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On Tuesdays, Thursdays and Saturdays on and after JUNE 1st, Excursion Tickets, good for day of issue only, will be issue from Newcastle or Chatham to points down river at the following rates:—

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J. B. SNOWBALL
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For additional details, apply to
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CHATHAM, N. B., - - AUGUST 10, 1899.

The Parliamentary Session.

The parliamentary session of 1899 has about closed and the country experiences a sense of relief over the fact. It is possible that all the measures and other doings of the government were not as perfect as they might have been; and that discussion of them was necessary and in the public interest goes without saying, but it has been humiliating to the pride which we all desire to feel in the country and its institutions that the opposition appeared to miss no opportunity to lower the dignity of the House of Commons by resort to most discreditable obstructive tactics. When the government brought forward propositions which were clearly for the promotion of the country's welfare and designed to keep it abreast of the times, the carping spirit which was manifested by Sir Charles Tupper and his following, the purely vexatious questions with which ministers were badgered for the evident purpose of impeding public business, and the acrimony which was deliberately injected into the debates, were salient characteristics of opposition tactics which have made a disagreeable impression upon the public mind. It is true that towards the last, when it suited Sir Charles Tupper's private interests, in connection with his trip to England, that the policy of obstruction should be modified so as to admit of the session being brought to a close, the old leader endeavored to check the torrent of insolence, misrepresentation and boorishness to which he had been the leading contributor for months, but the country will not readily forget that it was under his leadership that such reckless, determined and persistent efforts were put forth to make the parliament of Canada a reproach to its people, and it is not a matter of surprise that as soon as his back was turned some of his most prominent lieutenants disregarded the arrangements he had made in his own and their behalf with Hon. Mr. Blair and the leader of the government, thus refusing to honor Sir Charles' position as their chief.

In contrast with the conduct of Sir Charles and his followers, that of the ministry and its supporters stands out in bold and creditable relief. When the ministers, in promoting their measures, were obstructed by the vexatious and exasperating tactics of their opponents, they bore themselves with patience and dignity, and the instances of retaliation were very rare indeed. The scenes at times were suggestive of the idea of statesmen, actuated alone by noble and patriotic purposes, battling calmly for the right against an unreasoning rabble, and it is gratifying to know that of the strong and stalwart men against whom the efforts of the government's assailants were directed, none came through the ordeal with greater credit, or commanded more admiration for the strength and dignity with which he sustained his position than New Brunswick's leading representative, Hon. A. G. Blair, the Minister of Railways and Canals. The country is indebted to him for the accomplished fact of an Intercolonial railway connection with Montreal, notwithstanding the unpatriotic opposition against which he had to contend in securing that great advantage to the country, and the people have additional cause to trust in his leadership and manifest confidence in his policy in view of the fact that instead of the Intercolonial Railway being so managed by him as to keep up its record as one of the deficit-producing institutions of the country, he is able to announce that for the year which closed on 30th June last he has a surplus on account of that great public work of over $62,000.

The government, as a whole, has undeniably come out of the session with increased strength and prestige, and its policy has been one calculated to win and hold the people's confidence. The triumphant manner in which the undignified and unpatriotic tactics of its opponents have been met and overcome will, let us hope, have the salutary effect upon Sir Charles and his party, of teaching them the lesson that, however contrary to their views of the fitness of things it may be for the Liberals to be in power, they are there by the will of the people, who do not approve of the Conservatives taking their revenge by endeavoring to make a bear-garden of parliament.

The Water and Sewerage Matter.

At the Board of Trade meeting on Friday last the Mayor intimated that it was determined to establish the water system before constructing the proposed sewers. When the work is undertaken it will be found that the sewerage work must go on ahead of the laying of the water pipes, for the sewer pipes will be necessary in order that the first thorough test of the water system may be made. If we have not the sewers laid how will the water to be discharged through the new system in the test be carried off? All that will be settled, however, when the work goes on under a competent engineer.

It is quite refreshing to hear our excellent Mayor advocating the postponement of action in connection with the water and sewerage system on the ground of the grave responsibilities involved, etc., and the desirability of not spending money with undue haste. In view of our recent acquisition of a $750 fire ladder, it was thought, in some quarters, that a water system which the ratepayers had voted for ought to be provided for as soon as possible. By all means let us be careful in making expenditures, but, at the same time, let us not leave the increasing property of the town exposed any longer than we can help to the danger that lies in our having no water system. The economy of expenditure that buys gravel at sixty cents a ton and dumps it a foot deep in making a wharf sidewalk and hesitates to carry out the mandate of the ratepayers to provide the town with a water and sewerage system, is open to criticism.

And, then, some of our good civic fathers appear to fear that the proposed water and sewerage system will involve taxation. Most people will wonder when all this was discovered. Is it a new idea? Did it not occur to them when they were so earnestly promoting the improvement several months ago, or did they, in their innocence, imagine it could all be done for nothing?

The Indiantown Branch Claim.

Many of our local readers are interested in the long-standing dispute which arose between Hon. J. B. Snowball and the Dominion Government over the Indiantown Branch Railway contract, and we, therefore, reproduce the official report of the debate which took place when the item of the estimates covering the award in the matter was before the House of Commons.

ITEM NO. 3.—Indiantown Branch, to pay amount of award of Walter Shanley of $34,075.24, and interest thereon from 1st December 1886, to 1st July, 1899, to Hon. J. Snowball, ... $52,148.44.

Mr. Haggart:—The hon. gentleman (Mr. Blair) will please give us full details of this. When I was Minister of Railways and Canals, the Hon. Mr. Snowball had a claim against the Government for certain work he had done on the Indiantown Branch. An order-in-council was passed by the late Government which modified the original contract, and under this modification his claim was submitted to the Exchequer Court. I would like to know whether that order-in-council has been altered or modified, or whether this claim has been awarded by the Exchequer Court?

The Minister of Railways and Canals:—There is no modification in the terms, perhaps none in fact, of the order-in-council the hon. gentleman refers to. A reference was made under the order to the Exchequer Court, and the judge passed upon the question. In so doing, however, he pointed out that in strict law he would be compelled to pronounce against certain of the items, and he submitted the question as to whether anything should be allowed in respect to certain of these items as a matter which the Government might properly take into consideration. The claim was pressed upon us, and I felt that it was impossible for my department to approach it from an independent and fair point of view, and upon referring the matter to the consideration of the council, it was decided that these questions and all the facts pertaining thereto might be submitted to the judgment of Mr. Walter Shanley, as a gentleman of established reputation, and one who had been frequently entrusted with the discharge of similar duties. I will put my hon. friend in possession of this report.

Mr. Haggart:—I got two reports of Mr. Shanley, one on Hugh Ryan & Co. and the other on Henry and Borthwick, but not the Hon. Mr. Snowball.

The Minister of Railways and Canals:—You will find Mr. Shanley passed upon these and made certain recommendations. The judge to whom the matter was first referred reported in favour of the contractor, that $10,665 was properly payable to Mr. Snowball. Some of the other items which the judge had left in the way I mentioned I referred to Mr. Shanley, who reported that $24,019 might be allowed of these items, and he further reported that an additional sum of $12,000 might properly be allowed. This $12,000 arose in connection with what might be called easements upon the original work. The judge was of the opinion that he was bound strictly by the letter of the contract, and that inasmuch as the contractor was allowed to lighten his burden, or was relieved of doing a certain portion of the work, it was his duty to place a value upon these easements, which he did to the extent of $12,000. Mr. Shanley reported that that amount might be allowed, but the Government, on considering the whole report, did not feel that they could adopt Mr. Shanley's view. They did so to the extent of $24,000, which, added to the $10,000 that the judge had awarded and which had not been paid, makes the principal sum $34,655.

Mr. Haggart:—As I understand it, the reference to the Exchequer Court was on a memorandum prepared by myself on the 10th of October, 1895. I have not had time to look into the papers, but I understood the Minister had ordered a fresh one to be submitted to the Exchequer Court.

The Minister of Railways and Canals:—I think not.

Mr. Haggart.—The judge's award was $10,665. To this Mr. Shanley now adds, by way of increase, a further sum of $24,010. Did I clearly understand the Minister that these claims are those which the judge thought in equity ought to be paid?

The Minister of Railways and Canals:—He said that as a strict matter of law he could not allow them, but the Crown might, as a matter of equity, allow them.

Mr. Haggart:—I suppose, as a matter of law, he was not entitled to anything. It was only a matter of grace that he was entitled to anything at all from the Exchequer Court.

The Minister of Railways and Canals:—I think the way the reference went he was entitled as a matter of law.

Mr. Haggart:—But the reference was an extension or alteration of the contract, a waiving of certain rights, which we had under the contract; one of them that the certificate of the chief engineer should be final, notwithstanding that the contractor might have all the equities in the world. We waived certain things we were entitled to under the contract, and submitted it to the Exchequer Court. That was the extent of our grace.

The Minister of Railways and Canals:—Having done that, then it became possible for the judge, from a legal point of view, to allow items up to $10,000 by reason of these waivers.

Mr. Haggart:—What I cannot understand is the Exchequer Court judge going past the submission to him and saying there were other claims which he considered were equitable and right. They may be, but I have no doubt the judge would not report it so.

The Minister of Railways and Canals:—The report of the judge does not say that it was equitable and right that these others should be paid, but it says as respects these other items many of them—the report of Mr. Shanley does not report favourably upon all—that they are matters which could be properly dealt with by the grace of the Crown.

Mr. Clancy:—Does he recommend that he should deal with them?

The Minister of Railways and Canals:—I take it that he does.

Mr. Foster:—He makes a statement that it may be dealt with, but he does not recommend it.

Mr. Haggart:—Why does the hon. Minister not give all to Senator Snowball that Mr. Shanley reported he was entitled to?

The Minister of Railways and Canals:—There was one item relating particularly to a matter of easement. We felt that having entered into a contract which required him to do certain work, when he was relieved of a part of that work, it was not fair, or just, or equitable, and we did not see that we should allow him to be paid for work which he had not done.

Mr. Haggart:—I do not understand the hon. Minister rightly. I think that I know what an easement is perfectly well. Would the hon. gentleman tell me exactly what was done by the contractor, what he claims under this easement he was entitled to be paid for?

The Minister of Railways and Canals:—Suppose he were required to build a bridge, and suppose that that contract came to be changed in such a manner as to enable him to go around and to carry out his contract on a different line which would dispense with the necessity of building this bridge; suppose that by reason of the fact of being allowed to change the line of the road, he was going to save $10,000; the contractor would claim that we ought not to have deducted from the contract price, the value of the easement, or saving. Under these circumstances Mr. Shanley was of the opinion that it would be proper to allow him that amount, but we did not think so and refused to recognise the award to that extent.

Mr. Haggart:—Suppose a contractor has a lump sum contract for building 20 miles of road, and that instead of 20 miles of road he were to give 18 miles and make as good or a better road; under these circumstances I think the contractor is entitled to full payment for the 20 miles. Of course, this is a matter of judgment entirely, but that is usually done.

The Minister of Railways and Canals:—The hon. gentleman perhaps does not recollect the terms of the contract. The contract provided that if there were any lessening of the cost of the work, by reason of the change, the contractor was not to get the benefit, but it was to be deducted from the price.

Mr. Haggart:—Under the contract he is entitled to nothing, and it is only a matter of grace and by doing away with some of the right of the Crown that the Exchequer Court was enabled to give him $10,000. As a further matter of grace I suppose he was entitled to the whole of the amount. Mr. Shanley has made a fair report and I think he should be entitled to the whole amount.

It will, therefore, be seen that there is a strong probability that the dispute in question is not yet entirely settled. All who are acquainted with the circumstances connected with the construction of the Indiantown Branch, know that a determined effort was made, with the connivance of the Ottawa railway authorities, to break the contractor down, and, if possible, force him to abandon the work. Had he been a weaker man, or one liable to give way to persecution or adverse treatment, he would, no doubt, never have completed it, but he submitted, when practically forced to do so, to the exactions of the partizan engineers who were placed over it, complying with the best grace possible to their severe and unjustifiable requirements. For several years after the road was completed, he was unable to get leave to submit his claims to the Exchequer Court and even when he got that far the reference was only on the strictly legal interpretation of the contract. Subsequently, Mr. Snowball was accorded the privilege of having the equities, which had not been dealt with by Mr. Justice Burbidge, referred to Mr. Walter Shanley—the well known railway expert in matters of this kind. But even after he had made a recommendation of a sum which he thought Mr. Snowball was, in equity, entitled to, the government lessened his award. Even Mr. Haggart, the ex-Minister of Railways, however, says Mr. Shanley's award was a fair one that Mr. Snowball should have received the full amount. Had that been done the item which the house was asked to vote would have been about $70,000, instead of $52,148,44—so that the difference—over $17,000—will probably have to be paid at some future time.

Settling the Province.

[St. John Gazette.]

The government of New Brunswick is making a strong effort to increase the agricultural developement of the country. It has been represented to the members of the government that if more were known of the opportunities afforded for settlement on improved farms there would be a larger immigration of the better class of Englishmen, Scotchmen and Irishmen from the other side. There are large numbers of young men in Great Britain whose parents have sufficient capital to start them in farming in this country in a moderate way, and it is felt that if more were known of the opportunities afforded agriculturists in New Brunswick we would gain a considerable share of this imigration, much of which now goes to Australia, South Africa and the western part of Canada. The conditions in New Brunswick are more conducive to success among this class of persons than they are in the far west. Although the Englishman can adapt himself to circumstances almost anywhere, he prefers a settled country where there are schools and churches and other people, to an unbroken wilderness where he can find none of the essentials of life to which he has been accustomed. Surveyor-General Dunn has engaged Mr. W. A. Hickman, a native of Dorchester, and a graduate of Harvard University, to visit the different sections of the province and obtain a list and descriptions of various improved properties that are offered for sale. There are quite a number of such places in New Brunswick, all good farms. Sons have left parents alone on the land, and in many cases excellent farms could be got for very reasonable prices because there is no one to work them. After Mr. Hickman has concluded his work in New Brunswick, and visited all sections of the province, he will go to Great Britain and deliver illustrated lectures on New Brunswick and the opportunities it offers to the better class of immigrants.

News and Notes.

Sir Chas. Tupper sailed on the Parisian for England last Thursday.

Hecter C. McDonald, attorney-general of Prince Edward Island, has been appointed a county court judge.

The late Wesley Vanwart, of Fredericton, whose death was recorded in last week's ADVANCE was insured for $101,000.

Sir Charles Tupper has announced that Sir Hibbert Tupper will not again run for the House of Commons for the County of Pictou.

Albert Menier, the French chocolate manufacturer, died in Paris the other day. He was a brother of Henri Menier, the owner of Anticosti.

The Militia Department has placed at the disposal of Major J. T. Hartt, of St. John, twenty new Lee Enfield rifles, which marksmen intending to compete at the matches at Sussex next week can procure from him.

Messrs. A. & R. Loggie have had a boiler put in their building on Queen street for the purpose of boiling blueberries, which will be canned. They expect to put up about 100 tons of blueberries and raspberries.—Richibucto Review.

The Victoria, B. C., Times says:—"Had the late Senator Sanford been able to swim he would in all probability be alive and well to-day. Strong, sensible men are too prone to pooh pooh such things, but time and circumstance are apt some day to exact a terrible revenge. No boy in Canada should be allowed to leave school unless he is able to swim. And why not the girls, too?"

Sir James Edgar is the sixteenth member elected to serve in the present Parliament, who has died since the 23rd June, 1896. The list is as follows, but not quite in the order of deaths; Bechard, Iberville; Bergin, Cornwall; Clark, North Gray; Cameron, West Huron; Dupont, Bagot; Edgar, West Ontario; Fauvel, Bonaventure; Geoffrion, Vercheres; Gray, Levis; Ives, Sherbrooke, Jamieson, Winnipeg; McCarthy, North Simcoe; Perry, West Prince; Wood, Brockville.

The Quebec Telegraph says:—Colonel Osgood, a large watchmaker and jeweller, of Lewiston, Me., who has been stopping at the Chateau Frontenac during the past few days, stated that in all his railway experience in the United States he had never travelled on a more elegantly equipped train of cars than that of the I. C. R. between St. John and Levis. When asked if the statement might be published Col. Osgood replied: "Certainly, and you may add that I have travelled over considerable of the railways of the United States and Canada during the past 25 years."

A London despatch of 30th ult. says: "Some very interesting tests of wireless telegraphy were tried last week, Maskelyne, the famous wonder-worker of the Egyptian Hall, being the experimentor. On Wednesday a balloon was sent up. When almost out of sight messages were sent from the earth to the balloon and replied to. Then, at a distance of four hundred yards, a powder magazine was, by means of wireless telegraphy, blown to pieces. Maskelyne affirmed that the effort would have been quite the same at a distance of ten miles. It would be interesting to hear Marconi's opinion about this, but as he is with the manœuvring fleets we must wait for that to test the theory. Still, a further test. Another balloon was sent up, but carrying no people this time, only a tail of cartridges of guncotton. After waiting till the balloon was but a speck in the sky, a button was pressed. There was a flash, a very distant boom, and the speck disappeared. The Daily Chronicle thinks it is a pity this contrivance was not ready for the beginning of the peace conference at The Hague, instead of at the end, as in its nature it tends to attain the entire object of the conference at one stroke."

During the year 1890, according to the census returns, the value of paper produced in the United States was $72,773,093, and of pulp $5,152,038. During the first six months of 1898, according to returns prepared in the Department of Labor, Washington, the value of paper produced was $52,760,806, and of pulp $14,363,096. It will be observed that in the manufacture of pulp the value of the quantity produced in the half-year of 1898 was nearly three times as great as the value of the quantity produced in the whole of 1890. These figures tell at a glance to what large proportions has this industry attained in a few years They are also suggestive of the fact that the time is fast approrching when the sources of supply in the United States will be very materially diminished, and Canada must be appealed to. Pulp mills are found in all divisions of the United States—east, west, north and south. Of the output of 619 383 tons, four mills which gave returns, 367,744 tons were of ground wood pulp, 173,420 sulphite fibre, and 74,379 tons soda fibre, while 3,840 tons of cotton fibre were produced. During the six months 723 plants were in active operation in the making of paper and pulp.—[Globe.

Appointed Queen's Counsel.

The Royal Gazette contains the appointment of the following persons as Queen's Counsel:

Samuel Thompson, George G. Gilbert, Robert Hutchinson, George F. Gregory, Silas Alward, Hon. A. G. Blair, L. Allen Jack, Daniel Jordan, Augustus H. Hanington, Alfred A. Stockton, James D. Phinney, Hon. Lamuel J. Tweedie, Hon. William Pugsley, Allan O. Earle, Wesley Vanwart, Richard F. Quigley, Hon. Henry R. Emmerson, Hon. Albert S. White, John McAllister, Hon. Ambrose W. Richard, Henry A. Powell, George V. McInerney, Lemuel A. Currey, J. Douglas Hazen, Lewis J. Almon, Charles J. Sayre, G. Sidney Smith, Chas. E. Knapp, Lewis A. Mills, E. Byron Winslow, Arthur C. Fairweather, Thomas Millidge, Stephen B. Appleby, John Kerr, Monk McDonald, Jas. G. Stevens, jr., John Willet, Melbourne McMonagle, William B. Wallace, James A. Belyea, T. Carleton Allen, Joseph Howe Dickson, Hugh H. McLean, Miles B. Doxon, Wm. B. Chandler, Harvey Atkinson, W. Watson Allen, Amon A. Wilson, Charles H. Masters, Richard A. Lawlor, Edwin H. McAlpine, Narcisse A. Landry, Arthur I. Trueman, Allan A. Davidson, Daniel Mullin, R. S. LeBert Tweedie, Jeremiah H. Barry, George W. Allen, Warren C. Winslow, John L. Carleton, Mariner G. Teed, Leonard Allison, Melville N. Cookburn, William H. Chapman.

These gentlemen are to take precedence after the Attorney General, Solicitor General, those members of the bar of the Province who have heretofore "been appointed by us as Our Counsel Learned in the Law, under the Great Seal of Our Province of New Brunswick," and those members of such bar, if any, "who may lawfully be entitled to rank and precedence over."

Chatham Town Council.

The Town Council met in its chamber, Town Hall, in regular monthly session on Monday evening last, His Worship Mayor Winslow, presiding. There was a full attendance of members.

The minutes being read and approved,—

The clerk read a reply from Mr. Thomas Hoben, Supt. of the C. E. Ry. to a communication sent to him by the Mayor in reference to stopping trains on the highway and obstructing the same, Mr. Hoben saying the practice would be discontinued and thanking the Mayor for directing his attention to the matter.

Ald. McIntosh stated the circumstances under which he had complained to the Mayor of the road being obstructed. He said he could make another complaint of a repetition of the offence if he so desired.

The communication was ordered to be fyled.

Ald. Snowball, from the Public Works committee, submitted the following report:

We beg to report that at a meeting of our committee, having visited previously the town wharf and looked over the work as done by Mr. Jas. Desmond, the contractor, we considered that the work had been done according to contract and decided to report that the work be taken off the contractor's hands and that he be paid the balance due as well as an extra of $10 for additional work as ordered by your committee.

We have had the posts on the wharf tarred and have been fortunate enough to get two vessels with ballast, one stone and the other earth, at the cost of hoisting and hauling and in one case free ballast dues and the other the vessel paid half.

We decided in committee to buy 100 tons of gravel ballast from the brig Sovereign for use on streets at 50c. per ton and free hoisting, carting and ballast dues and now ask the concurrence of council.

This gravel was badly needed to fill hollows on water and other streets.

Some improvements must be made in the way of a winter landing and we ask permission to consruct a small block at the Letson slip so called. This will not cost much and will make a good landing at all times of the tide.

We consider that a rock crusher is needed so that we can have stone at all times suitable for streets and we are now communicating with the firms who manufacture these and hope to lay full particulars before you at our next meeting.

With reference to the petition of Jas. Neilson for the use of the engine house, corner Wellington and St. John Sts. we cannot recommend granting the prayer of this petition as we find the Fire Department intend using this building for the hook and ladder truck.

With reference to the communication of Thos. Cornish re encroachments on Lobban Avenue we cannot find any just cause of complaint.

With regard to Howard St. extension petition it was decided by your committee to lay this over in the meantime.

Re petition residents of St. Andrew's street, your committee has visited this street and regret that there is cause for complaint. The Pulp Factory management, however, seemed desirous of remedying the complaints as far as the ashes were concerned; the other matters are still under consideration and will receive the prompt attention of your committee.

With reference to Water Works, the matter of acquiring the land as recommended by Engineer Coffin along Morrison Brook was fully discussed and the majority decided to defer the matter till next season.

We would ask for the following amounts from Bond issue.

Culvert at Wilson's	$150.00
" Station Road	150.00
Sidewalk " "	200.00
" Victoria Avenue	50.00
" Canada Wharf to Ry	50.00
" Queen's Ward	30.00

The following bills were passed.

Wages $170.19 and $129.73, Jas. Firth, wheel barrow $5.00, W. J. Groat $1.80, Alex. Watling $3.20, Geo. E Fisher $50.00, Telephone Co., $25.00, J. B. Snowball lumber bill $176.14, Ballast ours $14.00, W. J. Groat water cart $2.50 and hauling $2.15, brig Sovereign $60.00

The report was received and adopted.

Ald. Maher suggested that the bills be read in detail which was done and they all passed.

Ald. Loggie moved a reconsideration of the portion of the foregoing report relating to the proposed water and sewerage system. Adopted.

Ald. Snowball moved as follows, seconded by ald. Hocken:—

That we consider it advisable that the lands recommended by Engineer Coffin as necessary for water supply be secured and that steps be taken at once by this council to acquire this property.

Ald. Snowball said that he was one of the minority of the Board of Works who had differed from the majority, as he thought that all progress in the matter of the water system should not be abandoned. If the water works were a good thing no unnecessary delay should take place in providing the town with the improvement, and he argued that time would be gained and that it would be advantageous in every way to secure the land. He gave reasons similar to those advanced by him at the Board of Trade meeting on Friday last in support of his resolution.

Ald. Hocken said some advance should be made towards providing the town with water works, or abandon the undertaking and let a company take hold of the matter.

The Mayor said the charter of the company had lapsed.

Ald. Loggie said no reasons had been advanced for not acquiring the necessary land. If the water supply was short, it would be demonstrated before the land was expropriated.

Ald. Flanagan said his reason for hesitating in the acquiring of the land was because of the fear that there was not enough water to guarantee a revenue and the result would be increase of taxation.

Ald. Maher expressed views similar to those of Ald. Flanagan.

Ald. McIntosh said he could not see any use in acquiring the lands now if the water works were not to be gone on with until next year. Where was the money coming from to pay the land damages?

Ald. Watt said it might be that the present owners would put improvements on the lands wanted. Some of them might build a dam and make a duck pond etc. and thus increase values and the cost to the town of securing the lands at a later period.

Ald. Maher said there had not been a year's test of the quantity of water in the Morrison Brook. Such test should be made and the results laid before the ratepayers before anything further was done.

Ald. Snowball quoted figures from the readings of the water gauge at the Brook to show that a minimum of 525,000 gallons per day had been demonstrated by the measurements since October last. He said that 325,000 gallons a day was enough for the population of Chatham, according to Engineer Coffin, so the question of supply was pretty well settled. He described the springs which supply the brook and urged the necessity of going on as soon as possible with expropriation.

Ald. Loggie referred to the statements in Engineer Coffin's report, which convinced him that Morrison's Brook water supply was sufficient for a population of 25,000.

Ald. Groat thought engineer Coffin understood his business, that the supply was sufficient and that no unnecessary delay should take place.

The Mayor said that in view of the demands of some of the owners, he had thought it best to suspend action in acquiring the lands; there had also been no bonds issued yet, so the money with which to tender the value of the lands to the owners might not be forthcoming. The people's taxes too were quite large and they might approve of them not being increased just now. He believed there was a sufficient supply of water there, but it was well to make it a sure thing.

Ald. Snowball's motion was put and carried:

Yeas:—Snowball, Loggie, Watt, Hocken, Groat.

Nays:—Flanagan, McIntosh, Maher.

Ald. Flanagan from the Fire committee reported as follows:—

Your committee beg to report that on Monday evening last we had a satisfactory test of the new hook and ladder truck at the Town Hall, also that a volunteer salvage corps has been formed with Mr. Archie Snowball as captain, which department should add very much to the efficiency of the fire service of the town.

We would recommend the appointment of Robt. Ward as assistant and fireman in the steam fire engine in place of Joseph Savoy resigned, at a salary of $25.00 per annum.

We also recommend the following bills attached to be paid.

Adopted.

Ald. Maher reported that the bye-laws were still in Mr. Loggie's hands and would be ready for next meeting.

Ald. Watt from the Police committee reported as follows:—

The Police Committee beg to report, that they consider it desirable to supply the Police with helmets and revolvers.

We are pleased to report that your newly appointed Inspectors have laid informations against 12 violators of the Scott Act since your last meeting, convictions having been secured in most of the cases.

The report was adopted.

Ald. Watt read bills for the interment of two dead dogs and a dead cow. He said the Town mershall had spent a day endeavoring to ascertain who had owned the animals in life, but could not do so.

The Mayor said someone should certify such bills as these.

Ordered that the bills be paid.

Ald. Loggie said complaint had come to him of the offensive matter dumped at the "Black Swamp", within the Town limits.

Ald. Snowball said he had directed the Town marshall's attention to the matter and the cause of complaint would probably cease.

Ald. McIntosh asked why the Town marshall did not see that the offending parties were punished?

Ald. Snowball said suspected parties had denied being the offenders.

Ald. Loggie from the Finance committee reported as follows:—

The Finance Committee report that they have investigated the matter referred to them as to returns made by ex-policeman Forrest and recommend that inasmuch as said policeman has not made returns for all money collected by him on executions for taxes, that his salary that would otherwise be due him be withheld, and that he be notified his services will not again be required.

A debate arose as to whether Mr. Forrest was legally discharged or not. It was, of course decided that he was.

The report was adopted.

Ald. Hocken moved that the Public Works Committee be requested to recommend the name of a disinterested freeholder as arbitrator to act for the town in the expropriation of lands for the proposed water system. Adopted.

The Dog-Tax Collector's report was referred to the Finance Committee.

Janitor Craig's bill for prisoners' board was referred to same committee, with power.

The Forrest investigation papers were ordered to be fyled with the clerk.

The thanks of the council were voted to Provincial Secretary Tweedie for copies of the Assembly Acts of 1899.

Ald. Groat said the Maritime Sulphite Fibre Company had improved St. Andrew's street, and he hoped the Public Works committee would do its duty in causing further necessary work on that street to be done.

Adjourned.

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FOR CHATHAM (read down) MIXED	EXPRESS		FOR FREDERICTON (read up) EXPRESS	MIXED
6 00 a m lv	2 50 p m	..Fredericton,...	12 15 ar	4 00
6 10	2 53	....Gibson,....	12 12p m	3 57
6 40	3 00	...Maryaville,...	12 00	3 40
8 15	4 07	..Cross Creek,..	10 50	1 50
10 01	5 05	...Boiestown,...	10 00	12 20 p m
11 05	5 50 ar / 6 05 lv	...Doaktown,...	9 00	11 10
12 35 p m	7 10	...Blackville,...	7 50	9 40
1 45 ar	8 03	..Chatham Jct.	6 50	8 20
2 55 lv	8 07		6 42	ar 8 00
3 15	8 23	..... Nelson	6 25	7 40
3 35	8 40	....Chatham,....	6 12	7 20
3 55 ar	8 55	.. .Loggieville Lv	6 00a m	7 00 a m

Connecting with I. C. R.

GOING NORTH.

	Express.	Mixed
lv. Chatham,	10.25 p m.	12.50 p. m
Nelson	10 45 "	1.10 "
Ar. Chatham Junc.,	11.05 "	1.30 "
Lv. " "	11.25 "	1.50 "
Nelson	11 45 "	2 10 "
Ar. Chatham,	12 05 a.m	2 30 "

GOING SOUTH.

	Express.	Mixed
Chatham,	12 50 p. m.	9.00 a. m.
Nelson	1.10 "	9.20 "
Ar. Chatham Junction,	1.30 "	9.40 "
Lv. " "	1.50 "	10.25 "
Nelson	2.10 "	10.45 "
Ar. Chatham	2.30 "	11.05 "

The above Table is 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 Carroll's, McNamee's, Lutlow, 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 but not Monday mornings.
CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY 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.
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