General Business.

The long experience as a practical Accountant ant Commercial teacher, of the principal; the thoroughness of the work that is being done; the reasonable rates of tuition, and the very low figure at which board may be had, are some of the things that are making

Fredericton Business College freight engines capable of hauling loads

the popular college of the Maritime Provinces: Present attendance more than double that of year. Send for FREE Catalogue. Address, W. J. OSBORNE,

Fredericton, N. B.

Save Your MONEY.

To save your money, by getting more for it, ask your dealer in medicine to show you the new 50 cent size bottle of Johnson's Ano-DYNE LINIMENT. It contains over three times as much as the old 25 cent style, which is a great saving to those who use this valuable family medicine. The superior quality

of this old Anodyne has never been equaled.

Fifty years ago this month, Dr. Johnson left with me some Johnson's Anodyne Liniment. I remember him distinctly, and could tell you just how he was dressed on that day. I have sold Johnson's Liniment ever since. Can truly say it has maintained its high standard from that time to this. No medicine today possesses the confidence of the public to a greater extent. JOHN B. RAND, North Waterford, Me., Jan., 1891. As a family remedy it has been used and indorsed for nearly a century. Every Mother should have it in the house for many common

ailments. Internal as much as External. Our book on INFLAMMATION free. Price 25 and 50c. I. S. Johnson & Co., Boston, Mass. **PHOTOGRAPHS**

still hold a

prominent place for

PRESENTS.

TO SIT FOR THEM AT Mersereau's Photo. Rooms, And avoid possible disappointment later when

Crayon, Water color &c. MERSEREAU. The Photographer Chatham, Nov. 23rd 1898.

NOTICE TO ANGLERS



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 Engagements for the river for stated periods and dates may be made at special rates.

JOHN CONNEL! Lessee of the Bartibogue and Tabusintac rivers

Call to_

FOR ANY OF THE FOLLOWING

PERSIATIC PLANT FOOD, makes flowers and plants beautiful, strong PLANT SPRAY kills all kinds of

insects on trees, shrubs and flowering plants | and that rates may be established without any injurious effect. FLY AND INSECT POWDER quickly rids houses and out-buildings from all sorts of flies and insects. CARPET AND CLOTH POW- to

destroys disease germs and moths carpet and clothing. BED BUG EXTERMINA.

TOR is a perfect insecticide, quickly killing all sorts of bugs. DOG WASH for the cure of mange and also for killing fleas, lice and other vermin that infest dogs.

HORSE WASH for the cure of scratches, ring worms, eczema and all skin diseases.

1874

O. PETTERSON

NOTICE

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 stock of GENTS' FURNISHINGS.

BUILDING LOTS

FOR SALE on Princess, Victoria and Howard Sizes of lots 50x100

These lots are situated in the most desirable part of the town and will be sold cheap and on re asor

Chatham, 12th April, 1898. Convent of the Congregation

de Notre Dame,

This Institution overlooking the Miramichi River, and on the main line of the Intercolonial Rsilway,

First Monday in September.

NEWCASTLE, -N. B.

The situation is inviting and healthful; the course

of studies, comprehensive and thorough, embracing, as it soes, the usual branches of A solid and refined Education,

in which Greek, Latin, French, Drawing and every kind of Needlework are included. The building, having been recently constructed, is equipped with all modern improvements' thus offering intending pupils the comforts of a refined Type-writing, Shorthand, form extra charges. For additional details, apply to

Miramichi Advance. CHATHAM. N. B., - SEPTEMBER 14, 1899.

the regime of Hon. Mr. Blair, Minister

of Railways and Canals, who seems to

miss no opportunity for the bettering

of that important work in all its de

partments. The introduction and op-

eration upon it of heavy and powerful

of eleven hundred tons, was the subject

of doubtful press comment a few

months ago, because the critics, who

seemed to be under interested rival

inspiration, did not take into account

the fact that the Intercolonial curva

weight of its rails admitted of heavy

traffic performances not possible to the

other railways of the country. It has,

however, been demonstrated that new

possibilities in economical freight-haul

ing have been realised, and that traffic

at rates which were in vogue heretofore

on west-bound coal and similarily class-

ed freight, and which was maintained

at a loss, may now, thanks to Mr.

Blair's sagacious policy, be carried

on without the danger of causing

figures to appear on the wrong side of

Under these new conditions, the

question of establishing reasonable rates

for the transportation of deals and

similar lumber freight from Campbell-

ton and intermediate North Shore

to St. John, has been presented to Hon.

to those engaged in the staple industry

of the North Shore, to know that th

advantageous conditions created at that

Canadian winter port by reason of the

by the recent economical freight-haul-

ing improvements on the I. C. R., the

tonnage at St. John and the marked

improvement in winter values of lum-

ber in transatlantic markets, ought to

the subsidized steamship lines.

the advantage of the steamship service

referred to and it is only fair that

way. Mr. Tweedie says he has the assur-

ance of the Minister of Railways that he

is disposed to give rates on North Shore

beyond the ability of the trade to pay.

transatlantic ports via St. John

or Halifax an important factor in the

business of the country and a means of

a new line of employment and source

Hon. Mr. Foster Reappears in

New Brunswick.

which took place at Cole's Island on

Thursday serves an important purpose.

seems to have surpassed anything of

the kind ever seen before in the coun-

ty. The occasion offered a great op-

portunity for good speaking, and the

right men were there to make use of

The gathering referred to was at a

political pienie got up as a boom for

possible Conservative leader, has not, of

late, been quite so overwhelming as his

followers might desire. The Sun is a

little more careful than usual in its

statements in regard to the affair, and

doesn't seem to regard it with the en-

thusiasm which it manifested over the

great Moncton convention, by which

the ex-Finance Minister was to annihil-

ate the present local government, polit-

ically asphixiate Hon. A. G. Blair and

secure first place for Mr. Foster in the

grand go-as-you-please between that

gentleman and Messrs. Haggart, Mon-

tague, Sir Hibbert, et al for Sir Charles'

place. There was "good speaking" no

an excellent phrase-maker and, as an

inventor, he could maintain a patent

office of his own, while as a picknicker,

he is just the man for the enjoyment of

the lunch-basket, but as a tactician he

unfortunately ranks only with the dis-

tinguished local celebrities from the

Nerepis, Welsford, Jenkins and the

Jemseg, who shared with him in the

News and Notes.

A Yarmouth despatch of 6th says:-

"A boy 17 years of age, named Devean,

at Eel Brook, accidentally shot and killed

honors of the day's oratory.

Hon. Mr. Foster, whose prestige as

1899 As a political demonstration the event

"Such a public gathering as that

of revenue for our people.

running there.

the railway's balance-sheet.

through his body, penetrating the heart so that he fell dead on the spot. He was the son of Octave Devean. North Shore Winter Deal Shipments. A submerged forest on the Cheshire A great increase of the economical freight-hauling capacity of the Intercolonial plant has taken place under

coast of England has latterly become visible in consequence of the action of the sea having removed deposits. These had overlain the remains of the trees, which are found to be chiefly firs, birch, elm. and alder. This appears to be a portion of a great pre-historic forest that covered a large part of Lancashire and Cheshire, and probably much of the shallow banks now submerged between the estuaries o the rivers Mersey and Dee. The most remarkable feature is the great number and variety of antiquities that have been disclosed by the washing away of the earthy matter. Between three and four thousand items are known to be distributed in various collections. They are of gold, silver, copper, bronze, iron, lead, tures and grades, and the adequate glass, stone, hornbone, earthenware and other substances.

The British Board of Trade and Wood Deckloads.

The following notice to owners and masters of vessels, relating to deck cargoes and light wood goods, has been issued by the British Board of Trade :-Sub-section 3 (c) of Section 451 of the Merchant Shipping Act, 1894, permits deals, battens, or other light wood goods to a

deck to be carried as deck cargo by British or foreign ships arriving at a port in the United Kingdom between the last day of October and the 16th day of April in any Questions have arisen with reference to the interpretation to be place upon the words "light wood goods" in that section (a copy of which is printed hereon), the Board of Trade desire to acquaint shipowners and shipmasters concerned that they have informed their surveyors that, as at present advised, they are willing to regard

points on and connected with the line, props, sleepers or sleeper blocks, battens. poards, deal ends, lathwood, Norway spars, and firewood, the units of which are of no Mr. Blair by Provincial Secretary greater cubic capacity than 15 cubic feet. Logs and spare (other than those named Tweedie, and it is an encouragement above) of the dimensions of 8 inches square and over, or 24 inches and upwards in girth, although of light wood, and of no greater capacity than 15 cubic feet, must be deemed Minister of Railways fully appreciates to be timber within the meaning of Subsection 3 (A) of the above-mentioned section. the importance of the proposition, and

The girth of all round timber is to be

is prepared to entertain and favorably measured by string, and that of square timber by calipers. consider any overtures that may be Any goods of pitch pine, mahogany, oak, made to him with the view of facilitateak, or other heavy wood, be the pieces ever so small, are absolutely prohibited from ting the movement of deals and other being carried on the deck of a ship arriving wood goods during the closed navigaat a port in the United Kingdom between tion season from North Shore points the last day of October and the 16th day of for shipment from St. John, under the

informed on the subject that the limitation of the deck loads of lumber laden subsidies paid to steamships regularly vessels to three feet is a dangerous absurdity. A rail-high deckload is the The changed conditions brought about safest, and nothing less should be pre scribed. Any deckload of lower level than that tends to drown a ship in storm because it holds instead of admitting availability of regular subsidised steam of the waters of boarding seas running overboard.

About the "Shamrock."

suggest to those engaged in the North Shore deal trade the advantage of New York, Sept. 7 .- The expected trial of the 'Shamrock' under a bigger rig did not taking action, without loss of time, with take place yesterday, partly owing to the the object of establishing rates for arrival of the new tender, the 'Plymouth,' winter lumber shipments via the Inand partly to a breeze which Sir Thomas ercolonial from all Northern New Lipton thought was a bit too stiff for the test which he had in mind. To-day will Brunswick points to that port (and probably witness the trial. Halifax, as well) in connection with

Consideration for his men was another factor which served to delay the trial under The lumber trade of St. John has racing rig. The crew of the 'Shamrock' had been quartered on the 'Nonowantuc,' vessel which Sir Thomas discovered was too small for their comfort. He accordingother deal producing centres should be ly chartered the propeller, 'Plymouth,' a enabled to share in it. These steamships vessel large enough to accommodate a are subsidized by the same government thousand passengers. The 'Plymouth' which operates the Intercolonial Railarrived from Boston early yesterday morning, and, proceeding to the Horseshoe, tied up to the 'Nonowantuc.' The 'Shamrock's' crew were then told to move into their more commodious quarters and during the deal business which, while they will forenoon they were kept busy shifting their pay the cost of carriage, may not be belongings and esablishing themselves in their more comfortable home.

Some views of their employer on this We, therefore, hope that advantage subject may prove of interest. 'I have got,' will be taken of the situation created by he told me, 'the pick of Great Britain, existing conditions, by those interested There is no man in the crew which is to man the 'Shamrock' but has a record as a fine which, before many years, will make and active seaman. They are a splendid lot, every mother's son of them. They the movement of lumber from the Mirhaven't complained of their quarters on the amichi and other North Shore localities 'Nonowantuc,' never a bit.

'I thought they would be better off in better vessel, and so I got one for them. believe in making everybody comfortablecomfortable places to sleep, plenty to eat. I believe these men of mine would do the very best for me they could, whatever quarters I gave them, but I believe they will be able to do it better if they are cared for in the best way possible.

By invitation of Sir Thomas the reporters who were in attendance on the 'Shamrock' in tugs came on board the 'Erin,' and after luncheon were invited to make an inspection of that superbly fitted pleasure craft. Making the rounds Sir Thomas paused in an alleyway and pointed to a row of Lee-Metford rifles and Mauser carbines standing in racks near the foot of the forward companionway. Sir Thomas enjoyed astonishment of his guests in finding such an arsenal on a pleasure craft, but before any of them could ask questions he jerked his thumb toward the grim array, and, with eyes merrily twinkling, said :- 'Now, byes, will ye believe that I have come after the

Sir Thomas was in high spirits during the day, and it was hinted that the performance of his yacht on the preceding day had much to do with his good humor; but not from him could be had any definite reason on which a belief of victory for the Emerald yacht could be based. On that subject Sir Thomas is like his yacht-deep,

and with no straight lines. The tug 'Haddon,' with a large party of yachtsmen and steamboat and steamship captains, came down to the Horseshoe, and, running close to the 'Erin,' saluted the yacht in the manner of tugs, while her passengers crowded to the rail and lifted up their voices in cheers for Sir Thomas Lipton. Mr. Foster is, undoubtedly, He boarded the tug and was heartily welcomed by the contingent. One of the

'Have you ever seen the cup, Sir Thomas ?' 'I have not,' he replied. 'I don't know where they keep it, but if any of you gentlemen who live on this side of the water want to see it you had better hurry up.'

The New York Herald of 6th says :-Having demonstrated her qualities when under working canvas, the Shamrock vesterday gave an illustration of what she is capable of when her mast is buckling to jibtopsail and swelling spinnaker.

It was in the course of yesterday's trial event that the Shamrock drew on these seven league boots of racing yachts, and "with sloping masts and dipping prow" sped himself yesterday afternoon. He started over the seas which had drawn on their shall indemnify the

and, form extra charges.

all expenses incurred thereby."

We had a fairly satisfactory conference with the jumped ashore with the gun in his hand.

THE REV. SUPERIORESS.

This week are Pique collection.

Was and Crash suits at 25% discount. Blouse Walsts jumped ashore with the gun in his hand.

They'll be fleet ones that follow," quoth lighting caps of white,

Ald. Maher moved to refer the subject, 33½% discount. All sailor Hats, half price.

Chatham,

The gun went off and the charge passed an admirer of the Irish racer, as she went flying down the wind, her great cloud of canvas looking like a puff of wind-driven smoke. And there were other exhibitions by this yacht-reaching, tacking, gybingin all of which she again displayed the fine qualities which won for her so many adher-

ents on her first day's test. At the close of the trial spin of yesterday those who had on Monday professed a belief that she would take a lot of beating still held to the opinion that the Columbia must do some smart work to outstrip this new

contestant for the cup. With the promise of a fair day for tuning up, the yacht tripped anchor at 10.20 o'clock yesterday morning, and in tow of the tug Lawrence quitted her berth in the Horseshoe and stood out past the Hook, the yacht Erin, with Sir Thomas Lipton and party on board, following in her wake.

As the tow cleared the bar, jib and staysail, which had been run up in stops, were set, and the mainsail was hoisted. While this was being done a launch from the Erin took Mr. Ratsey, the sailmaker; Mr. Fife. the Shamaock's designer, and Mr. Connell on board the Shamrock. A few minutes after their arrival the yacht filled her sails and stood away on the port tack, drawing the Scotland Lightship abeam at 11.38

o'clock. Gybing around at ten minutes to one the yacht broke out her spinnaker to port, and, swinging her great mainboom to starboard, hoisted her jib-topsail and went spinning before the wind with sails rap full and seas height not exceeding three feet above the brimming along her glassy sides.

Taking in her spionaker at 35 minutes past one, the yacht luffed sharp around the Sandy Hook lightship five minutes later, and then set a straight course for the Scot land lightship. Three minutes after making the turn she took in her jib topsail. That left her with mainsail, topsail, jib and staysail. Under that canvas she made the run from lightship to lightship, a distance of four and one-eighth nautical miles in 19m. 10s. Rounding the Scotland Lightship she as "light wood goods" analogous to deals any goods of "light wood," such as pit stood back on the starboard tack, and under the same sail, ran the .ame distance in 19m.

> Passing north of the Sandy Hook lightship, the yacht dropped her staysail, took in her topsail and sailed back to her old berth inside the Horseshoe, where she came to anchor shortly after four o'clock.

The wind had been much fresher during the trial than it had been on the preceding day, and the sea was more lumpy. But, save for an occasional shower of spray over the sides, the yacht's decks were dry, and the manner in which she stood up while carrying her great spread of sail on the run to the Scotland lightship and back shows her to be a good boat in stiff breezes.

On the press boat which tollowed her It is well known to all who are properly during the trial there was a discussion about her mainsall, several of the observers believing that the one she carried during the day was not the one she had worn the day before. It certainly did seem larger, and to many it appeared that the gaff was peaked higher. The matter was settled by Sir Thomas Lipton, who said that the sail had not been changed

Though no definite statement was made about it, there were indications, however, that the trial to-day will be made under different canvas, and perhaps a change in bowsprit and main boom will be made.

The tug lames A. Lawrence, the tender of the Shamrock, went up to Tompkinsville at 6 o'clock last evening and lay to alongside the barge on which the yacht's racing spars and extra fittings are stored. After taking off a quantity of these the Lawrence tied up for a time at the Long dock in Stapleton.

Some of the crew who went ashore seemed fully confident their boat would win. They said the Shamrock had been doing as well on her trial spins here as she had done in England. They added that Sir Thomas had "a lot up his sleeve and would surprise the Yankees." The men said the Shamrock might astonish Americans now, but they would be more astonished when she appeared in racing rig, and that any one having noney to bet would do well to put it on their

The Shamrock's wire rigging had a pereptible sag in it when she turned to her anchorage, this being due to the fact that the rigging is new. It had been stretched by the strain, which had been imposed upon the mast first from one side and then from the other. After supper the crew were set at work getting the yacht into shape.

Speaking of supper, brings a reminder of a very pleasant incident which marked the close of the day's events. For reasons which tugboat steward might explain, the reporters who had gone down to the trial race in a hastily chartered graft, had not dined too well, the unexpected contingent having up set all culinary plans.

Mr. Barrie, who had made the trip from the city on the tug, made casual mention of dinner that had failed after rejoining Sir Thomas on board his yacht, the Erin. Im mediately thereafter a launch put out from the Erin, and, running alongside the press boat, began discharging hampers. While the yachting reporters were wondering wha it was all about another launch came alongside and Sir Thomas himself sprang on

"Well, well," he said, "why didn't you ell me? I wouldn't have had it happen fo anything. And, mind you," he added "don't let it happen again."

The reporters began to protest that it we not his fault, as he seemed to think, and that it was no matter anyway: but S Thomas was not listening. His three Cingalese attendants had come with them and he was giving them directions about th hampers. A table was cleared off and spread with cold meats from the Erin's larder, and then there was the popping of corks and hearty invitation from Sir Thomas to betake of the good cheer,

Chatham Town Council.

nonthly session at the council chamber on the full board present.

After the reading and confirmation of the Ald. Snowball read the following report of the Public Works Committee

With reference to the petition of residents of St

Andrew's street referred to us, we find that the Pulp Company has remedied the difficulty as far as the complaint about ashes is concerned, and as to the section about Sabbath observance we find that they are keeping within the law : as to the comaint however, that they are not running the tram rs in accordance with the act, we would suggest hat the following he sent to them . "Whereas by an Act of the Legislature, Victoria, chapter 41, amended by 49th Victoria, chapter 22 in 1886, the Maritime Sulphite Fibre Company, (Limited) is authorized to lay a tramway of two rails for carriages for the conveyance wood, brick, waste and other materials, along St Andrew's street, in connection with its nanufactory, said tramway not to encroach along that portion of the street actually used for the passage of carts and teams, not to obstruct or in terfere with public traffic or passage along said street, or be driven, hauled or carried at a greater speed than six (6) miles per hour, and the motive power not to be such as is likely to cause danger or fright to any passengers or horses on said street.

Whereas a number of the ratepayers of the town have petitioned the council alleging that the tram way is not operated, subject to the provisions and itations contained in said Act, and asking th council to take action in the matter-"Resolved, that this committee recommend that th company be required to enter into agreement with town binding the Company to operate said tramway in such a way as not to interfere or in pede traffic, and in the event of said Company exceeding the rights conferred on it by said Act. and any accidents happen in censequence, rendering the town liable for damages, the said Company

ail expenses incurred thereby."

ed at with regard to the cars, while they assured us that they operated them with all care and that they were not run over five miles per hour. As to the appointment of a town arbitrator for the Water Works land expropriations we consider it advisable to allow this to lie over until we see the result of this month's readings. We must say that several of our committee have visited the brook the present mouth and flad that the flow is continuing

With reference to the stone crusher, we recommend the purchase of the Good Roads Machinery Company's equipment as quoted for by Mr. George Hildebrand at \$1,075. We have had the matter of widening Duke street between George and Cunard streets, under consideration and Mr. Henderson, the owner of the

roperty has been communicated with on the ubject at an early date. We interviewed Mr. Wm. Richards in reference to the bill he presented town for lands used as a street between Centre and Lydia streets to the west of Wm. Mariner's property, and Mr. Richards withdrew any claim he had to this land, giving same to the town. We now require a name for this street CHATHAM, N. P., August 26th, 1899.

To the Honorable Council. GENTLEMEN :- We will furnish 'the Town of Chatnam the champion steel rock crusher, from the Good Roads Machinery Co. of Hamilton, Ont., No. 4 with 24 foot elevator, and 9 foot revolving screen with necessary gear and chains for attaching the same, as shown on pages 6 and 14, also with goostneck and forward truck as shown on page 8. The first section of screen to have perforations of 11 aches in size, and balance 21 inch perforations. The machinery is to be delivered at your station, and we furnish a competent man to assist in setting ap and starting. The Good Roads Mach inery Co. narantees the capacity of crusher with jaws set to lose to two inches to be from 12 to 18 tons per hour, and also to be made from good material and workmanship, and to furnish free F. O. B. cars at factory any part breaking from defects of material or workmanship in regular and practical use within

ne year from date of purchase. The price of the above machinery is Less a discount to the corporation of 130 00 \$1075 00 Asking your favorable consideration and trusting you will favor us with the o.der, the above is espectfully submitted. Yours truly,

GEO. HILDEBRAND, Agt. Good Roads Mach. Co. The report was, on motion, received and Ald. Flanagan, from the Fire Committee,

read the following report : Your committee beg to report that during the past month the fire department was called out to answer five (5) alarms, but are pleased to say that none of them proved to be serious.

The report was, on motion, received and Ald. Loggie, from the Finance Committee, reported as follows:

We recommend the executions in the hands Stephen Cameron be taken from him and handed James Rainsbottom, his fees to be agreed on by chairman of finance committee, We recommend the request of Thomas Green dog tax collector that power be given him to destroy any dog, the owner of which refuses to pay the taxes, be referred to bye-law committee. The following bills passed in committee.

The report was received and adopted. Ald. Maher, from the Bye-law Committee, reported as follows :-

Calvin Craig,\$41.67

The Bye-Law Committee beg leave to report in accordance with resolution passed at June session. They have placed the bye-laws in the hands of W. J. Loggie Esq, to be revised and consolidated. We met in committee and considered the several ammendments that have been made, and others he is working on, but not altogether com pleted to submit to the council, and by our next neeting, we expect to have them all arranged. We have also instructed Mr. Loggie to drift a byelaw in reference to truckmen, where they should

The report was received and adopted. Ald. Watt, from the Police Committee,

Your committee beg to report that they found it necessary to dismiss policemen Ramsbotham and Murphy and have engaged three policemen, viz., Thomas Hannah, Martin Foley and Adam Dickison, who have now been nearly a month on duty with satisfactory results so far as the order of the town

Joseph Murphy and Jas. Ramsbotham resigned as him and say he shall perform them at the Scott Act inspectors. Your committee would recom mend that each be allowed the sum of twenty-five dol!ars in full for their services to date. We recommend that two electric lights be erected We recommend for payment, the following ac

counts, viz: John Martin Sons & Co., \$23,90 & exp. charges .75c Attached to the report were amended rules for the guidance of the police officers

The report as to police officers was so amended as to authorise that the policemen be provided with belts.

Ald. Maher said the beat of the day policemen should be extended. Ald. Snowball emphasised the idea that

the beat of the day policeman should be in a known and restricted district within call in case of disturbance at any time of day, so that in the event of his services being required in other parts of the town, he could be sent thereto. Ald. Maher said that the electric light

would vote against the motion. opposite to Jas. Keenan's had been out for a week and no policeman had reported it. Ald. Flanagan argued in favor of the day policeman's beat being extended. The Mayor suggested that as there was

only one day policeman, his beat should one on which he could be found in an emergency requiring his services in any part of the town. Ald. Watt favored the restricted beat for

of the Town Marshal's duties, but as some the day policeman for the same reasons people said he had nothing to do they progiven by ald. Snowball. posed to give him something to do, and he Ald. Hocken thought that the day policeman should go down town as far as St believed that under him there would be better enforcement of the law. Andrew's street.

Ald. Groat's idea was that the day rowdies would know just where the day policeman capacity of Town Marshal, whether he was was, and carry on their antics elsewhere, an applicant for the office of Scott Act and thus evade the officer.

The Mayor and ald. Snowball reiterated the views they had already expressed. The report was then put and adopted. including the amended police force regula-

The Mayor referred to the tax list default of both this and last year and said that the defaulters should be required to pay up. The assessment system should also be changed because real estate was made to bear more than its just proportion of the town's assessment. The man with \$2000 in the savings bank escaped taxation, while the man who built a house and established a home for himself in the community at a cost of \$2,000 was taxed on the full amount. The income earners of the town should be dealt with and incomes must be more adequately taxed. He referred to the system of taxation in Fredericton and said it would be more equitable for the assessors of Chatham to place more of the taxation on the ratepayers of earning capabilities and thus relieve the class who built, owned and maintained their homes in the town. Chatham should get out of the old rut followed so

long in its assessment matters. Ald. Snowball looked forward to the time when there would be no taxation in Chat-Chatham Town Council met in regular ham for town purposes, because of the earnings of its water system and other self Monday evening, Mayor Winslow presiding, supporting public services. He said that a Groat, Watt. citizen of Campbellton had informed him, the other day, that they expected-in that town-to have no civic taxation in a few years, because their water system and other public undertakings would return to them a revenue which would maintain these and all the other town services.

Ald. Loggie referred to Mr. W. M. Jarvis' address before the Maritime Board of Trade as embodying valuable statistics and suggestions on the subject of taxation. He said Mr. Jarvis' paper dealt with the question as a difficult problem.

The Mayor: There is no reason why we should not try to solve it. Ald. Loggie referred to the Fredericton

productions has met with such great success and my business so increased that to-day I carry the ystem of taxation as he understood it. largest and most reliable stock in my Ald. Groat said he agreed with the mayor, Maritime Provinces. This fact at once convinces the shopping public who, however, did not go far enough. He said he knew a man who paid on a valuation of \$200 who received \$120 annual me to offer an assortment of fine goods at the prices quoted by others for immitations. Every piece rental from four families in a house he owned. He knew another who built a home my own personal supervision and leave my estab-lishment with the fullest assurance to the wearer for himself at a cost of \$1,000 and was taxed on that amount. This system en-Thanking the public for their appreciation of my former efforts and assursing them, that in my stock couraged the cheap style of home which did at all times will be found their requirements at a little credit and was no improvement to the lesser price than quoted by dealers of the large town, while it discouraged people who weredisposed to put up respectable dwellings and

the advantage found in trading with me,

inery and ready to wear garments is made under

for consideration to the finance committe After the usual objections by members of the finance committee-Messrs. Hocken, Loggie and others—and after ald Hocken had withdrawn a motion of his to refer it to the Mayor and Messrs. Watt and Snowball, Chatham, N. B., 8th Sept. 1899. B. Snowball Esq, Chairman of the Board DEAR SIR :- The Citizens' Band have at this date property to the value of \$233.00 which is not owned any individual member, and as the band intend ourchasing new instruments from time to time, with monies, subscribed by the citizens of the town, we beg to ask that the Town Council take over, or hold this property in trust for the band. Each member of the band holding any part of the property for playing purposes, would then be responsible to the council for it and the condition

and Chatham Board of Trade,

ald. Maher's motion was carried.

Works Committee, Chatham.

Ald. Snowball read the following :

If you comply with the above request, we would

Yours t uly,

Attached to the letter was a list of the in-

The Mayor said he would prefer that the

The communication was referred to the

Ald. Hocken said it might be well for the

council to attend to the matter of appointing

an arbitrator to act in behalf of the town in

the expropriation of the land necessary for

The Mayor said it would be better to wait

until the end of the dry season to see how

the water sources turned out under the

Ald. Loggie said that according to the re-

port of the Police committee, the town was

move that Mr. S. U. McCulley, be appointed

formed by him without further salary than

Marshal were defined under the bye-laws of

the town and the council could not, without

amending these impose other duties upon

The Mayor enquired of ald. Loggie as to

whether Mr. McCalley was an applicant for

Ald. Loggie said that while he could not

say that Mr. McCulley was an applicant he

had reason to believe he would accept the

office and perform the duties on the terms

The Mayor said that unless Mr. McCulley

was an applicant for the office, he could not

inspectors and he thought the motion to

carry that out would come up at this meet

ing. Why had not the chairman of the

committee called a formal meeting to carry

out the agreement? The town had been

paying Mr. McCulley for three months a

the rate of \$500 a year for doing nothing, and

now those who had appointed him were try.

ing to find something for him to do. They

were ashamed of their appointment after

his experience of politics that he had known

a man to be appointed to office and duties

afterwards found for him. He, for one,

Ald. Watt said he had not had time or

Monday to call a meeting of the police com-

mittee to take action in reference to ap-

pointing Scott Act inspectors. He had been

opposed to appointing the policemen to act,

and ald. Snowball took the same view,

because it was a means of putting temptation

to drink in their way. He was of the same

opinion still. He could not agree with ald.

McIntosh in reference to the unimportance

The Mayor here asked Colonel McCulley

Colonel McCulley replied that while he

was not exactly an applicant for the office, he

had allowed himself to be placed in nomin-

ation for it, and if he was appointed he would

The Mayor said that Mr. McCulley's

statement altered the aspect of the matter,

and as he had signified that he was a candi-

date for the office, it would be quite in order

Ald. Loggie said that in view of ald

McIntosh's remarks, he wished to explain

that he had been under a misapprehension

in reference to the duties of the Town Mar-

shal at the time he voted for Mr. McCulley's

appointment to that office. He was then

under the impression that the Town Marshal

do his best to enforce the Act.

to take a vote on his appointment.

Adjourned.

who was in waiting on the council in

they had made it. It was the first time

to that office, the duties thereof to be per-

that now paid him as Town Marshal.

the office of Scott Act Inspector?

stated by him in making his motion.

put the motion.

without a Scott Act Inspector and he would

Public Works department, with power.

Band would select trustees ontside of the

W. A. LOUDOUN,

\$95 00

63 00

50 00

25 00

\$233 00

suggest that the property be regularly inspected.

struments referred to, as follows :-

1 E flat bass,

the proposed water works.

September readings.

1 B flat tenor,

1 B flat baritone,

Drum and cymbal,

BIGGLE BOOKS A Farm Library of unequalled value-Practical. Up-to-date, Concise and Comprehensive-Handsomely Printed and Beautifully Illustrated. By JACOB BIGGLE

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old; it is the great boiled-down, hit-the-nail-on-the-head,-

quit-after-you-have-said-it, Farm and Household paper in

the world—the biggest paper of its size in the United States of America-having over a million and a-half regular readers. Any ONE of the BIGGLE BOOKS, and the FARM JOURNAL 5 YEARS (remainder of 1899, 1900, 1901, 1902 and 1903) will be sent by mail to any address for A DOLLAR BILL. Sample of PARM JOURNAL and circular describing BIGGLE BOOKS free.

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Dunlap Bros. & Co., AMHERST, N. S. Ald. Maher said that the duties of the

Dunlap, McKim & Downs, WALLACE, N. S. DUNLAP, COOKE & CO.

AMHERST, N. S.

MERCHANT TAILORS, -AND-

Address, FARM JOURNAL

GENTLEMEN'S OUTFIT !ERS AMHERST. N. S.

DUNLAP COOKE & CO.

This firm carries one of the finest selections of Cloths including all the different makes suitable for ine trade. Their cutters and staff of workmen employed are t .. best obtainable, and the clothing from this establishment has a superior tone and finish. All inspective of the samples will convince you that

CANADA EASTERN RAILWAY.

SUMMER 1899. TYNtil further notice, trains will run on the above Railway, daily (Sundays excepted) as follow

Ald. Loggie: Why do you take that ground and say a man can't be appointed to Between Fredericton Chatham and Connecting with I. C. R. this office unless he is an applicant for it? Loggieville. GOING NORTH. The Mayor: My own good sense teaches EXPRESS. me that. You have appointed Mr. Mc-FOR CHATHAM FOR FREDERICTON lv. Chatham 12.50 p. m 1.10 " 10.25 pm. Culley Town Marshal at a certain salary 10.45 MIXED Ar. Chatham June., 11.05 " 1.30 " and you can't now impose new duties on 11.25 " 11.45 " 2.10 ** ... 12 12p m 3 57 Ar. Chatham 12.05 a.m same salary, unless he signifies his willing-.. 12 00 3 40 Marvsville Cross Creek, ... Boiestown, 10 50 ness to do so, and that is why I say he 10 01 10 00 12 20 p m GOING SOUTH. (5 50 ar should be an applicant for the office of Scott .. Doaktown .. 9 00 11 10 EXPRESS. Act inspector before you appoint him thereto. 7 50 .Blackville, ... 12 50 p. m. 6 50 (8 20 Ald. McIntosh said that the police com-. Chatham Jet . Ar. Chatham Junction, 6 42 7 ar8 00 1.30 mittee had agreed that policemen Dickeson 6 25 6 12 7 40 1.50 . Chatham 7 20 2.10 10.45 " and Hannah were to be appointed Scott Act 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, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

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

Montreal and Vancouver

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LEAVES MONTREAL 9.30 A.M. EVERY DAY REACHES VANCOUVER 1.05 P.M. ON THE FOURTH DAY. LEAVES VANCOUVER I.OO P.M. EVERY DAY REACHES MONTREAL

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CANADIAN PACIFIC RAILWAY.



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The Steamers 'Cumberland" and "State of Maine" will sail from St. John for EA STPORT, PORTLAND and BOSTON every MONDAY, WEDNESDAY and FRIDAY mornings, at car On Wednesday trip the Steamer will not call at Portland.

Through Tickets on sale at all Railway Stations, and Baggage checked through, For folders, rates and further information write to

C. E. LAECHLER, Agent, St. John, N. B.

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___IN___

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The Great English Remedy.
Sold and recommended by all
druggists in Canada. Only reli-Weakness, all effects of abuse or excess, Mental Worry, Excessive use of To-

Wood's Phosphodine is sold in Chatham by J. B. F. Mackenzie, in Newcastle by H. D. Peters.

NOTICE.

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES. Str. "Nelson"

Wednesdays and Bay du Vin on Tuesdays,

unless to land passengers who are to return

days and Saturdays.

TIME TABLE

On and after Monday, 18th Sept. 1899,

Str. "Miramichi"

CAPT. GOODFELLOW.

Will leave Chatham every morning (Sundance excepted) at 7.10 a.m. for Newcastle, and leave Newcastle at 7.45 a.m. and Chatham at 9 a.m. for

points down river, viz :- Loggieville, Burnt Church,

and Neguac, calling at Escuminae on Mondays, and

Str. will not call at Bay du Vin on the way down

Miramichi time used-30 minutes faster than

CAPTAIN BULLICK a and after Monday, Sept 18, 1899, and until Il leave Chatham Leave Nelson Leave Newcastie 9,50 a.m. 2,50 p.m. 6,50 "

ALL FREIGHTS MUST BE PREPAID. The Wednesday Excursion Rates on Str. eison will be discontinued after the 6th inst. J. ARCH'D HAVILAND, Manager.

Chatham, N. B., Sept. 6, 1899. Telephone 40. GO TO

PORTLAND, BOSTON, ETC. VIA THE

Canada Eastern Railway

Pullman Sleeper runs through

All parties indebted to John McDonald & Co, are requested to call and arrange the

would be chief of police-as he believed now that he ought to be-but found he had been mistaken. It was well known that the Scott Act was not carried out now as well as it had been under Mr. Menzies. There was a good deal of drunkenness in the town and a better order of things was necessary. He BARGAINS SPECIAL believed Mr. McCulley would effect a reform in this respect and hoped he would be ap-WATCHES, CLOCKS, JEWELLRY, The question being put the appointment

of Mr. McCulley was carried by a majority All new goods. Give him a call Yeas: Ald. Snowball, Loggie, Hocken, Nays: Ald. Flanagan, McIntosh, Maher.

We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all.

Before. After. Wood's Phosphodine,

bacco, Opium or Stimulants, Mailed on receipt of price, one package \$1, six, \$5. One will please, six will cure. Pamphlets free to any address.

The Wood Company, Windsor, Ont.

amounts of their indebtedness within 30 All accounts not attended to before that Chatham, Aug. 25, 1899.

and Fredericton,

time will be placed in other hands for from Fredericton Juncton to-Boston.



NOONAN'S