should have had a license long ago.

Both of these men were given licenses. No others were examined by witness. Geo. Nowlan got his license and after witness had asked him some questions he seemed to be a

never piloted vessels of deep draught in or

Witness' opinion as to pilots' loss of earnings under new regulations, after figuring on same was that it would be \$1,200. This would be more than counterbalanced by there being a schooner less to maintain and three men less to pay this year. There Joseph Forrest road. would not, therefore, be any individual loss.

Witness went to Chatham to assist comnot because of his connection with the pilot- out after the difficulty arose; asked Geo. age commission. [Here Mr. Tweedie asked Sutton, Louis Jimmo, Patk. Nowlan, Jas. witness to produce the contract for laying A. Nowlan, Asa Walls and Wm. Walls, jr. he ground that it was his private business.] witness then drove to pilot Geo. Tait's, but Witness' correspondence with the depart- they were unsuccessful in inducing any of ment on the subject of the buoys was not | those mentioned to take the Mark Twain carried on in his capacity of secretary to the out. Some of them said they would go if ordered by pilot-master Robt. J. Walls. Witness asked the pilot-master to do so, but he declined. He said he was pilot master

Having compared Miramichi pilotage rates with those of other places witness found pay \$2 a foot for the distance-160 miles: steamers pay \$2 50 a foot; sailing vessels inwards pay \$4 20 a foot, outwards, not towing pay \$2.80 a foot. On the Miramichi the pilotage for steamers is about twice as much as between Quebec and Montreal. The charges for pilotage under towage there are about one half of what they are here. Witness had not in the slightest degree been acting

with a desire to punish the pilots. Cross-examined by Mr. Tweedie. Am confident I can examine pilots for licenses : can ask questions which I could

not answer from personal knowledge; don't know whether either McLean or Jimmo can of them was an indentured apprentice for 4 Sutton's corner to Kent's, years on a pilot boat, or served 4 as an apprentice; believe they didn't produce certificates of good character; the pilotage authority appointed me to examine them ; Mr. Ritchie asked me to see i they were capable. I got my mate's certificate by examination and my captain's for \$10.

Some ten years ago I tried to get the pilotage put on a tonnage basis. I am in favor of a tounage as against a per foot of tion of concessions. It will continue to vessel ont himself, as he had been coming business of the port, as it would place them any secret about the change of the

ference, than I interfered. I did not inter- not have been made public; have no recollection of directing the Secretary to keep them secret, as he states; have no recoilection that Col. Call was told to make them public; if it was agreed, as Messrs. Call and Snowball say, I don't think it was unfair ; if I thought the regulations were not made public by their being sent to the government, I would have let the plots know. I never said that the changes in the regulations were made because of some trouble last fall; think the rates on steamers very much too high; don't think the port charges are too high; they are high as compared with other lumber ports; have not said the pilots get too much; it is as much as the same class of men can earn elsewhere; collectively and individual v it is too high; commissioners have no power

> three weeks -- just as good as the old ones. Will you give the names of the men? will not. [Mr. Tweedie asks that the witness be

to reduce the number of pilots; am sure

that, outside of the old pilots, we could have

good and efficient force of pilots inside of

compelled to answer; Mr. Lawlor objects; court rules the question out.] Witness, continuing, said the commissioners did not want to license p lots outside of old

Witness never had any complaints from captains at his place in reference to moves ; had complaints of masters against the rates of pilotage on steamers, but not formal ones; do not know that large shippers of lumber are in favor of the pilots' side of the pending controversy; don't know that Mr. Sinclair is of that view and resigned on account of it. He was at the meeting all the time when the new regulations were

HON. ALLAN RITCHIE. comm ssioner, was recalled and cross-examin

ed by Mr. Tweedie-

Gave no instructions to Mr. Call reference to keeping the new regulations secret; there was something said about not speaking of them, to see what would come of them ; was not asked anything respecting them and gave no information. It wasn't done to keep it until after the buoys were placed; thought it public property when it Dunlap, McKim & Downs, went to Ottawa. At witness' concern's wharves they generally got their moves for nothing; there was one case last summer in which a pilot offered his services and had

the moving of the vessel. Witness was in favor of deducting one third pilotage for vessels towing; thought it was commissioner Snowball who proposed it : was in Mr. Call's office to get pilots for the Norman and Penry; don't think was there when Jimmo and McLean were examined; know nothing at all about qualitications of the new pllots; would not think it wrong for the pilots to have been informed of the new regulations.

[Witness related the facts of the proposed meeting from which Mr. Rundle went to ask the pilots to meet the commissioners when they refused to attend, etc., as already given by other witnesses. 1

Witness thought it a reasonable proposition that the pilots should have been consulted before the new regulations were Referring to the telegram of the 25th May

from the commissioners to the minister, witness said he didu't try to prevent an in vestigation of the difficulty. Pilot Alex. Wilson said to him (witness) that he would have liked to come back, but having signed with the rest of the pilots he could not do so. The pilotage dues were high, particularly on steamers-higher than they are in Dalhousie.

COMMISSIONER HUTCHISON was recalled and said he had asked John Nowlan, one of the old pilots, to take out one of the steamers and he said if George Savoy would do so he would take another, as Geo. Savoy was his leader. COMMISSIONER J. C. MILLER.

recalled, and cross-examined by Mr. Tweedie, testified that he made no examination of the new pilots and personally knew nothing of their qualifications, or that they were ex amined; it might have been said that nothing was to be said of the new regulations, but he had no recollection of it. Individually the pilots are getting too much; 10 or 12 pilots would be ample to do the work of the port; 15 new pilots could not be got right away. Witness was desirous that the dispute should be settled in some way. There are too many pilots.

Re-examined by Mr. Lawlor. I think that if the pilots had made over tures to the commissioners they would have been considered.

[Continued on 3rd page.]

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1866.

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Between Fredericton Chatham and Connecting with I. C. R. Loggieville. GOING NORTH. EXPRESS. FOR CHATHAM FOR FREDERICTON 10.25 pm. 12.50 p. m 1.10 " 1.30 " (read (up) MIXED Ar. Chatham June... MIXED .Gibson,.... 12 12p m 3 57 Ar. Chatham, 12.05 a.m . Marysville, ... 12 00 ..Cross Creek, .. 10 50 1 50 ...Boiestown, ... 10 00 12 20 p m GOING SOUTH. ... Doaktown, .. 9 00 11 10 EXPRESS. .Blackville,... 7 50 . 9 40 12.50 p. m. Chatham Jet .. 6 42 ar8 00

2.16 " Loggieville Lv 6 00a m 7 00 a m Ar. Chatham made up on Eastern standard time The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Express Trains on I. C. R. run through to destinations on Sunday. Express trains run Sunday mornings CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY for Montreal and all points East and West, and at Fredericton with the for St. John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley. THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

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ness estimated the amount of loss the pilots were examined in his office; couldn't re-

CHATHAM. John Blake, Commissioner.

John Murdock's to Forrest road front road, Loggie road, ... Napan road, north side A. Murdock's to For-Road on line between John and Ben Forrest, Alexander Dickson, Commissioner.

To expend in district where most required including repairs to bridges, \$ 85 Special—On Forrest Road, . . .

Patrick Connors, Commissioner. To expend in district where most required,

John D. Thompson, Commissioner. Harper road, \$15 Brown road.... Bushey crossing to Rectory road, Connell road.... Dunphy road, ...

NELSON.

.....

John Ivory, Commissioner.

Foley's hill to Ivory's, Ivory's to Lynch's, including turn at corner at Ivory's Foley's road to Dulhanty upper line, Dulhanty upper line to Chatham Junction, James Ivory's to Vereker's corner. Vereker's corner to Mahonev's. Mahoney's corner to Kent's, ... read and write; don't know whether either Kent's to McCulley's meadows past Casey's, Sutton's road to McDonald's meadows past McCarthy's, in the county; don't know their ages; they | Ronan's corner to Vereker's corner, Gaffney's to railway crossing at Bushie's, ... To pay P. Gaffney, repairing bridge, John S. Bell road from Sutton road,

Dennis Carroll, Commissioner.

could not get an old pilot would take his that they should not interfere with the draught basis for pilotage. I didn't keep Cross road at church to head of settlement Lessee of the Bartibogue and Tabusintac rivers, make concessions, even as regards the here since 1893; have no complaint to make in a worse position than before, was inter-regulations and don't see why they should To pay Wm. Sweeney for work done, 25

Carding Mill road,

Cross road at church to Kirk's Cross road at church, past Dalton's to Semiwagan River Bridge, east side,.... Mahoney's crossing to John McCarthy's L. Grennan's corner to John Sullivan's, P. Aylward to McDougall's, past Cain's Cross road at church to Lynch's, Peter Bogle road. Abram McInnis. Commissioner. To pay John Vye for work done last year,.. \$ 5 Great road to Semiwagan bridge, past Saunders' Monahan Ferry road, Harper Ferry road, Southwest Boom road, Louis Gallan road, David Smith, Commissioner. To pay for scow for ferry,.... NEWCASTLE.

Daniel Hogan, Commissioner. William Buckley road, Lowry road,.... Beaver Brook to Bartibogue Station,

William Woods, Commissioner. To expend in district where most required,

John Lyons, Commissioner. Johnston road, Old Bartibogue road, Lynch road,.... Clark road, Petrie road,

. Thomas Wallace Commissioner. Old Bathurst road leading from Bartibogue to Miramichi River. From new line to old road near McMahon's, From new line to John McMahon's, From John McMahon's to John Brennan's, . . New line to old road near Carroll's. New line to John Carroll's,... New line to Thomas Wallace, New line to John Corcoran's, Old road to Michael Quigley's,

School House to Green Brook, Thos. Wallace to Green Brook road, Old road to Moreman's, . Old road to Edward McCarthy's, Daniel P. Meagher road,

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SUMMER 1899.

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To expend in district where most required,

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[Other parish lists will appear next week.]